

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

MISSION No. **26**

Date: **22 FEB. 44**

TO: **OSCHERSLEBEN, GER.**

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

E- -6

22 February 1944

SUBJECT: Leader's Narrative, 401st Bomb Group, (Lead Box)  
Mission of 22 Feb. 1944.

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

1. Take-off for the Group was five minutes late because of snow showers at the field. An individual assembly at Splasher 6 at 10,000 feet was scheduled; however, the assembly altitude was changed to 12,000 feet before take-off. Assembly was made difficult by cloud and thick haze formations. During the assembly the wing weather ship recommended that the entire flight level over England be that briefed plus 2,000 feet.

2. Departure from Splasher 6 was made on time with thirteen ships in my group. The low group was in sight; the high group was not seen definitely (although there were numbers of aircraft in the area, including B-24s). The Wing Leader tried to call the high group leader but at that time heard him tell several ships of his formation to proceed to Point Z (coast departure point).

3. At approximately Point A the weather ship recommended that all groups of the wing depart Point Z at 14,000 feet. "Ragweed Pink" and "Blue" acknowledged my relayed message to that effect. Control points A and B were made on time. Departure from the coast was approximately one minute late. Climb was continued at the coast up through a haze-like layer. When on top and with visibility unlimited it was seen the wing was in correct division position. The low group pulled up into position and the tail gunner reported a high group coming up from the rear. The lead group had 16 aircraft as did also the low group. The group pulling up from the rear (which was assumed to be the 457th) had 20 aircraft, which would give the Wing formation a strength of 52 airplanes.

4. At approximately the enemy coast it was determined that the Low Box had not either its scheduled Leader or Deputy. The aircraft which was leading declared that there was no ship capable of bombing. The Wing Leader then attempted to contact his Deputy (who, it was found later, had VHF trouble) on both VHF and command frequency to tell him to assume Low Box Lead. Meanwhile, "Ragweed Blue" Leader moved into Lead of the "Ragweed Pink" formation. Then the High Group which had assumed to be "Ragweed Blue" pulled over to the right hand Wing formation. From that point on to the IP the 94th CGW and the composite Wing on our right flew closely together. No ships were lost going into the target. The Wing directly ahead, however, (1st CGW) suffered intense fighter attack.

5. The cloud coverage on the route became approximately from three to five tenths. At the IP the primary target appeared sufficiently open for bombing. Both the Oschersleben and Halberstadt areas had been bombed. However, a solid cloud cover obscured the target from about three miles south. The Wing Leader instructed his formation to hold their bombs and await instructions. Then he tried to contact the Low Box to see if they had dropped. It was desired to carry them by a target of opportunity (Kassel) suggested at briefing. The Low Box Leader could not be contacted. An "S" turn was made to try to pick up the Low Group. (Upon return to base it was determined that the Low Group Leader had proceeded to Magdeburg from Oschersleben instead of turning left behind the Wing Leader; hence the wide gap which was never made up.) The Wing Leader continued trying to contact the Low Group Leader as he proceeded to Kassel, which could not be bombed. It was then decided to take the first visible city near the course as a target of opportunity. Another "S" turn or two was made to try to pick up the Low Group. The 94th Wing pulled behind another Wing with another Group in High position attached on us. The city of Marburg was bombed.

6. En route back the Lead Wing went some distance north of course. Heavy flak was encountered and the number three ship of second element of lead squadron dropped from formation. When last seen he was under control with engines running and no fires. No other ship was lost from the Lead Group. The 401st has reported one other aircraft missing.

WILLIAM T SEAWELL,  
Major, Air Corps,  
Wing Leader.

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

**AAF Station 128  
23 February 1944**

**SUBJECT: Leaders Narrative, 401st Group, Low Composite Box, Mission  
of 22 February 1944.**

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

1. The 401st Group Low Box Leader, along with the Deputy Leader, found it necessary to abort before reaching enemy territory. A 457th Group aircraft in the Wing formation took over the lead of the 401st Low Box. Hence, the Leaders Narrative can not be submitted by the 401st Group.

2. Statistics and other data however, may still be found in the Operations Officers Narrative (Low Box) and the Statistical Summary (Low Box).

**For the Operations Officer:**

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

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

E-C-1

22 February 1944

SUBJECT: Operational Narrative, Mission No 26, 22 February 1944.  
(Lead Box)

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

1. GENERAL NARRATIVE: The 401st Group furnished nineteen (19) ships for the lead box. The assembly was over Splasher #6, and the weather was such as to make assembly extremely difficult. The assembly of the Wing was likewise hampered by the weather, and a total of thirty two (32) ships, (2-16 ship boxes) comprised the Wing formation after the enemy coast was reached. The route in was as briefed, but the route out was not (See Navigator's log). After passing over the primary target, which was not bombed due to 10/10 cloud, the Wing was split up and the lead group proceeded alone with the low box several miles in trail. A target of opportunity (Marburg) was bombed enroute home. Halfway back towards the coast the lead box joined another lone group and flew to the English Coast in formation with this group. Flak was encountered when this group crossed the southern tip of the Ruhr.

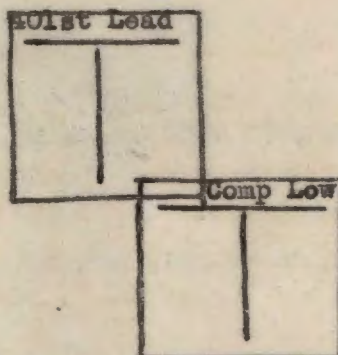
2. AIRCRAFT NOT ATTACKING: Six ships, five abortives and one spare returned early from the lead box formation. This left thirteen. Three more unidentified ships joined the formation enroute and it had 16 ships during the flight over enemy territory. Of these 5 abortives, 4 were due to not finding the formation. Difficult weather and the confusion of assembling is believed to be the main factor in this number of ships returning early. Error is attributed to weather and to navigation. The remaining abortive (42-31069) was due to loss of an engine and is 100% mechanical failure.

3. LOST AIRCRAFT: Enemy fighter attacks were encountered at several points along the route. They were determined and aggressive. Flak over the target of opportunity was heavy to moderate and accurate. A high percentage of battle damage resulted. One 401st ship (42-31930) was lost out of the lead box due to E/A prior to primary target area.

4. FORMATIONS:

- a. Formation at takeoff and on cruise (diagram attached).
- b. Formation over the target (diagram attached).

c. Formation in the Wing:



5. RESULTS: The bombing was visual on a target of opportunity. Results are reported as good.

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

401st Lead Box

Combat Flight Leader Major SEAWELL 22 FEB 44  
Deputy Flight Leader Major MARTIN Date  
Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
GROUND CONTROL \_\_\_\_\_

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

612 SQDN  
SEAWELL

033

Lead box formation at takeoff  
and on cruise

BINGHAM

MARTIN

9993

087

CURRIE

487

WELLS

TANNER

511

943

613 SQDN

615 SQDN

SHOTTS

DEMPSEY

072

091

JONES

KEITH

POSE

ROLE

037(abort

202(abort

662(abort

873(abort

STELZER

BYRD

932

069(abort

SCHARFF

SHANKS

KNIGHT

593

930

891

SPARES

KAUFMAN

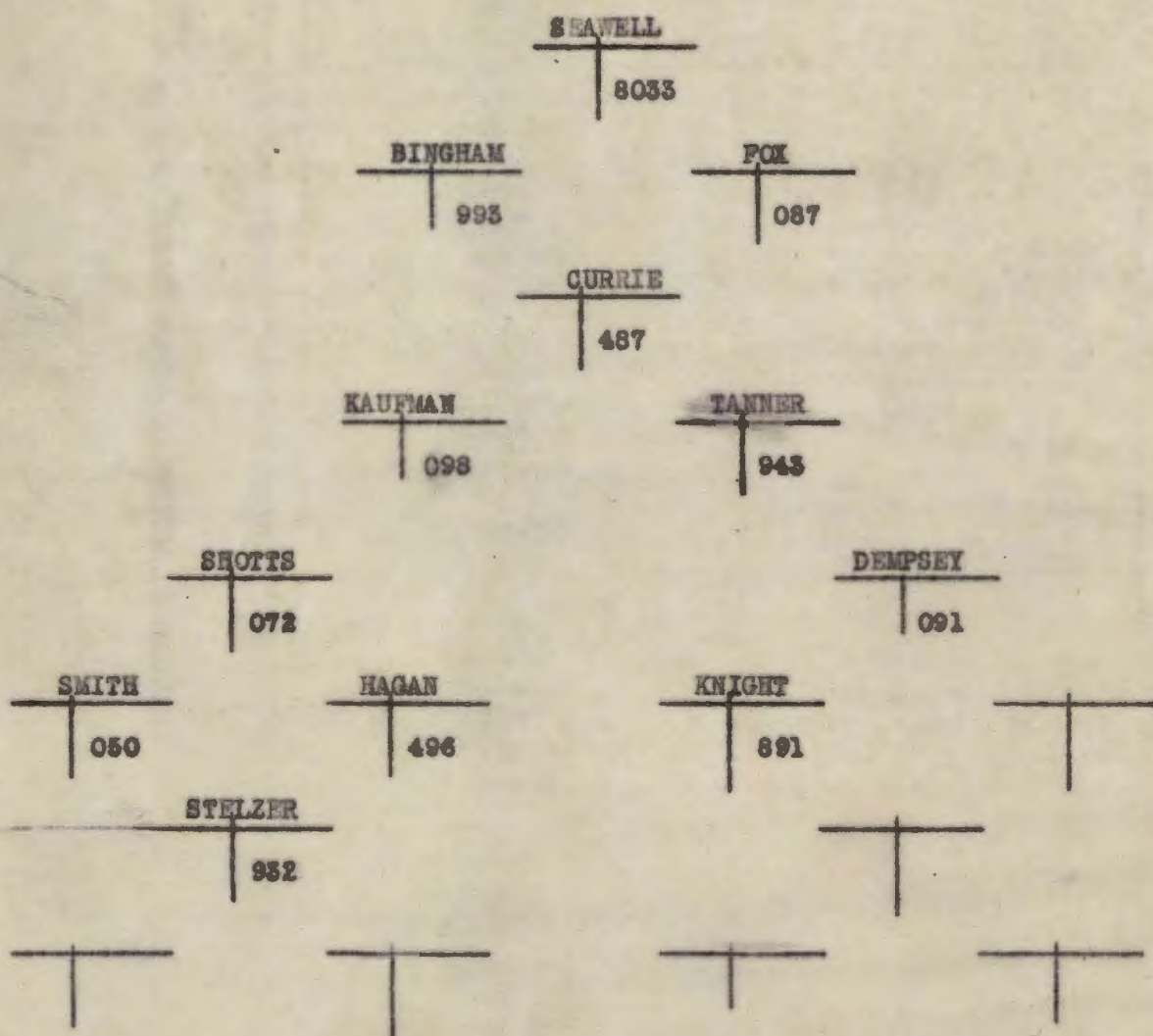
098

WEBER

440(spare-retained)

401st LEAD BOX - 94th CBW

FORMATION OVER TARGET



NOTE: Following A/C landed away and position over target not obtainable.

42-31593

42-31593

A/C 42-31511 Flew with 306th Group, Target: Oschersleben.

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

E-C-3

23 February 1944.

SUBJECT: Operational Narrative, Mission No. 26, 22 February 1944.  
(Low Composite.)

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

1. GENERAL NARRATIVE: The 401st Group furnished 14 ships for the Low Composite Box for the mission of 22 February 1944. (Two of these A/C actually were dispatched with the Lead Box.) Assembly was over splasher 6. The assembly, both Group and Wing, were extremely difficult due to adverse weather and the large number of ships milling around in the same area. At one time, the weather ship counted over 150 ships of the 1st, 2nd, and 3rd Divisions in the same area (Spl. 6) in formation of elements, squadrons, groups, and many single ships. Before reaching the enemy coast, both the Group Leader and the Deputy Group Leader aborted. Shortly afterwards, a lead ship from the high box (which never was able to form) came forward and lead the Low Composite Box. The box totaled 16 ships. The route in to the target was the same as that for the Lead Box. However, the Low Box bombed a different target of opportunity than the Lead Box bombed. They left the Lead Box shortly after passing the primary target. The route home was not as briefed.

2. AIRCRAFT NOT ATTACKING: Two ships, the Box Leader and the Deputy Box Leader aborted from the Composite Low Box formation. Both ships returned because of mechanical failures; one due to propeller failure, and one due to oxygen system failure. Abortions are 100% mechanical.

3. LOST AIRCRAFT: Enemy action was the same as that encountered by the Lead Box. One 401st ship (42-38002), from the Low Composite Box was lost due to action by E/A near Magdeburg.

4. FORMATION

- a. Take-off and cruise (see attached diagram)
- b. Over target (see attached diagram)
- c. Wing Formation.

401 Lead

Low Comp.

5. RESULTS: The bombing was visual, on the Leader who assumed command enroute. Results are unreported.

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

Combat Flight Leader LOW BOX

Date

Deputy Flight Leader

Group Call Sign CAPT GARLAND

Fighter Call Sign 22 FEB 44

GROUND CONTROL LT OWENS

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

SQDN

614

GARLAND

081

(ABORTED)

LOW BOX FORMATION AT  
 TAKE OFF AND ON CRUISE

STINE

OWENS

488

369

(ABORTED)

WILSON, S.P.

315

ARNESON

KSIENIEWICZ

SQDN

002

SQDN

001

615 & 613

GRINHAM

557

CAMPBELL

FERDYN

521

619

LOCHER

979

FITCHETT

SHEAHAN

847

SPARES

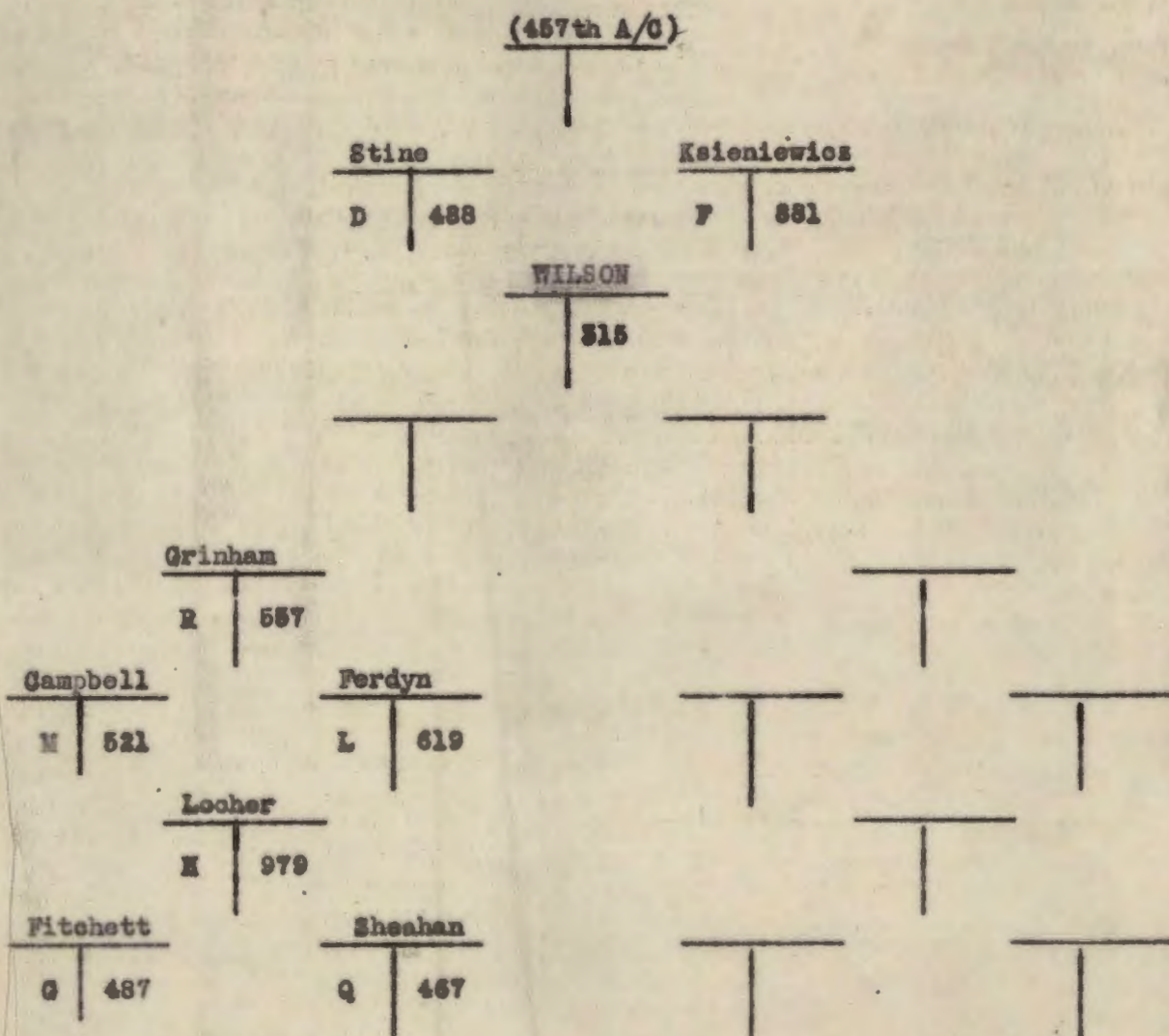
467

SMITH, S.E.

050

HAGAN

**401ST BOMBARDMENT GROUP (H)**  
**LOW BOX FORMATION OVER TARGET**



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

AAP Station 128  
 23 February 1944.

SUBJECT: Statistical Summary, 401st Group (Lead Box) Mission of 22 February 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....19  
 Number of Spares..... 1  
 Number of A/C T.O. less Unused Spares...18  
 Number of A/C Disptached.....16 (incl 2 A/C from low box)  
 Number of Sorties (E.E.T.).....14  
 Number of A/C Returning Early (Not E.E.T.)..5  
 Number of A/C Attacking.....12  
 Number of A/C Not Attacking.....8

Aircraft Lost:

Due to reasons unknown: - 1

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

|                                        | Aircraft    |           | Bombs        |              |              |                    |       |
|----------------------------------------|-------------|-----------|--------------|--------------|--------------|--------------------|-------|
|                                        | Over Target | Bomb- ing | Num- ber     | Size         | Type         | Fusing             |       |
|                                        |             |           |              |              |              | Nose               | Tail  |
| Main Bombfall<br>(T.O.: Marburg, Ger)  | 18          | 11        | (127<br>( 5  | 500#<br>500# | M-64<br>M-43 | 1/10<br>Long Delay | 1/100 |
| Other Attacks:<br>(Oschersleben, Ger)* | 1           | 1         | 12           | 500#         | M-64         | 1/10               | 1/100 |
| Bombs on Targets                       |             |           | 144          | 500#         | x            | x                  | x     |
| Other Bomb Expenditures                |             |           | ( 30<br>( 6  | 500#<br>500# | M-64<br>M-43 | 1/10<br>Long Delay | 1/100 |
| Bombs Returned                         |             |           | 60           | 500#         | M-64         | 1/10               | 1/100 |
| Total (Loaded on A/C Taking Off)       |             |           | (229<br>( 11 | 500#<br>500# | M-64<br>M-43 | 1/10<br>Long Delay | 1/100 |

\* A/C bombed with 306th Gp

For the Operations Officer:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer

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

AAF Station 128  
 23 February 1944.

SUBJECT: Statistical Summary, 401st Group (Low Composite Box), Mission of 22 Feb 44.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....14  
 Number of A/C Spares..... 2  
 A/C Taking Off Less Unused Spares.....14  
 Number of A/C Dispatched.....10 (2 A/C dispatched with  
 Number of Sorties (E.E. T.)..... 9 lead box)  
 Number of Returns Early (Not E.E.T.).... 2  
 Number of A/C Attacking..... 9  
 Number of A/C Not Attacking..... 3

Number of A/C Lost:

To Flak & Fighters - 1

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

|                                  | Aircraft       |              | Bombs       |      |      |  | Fusing     |       |
|----------------------------------|----------------|--------------|-------------|------|------|--|------------|-------|
|                                  | Over<br>Target | Bomb-<br>ing | Num-<br>ber | Size | Type |  | Nose       | Tail  |
| Main Bombfall                    | 9              | 9            | (97         | 500# | M64  |  | 1/10       | 1/100 |
| (T.O.: Magdeburg,<br>Germany)    |                |              | (11         | 500# | M-43 |  | Long Delay |       |
| Other Attacks                    | --             | --           | --          | --   | --   |  | --         | --    |
| Bombs on Target                  |                |              | 108         | 500# | x    |  | x          | x     |
| Other Bomb Expenditures          |                |              | 12          | 500# | M-64 |  | 1/10       | 1/100 |
| Bombs Returned                   |                |              | 24          | 500# | M-64 |  | 1/10       | 1/100 |
| Total (Loaded on A/C Taking Off) |                |              | (133        | 500# | M-64 |  | 1/10       | 1/100 |
|                                  |                |              | ( 11        | 500# | M-43 |  | Long Delay |       |

For the Operations Officer:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer

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

AP0 634

SUBJECT: Lead Navigator's Narrative, Mission Flown 22 Feb 44

TO : Commanding Officer, 401st Bombardment Group (H)  
AP0 634

1. Flight Plan and log attached
2. Track Chart attached.
3. Narrative.

a. T/O at 0832 hours.

b. Group formed at 1000 hours at 14000 feet.

c. Formed CBW at 1000 hours at 14000 feet.

d. Began climb at 1045 hours.

e. Reached altitude at 1100 hours.

f. Weather encountered over England:

(1) Clouds 8/10ths

(2) Visability 10 miles

(3) Wind at altitude 68 degrees, 94 Knots per hour.

g. Means of navigation over England.

Gee, pilotage and D.R.

h. Means of checking Metro Winds

Air Plot and Gee

i. Joined task force at 1045 hours at Glaston  
(Splasher, City or Coord)

j. Departed English Coast at 1045 1/2 hours.

Arrived at Enemy Coast at 1145 hours.

k. Fighter Rendezvous:

- (1) Going in: \_\_\_\_\_ hours.
- (2) Coming Back 1157 \_\_\_\_\_ hours.

l. Wind used for bombing \_\_\_\_\_

**no fighters**

- (1) \_\_\_\_\_ degrees.
- (2) 63/ \_\_\_\_\_ knots per hour.
- (3) How 70 determined:

m. Description Air Pilot and See and Method of target Identification:

- (1) Reached IP at \_\_\_\_\_ hours.
- (2) Mag heading over target \_\_\_\_\_ degrees.
- (3) Altitude over 1513 \_\_\_\_\_ feet.
- (4) Time bombs away \_\_\_\_\_ 200 hrs.
- (5) Method of target identification 10,000 and weather over target:  
1513

n. Difficulties encountered with Radio, Compass, and special equipment: None, and Pilotage, 9/10 cloud cover.

o. Oxygen equipment shot out in nose over Köln.

- (1) Coordinates of furthest fix \_\_\_\_\_ N \_\_\_\_\_ E.
- (2) Time \_\_\_\_\_ h rs. 21° 45 04° 45

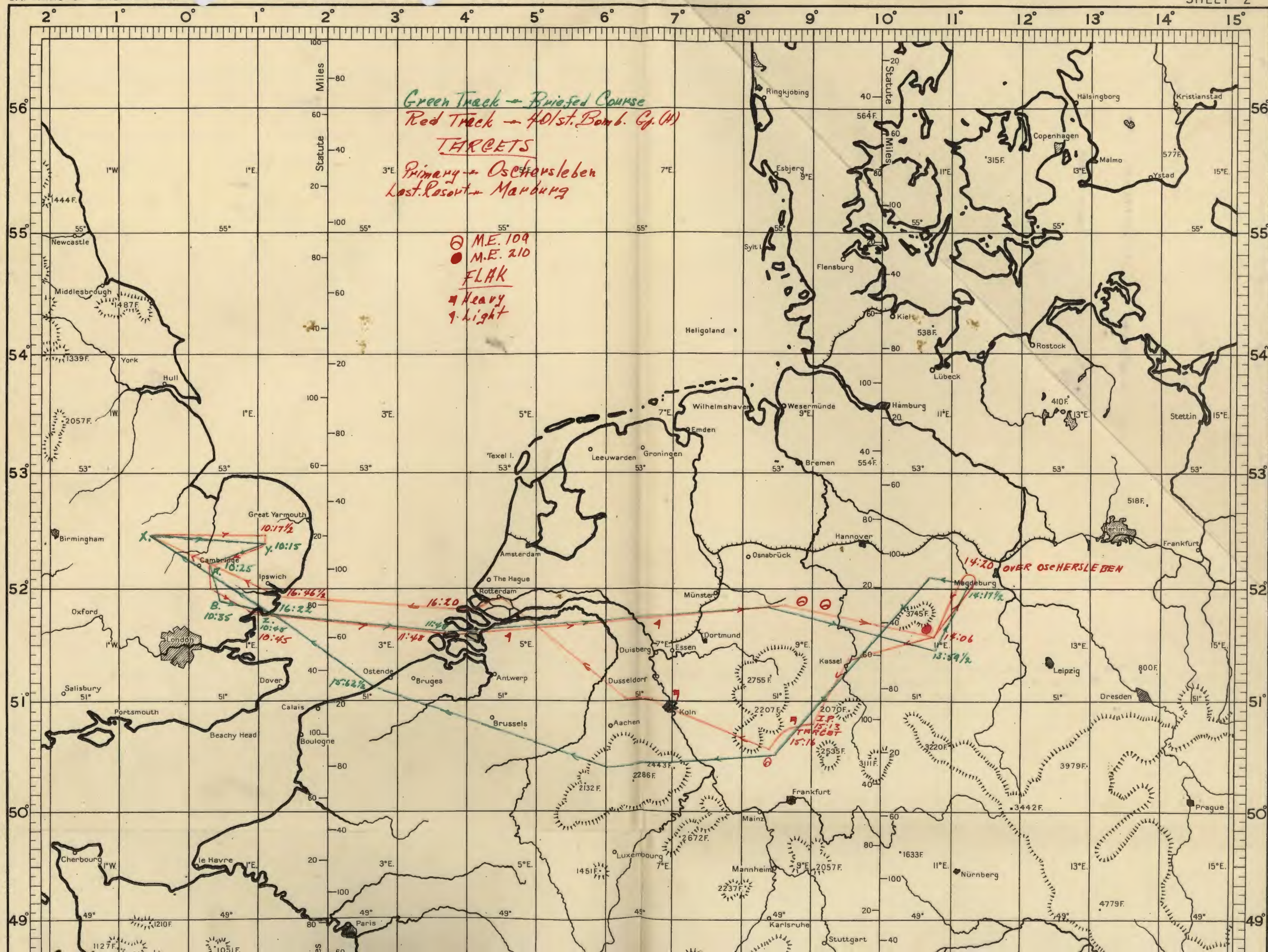
p. Comments: 1513

**Primary target covered; tried run on Halberstadt - had already been bombed upon arrival. Turned on heading to bomb Kassel but it was covered. Turned on briefed course out and bombed Marburg.**

SIGNATURE \_\_\_\_\_

**We met another Wing just below Marburg. Their course took us over Köln and then H.V. to just south of Rotterdam. The Lead Navigator warned the Air Commander that this course would take the Group over Ruhr and that subsequent course was too far north. However for sake of protection of the other Wing he selected to stay with them.**

**H.E. WALSH,  
1st Lt., Air Corps.**





PILOT Capt. H.M. HugginsNAVIGATOR 1st Lt. H. WalshDATE February 22, 1944

|              |       |         |      |      |           |      |      |
|--------------|-------|---------|------|------|-----------|------|------|
| STATIONS     | 0720  | ENGINES | 0815 | TAXI | 0830      | T.O. | 0845 |
| LEAVE BASE:  | SL #6 |         |      | 1015 |           |      |      |
| COAST OUT:   |       |         |      | 1045 |           |      |      |
| ENEMY COAST: |       |         |      | 1148 |           |      |      |
| I.P.:        |       |         |      | 1400 |           |      |      |
| TARGET:      |       |         |      | 1418 |           |      |      |
| ENEMY COAST: |       |         |      | 1557 |           |      |      |
|              |       |         |      | 1622 | Base 1655 |      |      |

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

Last Time From Base - 1014 M.G. 132

Div ABC SL # 7 to Clacton

| FROM TO       | W/V USED | HEIGHT | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRIFT  | TRUE HDNG. | VAR | MAG. HDNG. | G/S | DIST.  | TIME   | E.T.A.   | CELESTIAL DATA<br>TIME BODY ALT. AZI. |  |  |
|---------------|----------|--------|---------------|------------|--------|--------|------------|-----|------------|-----|--------|--------|----------|---------------------------------------|--|--|
| SS #6         | 030      | 4000   | 150           | 144        | 98     | -15    | 83         | 10  | 93         | 125 | 63     | 29     | 0945     | Escoft                                |  |  |
| 52 22 01 08 E | 41       | 10000  | 155           | 150        | 255    | +11    | 266        | "   | 276        | 188 | 27     | 8 1/2  | 1025     | 0351 44 03 52 E (1140)                |  |  |
| New Market    | 50       |        | 150           | 151        | 161    | -20    | 141        | "   | 151        | 180 | 23     | 8 + 2  | 1035     | P-47                                  |  |  |
| 52 15 00 22 E | 40       |        | 155           | 158        | 101    | -22    | 79         | "   | 89         | 120 | 22     | 11     | 1045     | 51 47 05 30 E P-47                    |  |  |
| SS #7         | 59       | 12000  | 155           | 164        | 92     | -22    | 70         | 9   | 79         | 100 | 100    | 0100   | 1145     | P-47 at 1455                          |  |  |
| Clacton       | 60       |        | 155           | 180        | 88     | -18    | 70         | 7   | 77         | 102 | 75     | 45/013 | 1320     | P-51 at 1335                          |  |  |
| 51 48 01 70 E | 47       | 12000  | 155           | 180        | 101    | -16    | 85         | 6   | 91         | 133 | 87 1/2 | 39 1/2 | 1359 1/2 | Spitfires at 1521                     |  |  |
| 51 44 03 52 E | 75       | 20000  | 155           | 180        | 33     | +6     | 39         | 6   | 45         | 118 | 35     | 18     | 1417 1/2 | I.P.                                  |  |  |
| 51 44 03 52 E | 50/50    | 20000  | 155           | 180        | 280    | +15    | 295        | 6   | 301        | 212 | 16 1/2 | 04 1/2 | 1422     | TARGET                                |  |  |
| 51 50 08 29 E | 90/65    |        | 155           | 180        | 223    | -2 1/2 | 220 1/2    | 6   | 226 1/2    | 245 | 127    | 31     | 1453     |                                       |  |  |
| 51 50 08 29 E | 50       | 20000  | 155           | 180        | 263    | +11    | 274        | 7   | 281        | 232 | 96     | 25     | 1518     |                                       |  |  |
| 51 33 10 45 E | 65       |        | 155           | 180        | 290    | +25    | 315        | 8   | 323        | 209 | 134    | 38 1/2 | 1556 1/2 | Enemy Coast Out                       |  |  |
| Target        | 65       |        | 155           | 180        | 306    | +23    | 329        | 9   | 338        | 182 | 78 1/2 | 25 1/2 | 1622     | English Coast                         |  |  |
| 52 02 11 15 E | 50       | 20000  | 155           | 149        | 302    | +16    | 318        | 10  | 328        | 142 | 77     | 32 1/2 | 1654 1/2 |                                       |  |  |
| 52 05 10 47 E | 65       |        | 155           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| 52 05 10 47 E | 50       | 20000  | 155           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| 50 33 08 30 E | 65       |        | 155           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| 50 33 08 30 E | 50       | 20000  | 155           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| 50 22 06 00 E | 65       |        | 155           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| 51 08 02 40 E | 50       | 20000  | 155           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| 51 08 02 40 E | 90       |        | 155           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| Clacton       | 45       | 20000  | 170           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| Clacton       | 75       | 7000   | 170           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| Base          | 30       | 7000   | 170           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |
| Base          | 41       | 4000   | 170           |            |        |        |            |     |            |     |        |        |          |                                       |  |  |

| TIME     | COURSE | W/V USED & OR D.R. DRIFT | TRUE HDNG. | MAG. HDNG. | NAVIGATIONAL OBSERVATION | GENERAL OBSERVATIONS               | I.A.S. M.P.H. /K | HEIGHT & TEMP. | T.A.S. | D.R. C.S. | DIS. TO RUN | TIME | E.T.A. |
|----------|--------|--------------------------|------------|------------|--------------------------|------------------------------------|------------------|----------------|--------|-----------|-------------|------|--------|
| 0852     |        |                          |            | 93         | T.O. Son Course          | 3 compasses vary 10° in rdg        | 150              | -1             |        |           | 68          | 29   | 0921   |
| 0858     |        |                          |            | 90         | 52° 31' 00 08 N          | GEE is being jammed                |                  |                |        |           |             |      |        |
| 0906     |        |                          |            |            | 52 32 00 13 E            | Pilots compass seems to be correct |                  |                |        |           |             |      |        |
| 0910     |        |                          |            |            |                          |                                    |                  |                |        |           |             |      |        |
| 0921     |        |                          |            | 90         | SS #6                    |                                    | 155              | 12000 -18      |        |           |             |      |        |
| 0935     |        | Circling                 |            |            | 52 15 N 01 01 E          | Planes now beginning to form       |                  |                |        |           |             |      |        |
| 1017 1/2 |        | Circling                 |            | 276        | 52 25 N 01 05 E          | On course to Point "A"             | 150              | 12000          |        |           |             |      |        |
| 1025     |        |                          |            | 151        | 52 18 N 01 22 E          | On course to Point "B"             |                  |                |        |           |             |      |        |
| 1045     |        |                          |            | 79         | 51 46 N 01 00 E          | English Coast at 2 1/2 Min Late    |                  | 14000 -22      |        |           |             |      |        |
| 1055     |        |                          |            |            | 51 50 N 01 27 E          | Slightly North of course           | 148              | 14500 -30      |        |           |             |      |        |
| 1105     |        |                          |            | 95         | 51 52 N 01 48 E          |                                    | 145              | 19000 -31      |        | 99        | 33          | 20   |        |
| 1110     | 86     | -12                      | 74         | 83         | 51 47 N 02 03 E          |                                    | 150              | 20000 -31      | 176    | 90        | 69          | 46   | 1156   |
| 1130     | 101    | -20                      | 81         | 90         | 53 42 N 02 55 E          | Gee N 59° at 88K                   |                  |                |        |           |             |      |        |
| 1140     | 70     | -4                       | 66         | 75         | Enemy Coast in sight     | Fighters at 1140                   | 150              | 20000          |        |           |             |      |        |

| TIME | CORSE.              | W/V<br>USED<br>E/OR<br>D.R. DRIF. | TRUE<br>HDNC | MAC<br>HDNC | NAVIGATIONAL<br>OBSERVATION                                                                                            | GENERAL OBSERVATIONS                                           | I.A.S.<br>M.P.H.<br>/K | HEIGHT<br>&<br>A.<br>TEMP. | T.A.S. | D.R.<br>G.S. | DIS.<br>TO<br>RUN | TIME | E.T.A. |
|------|---------------------|-----------------------------------|--------------|-------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|------------------------|----------------------------|--------|--------------|-------------------|------|--------|
| 1148 | 82                  | -12                               | 70           | 77          | 51 48 N 03 51 E                                                                                                        | Enemy Coast (by another wing<br>Pushed North of Briefed course | 150                    | 20000<br>-31               | 176    | 92           | 18                | 12   | 1200   |
| 1200 |                     |                                   |              |             | D.R.                                                                                                                   | Fighters at 1157                                               | 155                    |                            |        |              |                   |      |        |
| 1205 |                     |                                   |              |             | 51 48 04 20 E                                                                                                          | Flak                                                           | 155                    |                            |        |              |                   |      |        |
| 1212 | 90                  | -11                               | 79           | 85          |                                                                                                                        |                                                                | 155                    | 20000<br>-31               |        | 87           | 32                | 22   | 87     |
| 1230 |                     |                                   |              | 85          | D.R. 51 50 N 05 27 E                                                                                                   | Skirted Nymager                                                | 155                    |                            | 179    | 87           | 155               | 0140 | 1358   |
| 1300 | 90                  |                                   |              | 85          | D.R. 51 50 N 06 38 E                                                                                                   | Fighter are still being called<br>out.                         |                        |                            |        | 85           | 44                | 30   |        |
| 1300 |                     |                                   |              |             | Flak to S. E from<br>Happy Valley                                                                                      | Not many enemy aircraft                                        |                        |                            |        |              |                   |      |        |
| 1300 |                     |                                   |              |             | Borker 51 50 06 52 E                                                                                                   | Course good G. S. slightly higher                              |                        |                            |        | 95           | 61                | 38   | 1358   |
| 1315 |                     |                                   |              | 85          |                                                                                                                        |                                                                |                        |                            |        |              |                   |      |        |
| 1325 |                     |                                   |              |             |                                                                                                                        | Can't turn yet until other wing<br>uncovers                    |                        |                            |        |              |                   |      |        |
| 1328 |                     |                                   |              | 100         | Turned to I.P.                                                                                                         | About 7/10 cloud cover                                         | 155                    |                            |        |              |                   |      |        |
| 1330 |                     |                                   |              |             | Abundance of enemy fighters                                                                                            |                                                                |                        |                            |        |              |                   |      |        |
| 1335 |                     |                                   |              |             | North of Paderborn                                                                                                     | 1 ME 109 down 1 B-17 down<br>at 1338                           |                        |                            |        |              |                   |      |        |
| 1340 |                     |                                   |              |             | 1 B-17 blew up 1 chute                                                                                                 |                                                                |                        |                            |        |              |                   |      |        |
| 1345 |                     |                                   |              |             | 1 B-17 out of control                                                                                                  |                                                                |                        |                            |        |              |                   |      |        |
| 1348 |                     |                                   |              |             | Holzwinter                                                                                                             | B-17 down ME 110                                               |                        |                            |        |              |                   |      |        |
| 1358 | 101                 | -12                               | 89           | 95          | D.R. 51 50 N 08 29 E                                                                                                   | Fighters at 1240                                               |                        |                            | 179    | 122          | 87                | 48   | 1446   |
| 1406 |                     |                                   |              | 50          | North of I.P.                                                                                                          | Turned on Bomb run                                             |                        |                            |        |              |                   |      |        |
| 1420 |                     |                                   |              |             | Passed over Oschersleben                                                                                               |                                                                |                        |                            |        |              |                   |      |        |
| 1430 | 214                 | -10                               | 204          | 210         | 5 miles west of Halberstadt                                                                                            |                                                                |                        |                            |        |              |                   |      |        |
| 1440 | 244                 |                                   | 244          | 250         | 51 25 10 22 E                                                                                                          |                                                                |                        |                            |        |              |                   |      |        |
| 1446 | 33                  | +11                               | 44           | 50          | Estimated time at Target                                                                                               |                                                                | 150                    |                            | 174    | 118          | 35                | 18   | 1504   |
| 1450 | 270                 | +9                                | 279          | 285         |                                                                                                                        |                                                                |                        |                            |        | 244          | 42                |      |        |
| 1455 |                     |                                   |              | 226         | 51 25 10 40 E                                                                                                          |                                                                |                        |                            |        | 244          |                   |      |        |
| 1500 | 218                 | -10                               | 208          | 215         | 5 miles west of Kassel                                                                                                 | Flak 10/10 cloud cover                                         |                        |                            |        | 244          | 10                | 41   |        |
| 1510 |                     |                                   |              |             | 50 47 08 40 E                                                                                                          |                                                                |                        |                            |        |              |                   |      |        |
| 1513 |                     |                                   |              | 281         | T.P.                                                                                                                   |                                                                |                        |                            |        |              |                   |      |        |
| 1516 |                     |                                   |              | 290         | Bombs away at Marburg                                                                                                  |                                                                |                        | 20000                      |        |              |                   |      |        |
| 1517 | 244                 | -1                                | 243          | 250         | Marburg                                                                                                                | 2 B-17's fell apart at 1528                                    |                        |                            |        | 246          | 8                 |      |        |
| 1520 | 286                 | +8                                | 278          | 285         | T.P. as briefed                                                                                                        | ME-109 at 1530 5 chutes also<br>seen                           |                        |                            |        |              |                   |      |        |
| 1535 |                     |                                   |              |             | Happy Valley                                                                                                           | 2 B-17's down at 1533<br>Flak from 1535 until 1545             |                        |                            |        | 248          | 62                | 19   |        |
| 1545 | 299<br>(300 to 390) | +17AVE                            | 316          | 325         | Told Air Commander at 1525 that course led through Happy<br>Valley, but he wanted it maintained to keep wings together |                                                                |                        |                            |        | 220          | 15                | 55   |        |
| 1609 |                     |                                   |              | 320         | 51 55 04 45 E                                                                                                          |                                                                |                        |                            |        |              |                   |      |        |
| 1620 | 272                 | +15                               | 287          | 296         | 51 45 03 45 E                                                                                                          | IFT on 1635                                                    |                        |                            |        | 142          | 100               | 33   | 1653   |
| 1630 |                     |                                   |              |             | 51 50 02 47 E                                                                                                          |                                                                |                        |                            |        |              |                   |      | 1726   |
| 1645 |                     |                                   |              |             | 320 51 58 01 22 E                                                                                                      |                                                                |                        |                            |        |              |                   |      |        |
| 1712 |                     |                                   |              |             | Base                                                                                                                   |                                                                |                        |                            |        |              |                   |      |        |
| 1738 |                     |                                   |              |             | Landed                                                                                                                 |                                                                |                        |                            |        |              |                   |      |        |
| 1755 |                     |                                   |              |             | Engines Stopped                                                                                                        |                                                                |                        |                            |        |              |                   |      |        |

SIGNED

NAVIGATOR

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
office of the Bombing Officer

E-F-5

23 February 1944

SUBJECT: Group Bombardier's Narrative, Mission # 26, Marburg, Germany.

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

1. DISPOSITION OF BOMBS. Lead Group dropped 132 x 500 on Marburg. Two A/C jettisoned 24 x 500 as both A/C were short on gas. One A/C dropped 12 x 500 with the 306th. One A/C lost before target. The Low Group lead by the 457th Group dropped 108 x 500 on a target of opportunity. Magdeburg. One A/C lost before target.

2. The Lead aircraft and deputy of the low group aborted before getting too far onto enemy territory. The lead aircraft of the 457th Group took over and lead the low group over a target of opportunity, presumably Magdeburg.

3. The lead Group bombed Marburg as a target of opportunity.

JULIUS PICKOFF,  
Major, Air Corps,  
Group Bombardier.

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)

22 FEBRUARY 1944

SUBJECT: Lead Bombardier's Narrative, 401st Lead Box, Mission  
of 22 February 1944.

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

1. BOMB APPROACH AND RUN: The 401st Lead Box proceeded to the IP on the briefed route. The Lead Bombardier used pilotage to the primary target, but upon arriving there found it covered by 10/10 overcast. The Lead Box then reverted to the briefed course, after skirting the primary target, and began looking for a target of opportunity. A large city appeared through the clouds (later identified as Marburg, Germany) and it was selected as a target. Using mild evasive action and a two (2) minute run, synchronization was made on buildings west of the river. These looked like warehouses. Bombing pattern was fair and bombs hit the aiming point.

2. DISPOSITION OF BOMBS: See separate report.

3. TYPE OF RELEASE: Salvo. Intervelometer setting - minimum.

JAMES D HAFFNER  
1st Lt, AC  
Ld Bombdr, Ld Box.

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st Lt James Haffner 666666 DATE 22 February 1944  
 PILOT Major Seawell TAKE OFF 0852  
 NAVIGATOR 1st Lt Walsh LANDED 1730  
 ORGANIZATION 401 Squadron 615 Group AIRPLANE 033  
 OBJECTIVE Harburg  
 AIMING POINT (MPI) Warehouses  
 INITIAL POINT \_\_\_\_\_  
 METHOD OF ATTACK I  
                   Individual      Flight      Squadron      Group      Wing  
 NUMBER OF ATTACKING A/C IN GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_  
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:  
 DEFLECTION AND RANGE SIGHTING, GROUP Lead COMPOSITE GROUP \_\_\_\_\_  
 RANGE SIGHTING ONLY, GROUP None COMPOSITE GROUP \_\_\_\_\_  
 BOMBS, TYPES AND SIZES 500 # 15-45 GP  
 NUMBER OF BOMBS LOADED \_\_\_\_\_ RELEASED \_\_\_\_\_  
 FUZING, NOSE 1/10 TAIL 1/100  
 SYNCHRONIZATION I  
                   On                      Fast                      Slow

INFORMATION AT RELEASE POINT:

|                                                   |                                              |
|---------------------------------------------------|----------------------------------------------|
| Altitude of target <u>290</u>                     | Mag. Head. Order <u>45</u> Actual <u>290</u> |
| True Altitude above target <u>15,791</u>          | True Heading <u>283</u>                      |
| Ind. Altitude <u>20,000</u>                       | Drift, Est. <u>7 L</u> Actual <u>4 R</u>     |
| Pressure alt of target <u>24</u>                  | Tru Track _____                              |
| Altimeter Setting <u>29.32</u>                    | Actual Range <u>6030</u>                     |
| C.E.A.S. <u>150</u>                               | B.S. Type <u>15-9</u>                        |
| T.A.S. <u>204</u>                                 | Time of Release <u>1516</u>                  |
| G.S., Est. _____ Actual <u>118</u>                | Intervalometer setting <u>Min</u>            |
| Wind Direc. & Metro <u>50</u> Actual <u>60</u>    | Length of Bombing Run <u>2 Min.</u>          |
| Wind Veloc., Metro <u>75 mph</u> Actual <u>81</u> | C-1 Pilot <u>Yes</u>                         |
| D.S. <u>147</u> Trail <u>40</u> ATF <u>35</u>     | A-5 Pilot _____                              |
| TAN. D. A. Est. <u>.31</u> Actual <u>.47</u>      | Manual Pilot _____                           |

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Barabur

NAVIGATION DATA:

MEAN TEMP.

METRO

ACTUAL

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP. C.

Metro

Actual

Metro

Actual

Metro

Actual

1000  
5000  
10000  
15000  
17000  
19000  
20000  
25000  
28000  
30000

60

60

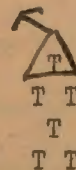
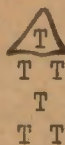
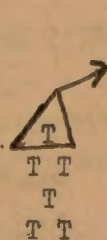
75

81

-36

-36

METHODS OF BOMBING



COMPOSITE GROUPS

T  
T T  
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T  
T T

T  
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T  
T T

Bombardier making complete sighting operation



Bombardier making range operation only



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

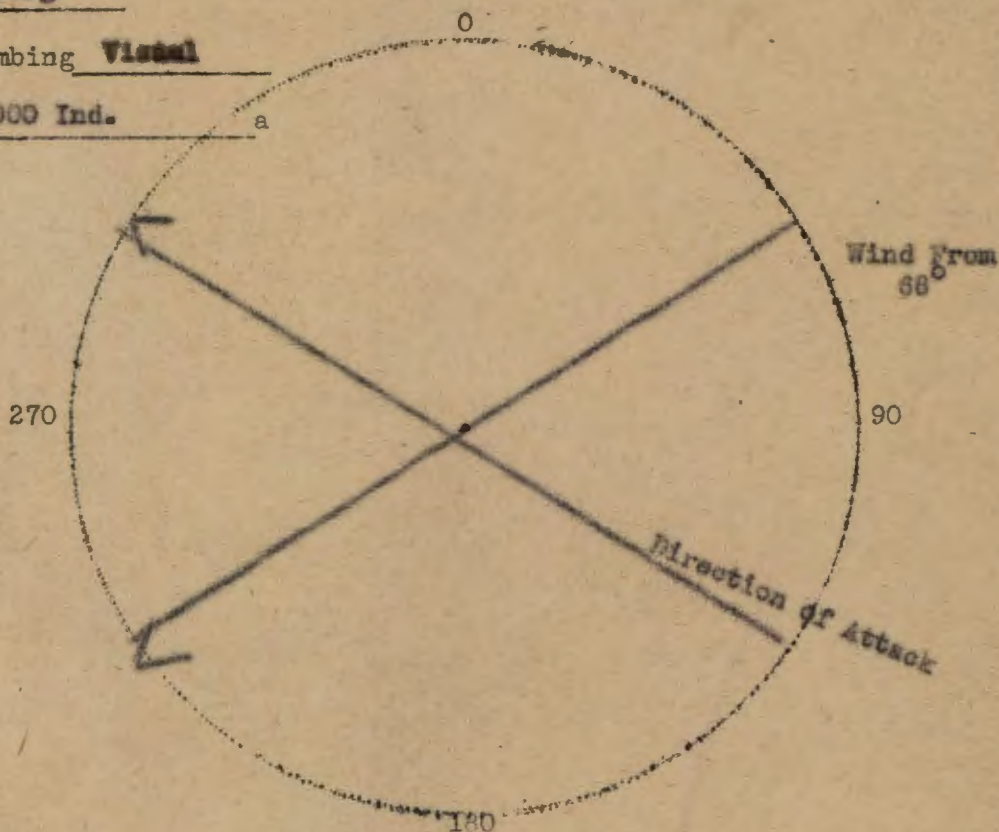


BOMBARDIER'S ILLUSTRATIVE PLOT

Target Harburg

Method of Bombing Visual

Altitude 20,000 Ind.



PLOT

Wind Direction 68

Wind Velocity 31 MPH

Direction of attack 190

REMARKS----- See Group Bombardier's Narrative.

       A/C                      Bombs at the target. - - - - -

       A/C                      Returned Bombs to the Base- - - - -

       A/C Emergency Salvaged                      Bombs- - - - -

       Bombs were unaccounted for\*\*- - - - -

TOTAL BOMBS ACCOUNTED FOR                     

Types of Bombs used

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

**AAF Station 128  
23 February 1944**

**SUBJECT: Lead Bombardier's Narrative, 401st Group Low Composite Box,  
Mission of 22 February 1944.**

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

**1. Both the 401st Leader and Deputy Leader aborted before reaching the enemy coast, an aircraft from the 457th taking over the lead. Hence, the Lead Bombardier's "Combat Flight Record" and "Individual Plan" can not be submitted by this group.**

**2. The Disposition of Bombs however, may be found in the Group Bombardier's Narrative and the Statistical Summary (Low Box).**

**For the Operations Officer:**

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

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

A.P.O. 634  
22 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634

1. Abortives.

a. Airplane No. 42-31037 returned early because it could not find formation.

b. Airplane No. 42-31081 returned early because of runaway propeller on # 3 engine. Ground check revealed no malfunction.

c. Airplane No. 42-31202 returned early because it could not find formation.

d. Airplane No. 42-31369 returned early for the reason that oxygen regulators in waist and tail position went out.

e. Airplane No. 42-31069 returned early because of # 1 engine running rough and throwing oil. Ground check revealed internal failure of engine.

f. Airplane No. 42-39873 returned early because it could not find formation.

2. Battle Damage.

a. 42-38002 - Numerous small flak holes throughout entire airplane. Flak hole in # 1 gas tank, wing change necessary.

b. 42-39881 - Tokio tanks in right wing damaged by flak; Front spar on left wing damaged by flak; Left aileron damaged; 6" flak hole in bomb bay door; # 1 exhaust ring damaged by flak; Numerous small flak holes throughout.

c. 42-31098 - # 3 ignition harness broken by flak; 3" flak hole in right wing, severing gas lines and electric wiring; Flak holes in right horizontal stabilizer.

d. 42-39847 - # 1 propeller damaged by flak; 4" flak rip in # 2 nacelle; 12" flak rip in rudder; Flak holes in right wing, front spar damaged.

e. 42-31081 - Two small flak holes through left wing; Small flak hole in bottom of right wing; Small flak hole in left bomb bay door.

**SUBJECT: Mission Summary Report (continued)**

**f. 42-31521 - Numerous flak holes through both wings; Two flak holes through left stabilizer and elevator; Flak hole in left and right bomb bay door; Three flak holes through side of fuselage.**

**g. 42-31619 - Several flak holes through left wing; Several flak holes in fuselage, near nose; Small flak hole in right bomb bay door; 3" flak hole in bottom of fuselage, to rear of bomb bay; Two small flak holes in bottom of left horizontal stabilizer; Small flak hole in bottom of right horizontal stabilizer; Several flak holes through side of fuselage; Pilot's windshield cracked by flak.**

**h. 42-31557 - Hydraulic line to Chin Turret damaged by flak; Flak hole through leading edge of left wing, damaging # 2 fuel tank and upper surface of wing; Flak hole through lower leading edge of left wing, between # 1 and # 2 engines, damaging front wing spar; Flak hole through lower surface of wing, aft of # 3 engine; damage to structural members; Numerous flak holes in fuselage.**

**i. 42-31467 - Severe damage to vertical fin and rudder caused by 20mm; Numerous flak holes in fuselage and wings; Flak hole through nose cutting electrical wiring behind Bombardier's panel.**

**j. 42-31072 - Flak hole in top of left wing, inner panel; Flak hole in top of left wing, near fuselage and leading edge; Flak hole in right side of fuselage, to rear of waist position; Flak hole in bottom of left wing, behind # 1 nacelle; Fabric on right side of rudder torn by flak.**

**k. 42-31496 - Flak hole in right side of fuselage, near station 20; Flak hole in right wing, near station 20; Flak hole in right wing, near station 19; Flak hole in right, near station 8, right feeder tank change; Flak hole in fairing joining left wing to fuselage.**

**l. 42-39943 - Flak hole in plexiglas nose section; Two flak holes in front escape hatch; Hole in left landing light caused by flak; Flak hole in left de-icer boot; Flak hole in left side of fuselage, near station 8j; Hole in left horizontal stabilizer, just below leading edge, near station 78; Flak hole in face panel of ball turret; Flak hole in left horizontal stabilizer, just below leading edge around station 229.3; Flak hole through bottom side of right elevator, near station 130; Flak hole in right horizontal stabilizer just below leading edge, near station 229.3.**

**m. 42-31891 - Flak hole in right side of fuselage, near station 2E; Flak hole in bottom of right wing, near station 12; Flak hole in bottom of left wing around station 36; Flak hole in bottom of right wing, near station 29.**

**SUBJECT: Mission Summary Report (continued)**

**n. 42-38033** - Flak hole in bottom of right wing, near station 34; Flak hole in bottom of right wing, near station 31; Flak hole in cowl flap of # 4 engine at 10 o'clock; Flak hole through bottom of fuselage out top of fairing joining wing to fuselage, causing considerably internal damage; Flak hole in right waist window; Hole through bottom of right wing, near station 13, out top making three small holes; Hole in right aileron, near station 18; Flak hole in trailing edge of horizontal right stabilizer, near station 82 tearing into elevator; Holes in # 1 nacelle at 3 and 4 o'clock; Flak hole in left wing around station 18; Flak hole in # 3 nacelle at 5 o'clock.

**o. 42-40050** - Small hole just right of # 4 oil cooler, caused by Flak; Hole forward of right aileron, near station 2; Flak hole in top of right wing, near station 30; Flak hole in right horizontal stabilizer, through de-icer boot at station 78; Flak hole through center of vertical fin; Flak hole in left waist window; Two small flak holes in left side of fuselage, near station 68; Co-pilot slide window cracked; Small flak hole in plexiglas nose section; Two flak holes in top of left wing, near station 23;

**p. 42-31511** - Flak hole through right horizontal stabilizer, at station 62 cutting stiffener; Flak hole in rudder at station 8; Flak hole in left wing at station 19, punctured tokio tank.

**q. 42-97487** - Hole in bottom of right horizontal stabilizer, around station 62, came out top and tore into vertical fin, near station 9, cutting all control cables on right side of airplane; Flak hole through bottom of right elevator at station 94; Hole in right trim tab on horizontal stabilizer, near station 62; Flak hole through left horizontal stabilizer at station 62; Hole in horizontal stabilizer, in top, out back edge and into elevator and out top of elevator; Hole in right wing just below de-icer boot around station 31; Three flak holes in right wing at station 20; Hole in right landing light; Small flak hole in ring cowl, # 3 engine at 11 o'clock; Three flak holes in right side of fuselage around station 60; Flak hole in top of right wing at station 22, tokio tank change necessary; Chunks torn out of nose section just below propeller governor; Flak hole in top of left wing around station 26.

**r. 42-39279** - 4 small flak holes in left horizontal stabilizer between station 112 and 149; Left elevator hit by flak leading edge at station 130; Flak hole through tail; Flak hole through right horizontal stabilizer, station 130; Flak hole in left side of tail compartment to rear of station 11F; Small flak hole in right elevator trim tab; Flak hole through right horizontal stabilizer, station 188, rib tor, change necessary; Main entrance door damaged by flak; Three flak holes through left flap at station 5; Flak hole through # 2 feeder door at station 7; Flak hole through left bomb bay door, rear of door; Flak hole through door of # 2 gas tank at station 2; Flak hole through leading edge of left wing at station 24, chordwise stiffener cut; Flak hole in left wing station 18.5, punctured # 6 tokio tank.

**SUBJECT: Mission Summary Report (continued)**

**s. 42-31087** - Flak hole in tip of left horizontal stabilizer; Left horizontal stabilizer damaged by exploding shell at station 94, change necessary; Flak hole through vertical fin and into vertical stabilizer; 20mm hole through right horizontal stabilizer through station 130; Flak hole through left flap and wing skin at station 8; Flak hole in right side of fuselage near station 6D; Plexiglas nose section punctured; 30 cal. hole in top of right wing near station 3; Flak hole in right wing tip near station 37 rear spar damaged.

**t. 42-39993** - Flak hole through right aileron station 21; Flak hole in right side, wing station 31; Flak hole in leading edge of right wing station 26; Flak hole in # 4 nacelle punctured oil tank; Flak hole beneath air scoop # 4 engine at station 16; Flak hole in right wing station 9; Flak hole in rear of right wing at station 8; Flak hole in right side of # 3 nacelle cutting exhaust duct; Flak hole through fuselage station 5 A forward of ball turret; Flak hole through right bomb bay door and through radio room door; Two small flak holes in left bomb bay door; Flak hole in top of # 5 bulkhead; Flak hole in bottom of fuselage at station 5G; Flak hole through left flap at station 9; Flak hole through # 1 gas tank door puncturing # 1 tank; # 4 propeller hit by flak, change necessary.

| <u>TOTAL NO<br/>OF A/C</u> | <u>MINOR<br/>DAMAGE</u> | <u>MAJOR<br/>DAMAGE</u> | <u>BY<br/>FLAK</u> | <u>BY FLAK, FIGHTER<br/>&amp; FRIEND</u> | <u>BY FLAK<br/>&amp; FIGHTER</u> |
|----------------------------|-------------------------|-------------------------|--------------------|------------------------------------------|----------------------------------|
| 20                         | 16                      | 4                       | 13                 | 2                                        | 5                                |

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

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
STATION 128

A.P.O. 634  
22 February, 1944

SUBJECT: Armament Narrative, Mission No. 26, 22 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 22 February, 1944.

| <u>A/C No.</u> | <u>Gun Position</u> | <u>Malfunction</u>                   | <u>Personnel<br/>or Armament</u> |
|----------------|---------------------|--------------------------------------|----------------------------------|
| 42-31496       | Ball Turret         | Vickers Motor burned out             | Equipment                        |
| 42-31467       | Tail Guns           | Froze at altitude                    | -                                |
| 42-39881       | Chin Turret         | Hydraulic Charger bracket<br>broken. | Equipment                        |

BOMB RACK MALFUNCTION

A negative Bomb Rack malfunction report is submitted for the  
mission of 22 February, 1944.

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

SECRET

FORM OC-AMM-2A

MISSION REPORT - AMMUNITION

AAF STATION NO. 128

DATE 22 FEBRUARY 1944

GROUP 101ST BOMB GROUP (H)

TYPE AIRCRAFT B-17G

I - AIRCRAFT: DEPARTED 32

RETURNED EARLY 8

ATTACKING TARGET 21

LOST 2

II - BOMBS: INITIAL LOAD (TOTAL)

| SIZE        | QUANTITY | FUZING         |
|-------------|----------|----------------|
| 500 LB M-61 | 362      | 1/10 AND 1/100 |
| 500 LB M-43 | 22       | LONG DELAY     |

EXPENDED (ON TARGET)

|             |     |
|-------------|-----|
| 500 LB M-61 | 238 |
| 500 LB M-43 | 16  |

(JETTISONED)

|             |     |
|-------------|-----|
| 500 LB M-61 | 118 |
| 500 LB M-43 |     |

RETURNED

|             |    |
|-------------|----|
| 500 LB M-61 | 84 |
|-------------|----|

UNEXPENDED FOR

|                 |  |
|-----------------|--|
| (Lost A/C) M-61 |  |
|-----------------|--|

III - FLARES: LAUNCH, BOMBING  
 PHOTOFLASH CARRIED

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

| POSITION     | CAL. | NO. OF GUNS | AMMUNITION EXPENDED |          |
|--------------|------|-------------|---------------------|----------|
|              |      |             | CAL. .30            | CAL. .50 |
| CHIEF TURRET | 50   | 18          |                     | 2120     |
| LEFT NOSE    | 50   | 15          |                     | 395      |
| RIGHT NOSE   | 50   | 23          |                     | 450      |
| UPPER TURRET | 50   | 18          |                     | 2760     |
| LOWER TURRET | 50   | 18          |                     | 3485     |
| RADIO GUN    | 50   | 23          |                     | 525      |
| LEFT WAIST   | 50   | 24          |                     | 1075     |
| RIGHT WAIST  | 50   | 24          |                     | 985      |
| TAIL GUNS    | 50   | 18          |                     | 4360     |
| TOTALS       |      |             |                     |          |

(OVER)

SECRET

S E C R E T

TOTAL A/C REPORTED BY GUN POSITION:

CAL..30 \_\_\_\_\_ RDS.

CAL..50 16,155 RDS.

TOTAL EXPENDED FROM ADAPTIVE A/C:

CAL..30 \_\_\_\_\_ RDS.

CAL..50 \_\_\_\_\_ RDS.

EXPENDED A/C LOST OR MISSING:

CAL..30 \_\_\_\_\_ RDS.

CAL..50 14,840 RDS.

GROUP TOTALS.

CAL..30 \_\_\_\_\_ RDS.

CAL..50 30,995 RDS.

V - REMARKS:

THREE (3) AIRCRAFT SET DOWN AT OTHER STATIONS. BOMB LOAD WAS EXPENDED ON TARGET BUT AMMUNITION FIRED BY POSITION UNKNOWN AT PRESENT TIME. SUPPLEMENTARY REPORT ON AMMUNITION TO FOLLOW AS SOON AS INFORMATION IS AVAILABLE.

AIRCRAFT NOS. 42-97487, 42-39979, 42-39932, 42-31315 EACH LOADED WITH THE FOLLOWING FUSES:

42-97487---- 2 - Y-6, 2 - Z-3, 1 - Z-5  
 42-39979---- 3 - Y-6, 1 - Z-3, 1 - Z-5  
 42-39932---- 1 - X, 1 - Y-3, 1 - Y-6  
 42-31315---- 1 - X, 1 - Y-3, 1 - Y-6

AIRCRAFT NO. 42-37843 LOADED WITH THE FOLLOWING FUSES: 2 - Y-6, 2 - Z-5. THIS SHIP TO TAKE OFF AND JETTISON BOMBS WHEN PERMISSIBLE DUE TO TWO (2) DEFECTIVE Y-6 FUSES. THESE FUSES WERE STUCK IN BOMB FUSE CAVITY AFTER BEING INSERTED AND TURNED TWO TIMES. TWO (2) Z-5 FUSES WERE INSERTED PREVIOUS TO THIS.

(SIGNED)

*Edward Caproni*  
 STA ORD OFF OR ASS'T

S E C R E T

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

(J-A-1)

22 FEBRUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 26.  
 (REFERENCE FIELD ORDER 288)

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

1. USE OF VHF SET.

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

2. VHF/DF BEARINGS.

SHIP 993 - ONE BEARING FROM DEENETHORPE.  
 SHIP 050 - TWO BEARINGS FROM DEENETHORPE.  
 SHIP 511 - ONE BEARING FROM DEENETHORPE.

3. HF/DF BEARINGS.

SHIP 050 - ONE QDM FROM POLEBROOK.  
 SHIP 511 - TWO QDM'S FROM POLEBROOK.  
 SHIP 943 - TWO QDM'S FROM POLEBROOK.

4. MF/DF FIXES.

NONE.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

| SPLASHERS |         | MULTI-GROUP |         | BUNCHER |         |
|-----------|---------|-------------|---------|---------|---------|
| BEACON    | USED BY | BEACON      | USED BY | BEACON  | USED BY |
| 5         | 4       | B           | 2       | 4       | 7       |
| 6         | 12      | C           | 1       |         |         |
| 7         | 14      |             |         |         |         |
| 8         | 5       |             |         |         |         |
| 16        | 6       |             |         |         |         |

7. INFORMATION ON MEACONING.

NONE.

8. USE OF GEE.

MAXIMUM RANGE OBTAINED:  
 NORMAL - 0530E 5148N SHIP 072

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO. 5, CONTD.

9. BREACHES OF RADIO DISCIPLINE.

NONE

10. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

| PLANE | REPORTED DEFICIENCIES                                                                     |
|-------|-------------------------------------------------------------------------------------------|
| 087   | VHF- COULD NOT TRANSMIT OR RECEIVE.                                                       |
| 487   | COMMAND ANTENNA SHOT OFF.                                                                 |
| 496   | INTERPHONE- BALL TURRET AND LEFT WAIST TRANSMITTER OUT.                                   |
| 557   | INTERPHONE- RADIO OPERATOR COULD NOT RECEIVE, NAV MIKE BUTTON OUT, NO GUN BUTTON IN NOSE. |
| 467   | COMMAND- COULD NOT TRANSMIT.                                                              |
| 847   | INTERPHONE ERRATIC. COMMAND ANTENNA SHOT OFF. CHECK COMPASS.                              |
| 881   | INTERPHONE- TAIL GUN MIKE SWITCH OUT.                                                     |
| 098   | INTERPHONE- NAV AND RIGHT WAIST MIKE SWITCH BAD.                                          |
| 619   | CHECK VHF TRANSMITTER. COMPASS SHOT OUT.                                                  |
| 091   | INTERPHONE- VHF FILTERS THROUGH ON INTERPHONE POSITION.                                   |
| 521   | INTERPHONE- VHF FILTERS THROUGH ON INTERPHONE POSITION.                                   |
| 511   | CHECK COMPASS.                                                                            |
| 072   | CHECK COMPASS.                                                                            |

11. GEE EQUIPMENT DEFICIENCIES.

847 - GEE SET DID NOT OPERATE BECAUSE OF BLOWN FUSE.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. FUNCTIONING OF DEENETHORPE BUNCHER.

BUNCHER IN OPERATION ENTIRE MISSION. GOOD RESULTS REPORTED BY NAVIGATORS.

14. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION IN OPERATION ENTIRE MISSION. SHIPS 993,050,511 OBTAINED HOMINGS.

15. REMARKS.

NONE.

*Harold M. Kennard Jr.*  
 HAROLD M. KENNARD JR.  
 1ST LT, AIR CORPS,  
 GP COMM O.

1 INCL:

INCL #1 - LEAD SHIP RADIO OPERATOR'S LOG, LEAD BOX.

DATE: 22 FEBRUARY 1944  
 NAME: S/SGT ELMER CHEATHAM

SHIP NO: 035  
 NO OF QDM'S: 0  
 NO OF FIXES: 0  
 NO OF SOS'S: 0  
 WX: 5

|                         |              |                        |               |
|-------------------------|--------------|------------------------|---------------|
| AIR DIV CALL SIGN       | : <u>7MT</u> | A/C CALL SIGN          | : <u>SYDM</u> |
| HF/DF STATION CALL SIGN | : <u>C09</u> | AIR DIV COLLECTIVE C/S | : <u>SWVC</u> |
| BASE HF/DF CALL SIGN    | : <u>028</u> | OBW COLLECTIVE C/S     | : <u>XNCC</u> |
|                         |              | GROUP COLLECTIVE C/S   | : <u>SUPC</u> |

| TIME | TO   | FROM | REMARKS (OR) TRAFFIC                                     |
|------|------|------|----------------------------------------------------------|
| 0517 |      |      | NO. 1 ENGINE STARTED                                     |
| 0827 |      |      | TAXI                                                     |
| 0850 |      |      | TAKE OFF, DETONATOR PLUG IN                              |
| 0855 |      |      | CAMERA HATCH OPENED                                      |
| 0900 |      | 7MT  | 8-VVV-X445-0904A-----AR                                  |
| 0912 | JRTC | 7MT  | -R-X639K                                                 |
| 0913 | 7MT  | JRTC | -R AR                                                    |
| 0930 |      | 7MT  | -1-VVV-X445-0934A-----AR                                 |
| 0957 | 7MT  | JUXC | -X259 K                                                  |
|      | JUXC | 7MT  | -R K                                                     |
|      | 7MT  | JUXC | -R-NR1-P-GR4 BT VHNT LKYH BPUS OT BT 0955A K             |
| 0959 | JUXC | 7MT  | -R-NR1 AR                                                |
| 1000 |      |      | DECODED GAVE TO PILOT                                    |
| 1000 |      | 7MT  | -3-VVV-X445-1004A-----AR                                 |
| 1025 | 7MT  | LVOA | -X259 K                                                  |
|      | LVOA | 7MT  | -R K                                                     |
| 1026 | 7MT  | LVOA | -R-NR1-Y-P-GR6 BT UMQK FCGK <del>XXXX</del> DNUS NVFI OT |
|      |      |      | BT 1022A K                                               |
|      | LVOA | 7MT  | -INT GR5 K                                               |
|      | 7MT  | LVOA | -R-GR5-OT OT BT 1022A K                                  |
| 1027 | LVOA | 7MT  | -R-NR1 AR                                                |
| 1029 |      |      | DECODED GAVE TO PILOT                                    |
| 1030 |      | 7MT  | -9-VVV-X445-1034A-----AR                                 |
| 1044 | 7MT  | WWXV | -X259 K                                                  |
|      | 7MT  | JRTC | -X279-X259-K                                             |
|      | JRTC | 7MT  | -R-X291-5-3-545 K                                        |
|      | 7MT  | JRTC | -R-C-NR1-R-Y-GR3 BT DNUS NVFI OT BT 1040A K              |
| 1046 | JRTC | 7MT  | -R-NR1-AR                                                |
| 1047 | 7MT  | WWXV | -X259 K                                                  |
|      | AA   | 7MT  | -AS 6-769 K                                              |
|      | 7MT  | WWXV | -X259-INT 6 K                                            |
|      | WWXV | 7MT  | -6-769 K                                                 |
|      | 7MT  | WWXV | -NR1-Y P IMI Y P GR3 BT DNUS NUF1 DT BT 1043A K          |
| 1050 | WWXV | 7MT  | -R-NR1 AR                                                |
| 1052 |      |      | DECODED MESSAGES-GAVE TO PILOT                           |
|      |      |      | NAVIGATOR CALLED, REQUESTED MSG BE SENT-CROSSING         |
|      |      |      | COAST 2 MINUTES LATE                                     |
| 1054 | 7MT  | SYDM | -X259-K                                                  |
|      | SYDM | 7MT  | -R K                                                     |
|      | 7MT  | SYDM | -R-NR1-Y-GR2 BT VHRV OK BT 1052A - K                     |
| 1058 | SYDM | 7MT  | -R-NR1-AR                                                |
| 1100 |      | 7MT  | -2-VVV-X445-1104A-----AR                                 |
| 1107 | 7MT  | PYPU | -259 K                                                   |
|      | AA   | 7MT  | -R K                                                     |
|      | 7MT  | PYPU | -R-NR1-P-Y-GR4 BT 9921 (BLOCKED OUT) USNV FIOT BT        |
|      |      |      | 1055A K                                                  |
| 1109 | PYPU | 7MT  | -R-NR1 AR                                                |
| 1130 |      | 7MT  | -5-VVV-X445-1134A-----AR                                 |

| TIME | TO   | FROM | REMARKS (OR) TRAFFIC                                                                             |
|------|------|------|--------------------------------------------------------------------------------------------------|
| 1148 |      |      | CROSSED ENEMY COAST                                                                              |
| 1200 |      | 7MT  | -5-VVV-X1445-1204A-----AR                                                                        |
| 1216 | AA   | 7MT  | -R-X114-X700-INT A K                                                                             |
| 1217 | RHVN | 7MT  | -R-X114-X7000-INT 1 IMI INT 1 K                                                                  |
| 1219 | PHHN | 7MT  | -R-X114-X700-INT 1 IMI R X114 X700 - INT 1<br>IMI INT 1- K                                       |
| 1221 | PHHN | 7MT  | -R-X114-X700-X564 IMI R-X114-X700-X564-INT 1<br>IMI INT 1 K                                      |
| 1224 | PHHN | 7MT  | -X114-X700-X564-INT1 IMI X114-X700-X564-INT1<br>IMI INT 1 K                                      |
| 1230 |      | 7MT  | -3-VVV-X1445-1234A-----AR                                                                        |
| 1300 |      | 7MT  | -1-VVV-X1445-1304A-----AR                                                                        |
| 1330 |      | 7MT  | -4-VVV-X1445-1334A-----AR                                                                        |
| 1400 |      | 7MT  | -6-VVV-X1445-1404A-----AR                                                                        |
|      | 7MT  | JRTC | -X259 K                                                                                          |
|      | JRTC | 7MT  | -R K                                                                                             |
|      | 7MT  | JRTC | -R-NR2-P-Y-GR2 BT FZTO BPUM BT IMI BT FZTO<br>BPUM 1401A K                                       |
| 1406 | JRTC | 7MT  | -R-NR2 AR                                                                                        |
| 1408 |      |      | DECODED-GAVE TO PILOT                                                                            |
| 1410 |      |      | IP-BOMB DOORS OPEN-OFFWATCH FOR BOMBS AWAY AND<br>MESSAGE INSTRUCTIONS FROM BOMBARDIER           |
| 1420 |      |      | COULD NOT BOMB PRIMARY TARGET DUE TO OVERCAST                                                    |
| 1425 |      |      | BOMB DOORS CLOSED                                                                                |
| 1430 | SWVC | 7MT  | -X259-NR1-F-GR5 BT IATU MQEU FLFB CFNT CD IMI<br>CB BT 1420A IMI IATU MQEU FLFB CFNT CB BT 1420A |
| 1433 |      |      | DECODED-GAVE TO PILOT                                                                            |
| 1441 | 7MT  | UDHL | -X259 K                                                                                          |
|      | UDHL | 7MT  | -R K                                                                                             |
|      | 7MT  | UDHL | -R-NR1-P-Y-GR1 BT EYRD BT 1443A-K                                                                |
|      | UDHL | 7MT  | INT C BT 1443A-IMI K                                                                             |
|      | UMT  | UDHL | IMI                                                                                              |
|      | UDHL | 7MT  | -R-INT C AR 1443A                                                                                |
| 1444 |      |      | XX OFF WATCH-DOORS OPEN                                                                          |
| 1450 |      |      | SEARCHING FOR OPEN TARGET                                                                        |
| 1458 |      |      | DOORS CLOSED-ON WATCH                                                                            |
| 1500 | SWVC | 7MT  | -259-(REPEATED NR1)                                                                              |
| 1512 | JUXC | 7MT  | -R-K                                                                                             |
| 1513 | JUXC | 7MT  | -R-1-005 K                                                                                       |
| 1514 | JUXC | 7MT  | -R-NR2 AR                                                                                        |
| 1515 |      |      | DOORS OPEN                                                                                       |
| 1518 |      |      | BOMBS AWAY-CAMERA STARTED                                                                        |
| 1519 |      |      | BOMBS DOORS CLOSED<br>BOMBARDIER REQUEST MESSAGE-FAIR RESULTS                                    |
| 1520 | 7MT  | SYDM | -X259 K                                                                                          |
|      | SYDM | 7MT  | -R K                                                                                             |
|      | 7MT  | SYDM | -R-NR2-Y-GR2 BT FZLQ BPNT BT 1518A K                                                             |
| 1522 | SYDM | 7MT  | -R-NR2 AR                                                                                        |
| 1530 | SWVC | 7MT  | -X259 (REPEATED NR1)                                                                             |
| 1600 | SWVC | 7MT  | -X259 (REPEATED NR1)                                                                             |
| 1620 |      |      | CROSSED ENEMY COAST                                                                              |
| 1630 | SWVC | 7MT  | -X259 (REPEATED NR1)                                                                             |
| 1635 |      |      | NAVIGATOR CALLED-IFF ON                                                                          |
| 1638 |      |      | IFF CHECKED-OK                                                                                   |
| 1648 |      |      | IFF CHECKED-OK                                                                                   |
| 1659 |      |      | IFF CHECKED-OK                                                                                   |
| 1700 |      | 7MT  | -2-VVV-X1445-1704A-----AR                                                                        |
| 1702 |      |      | ON WATCH - 1490 FOR LOCAL WEATHER                                                                |

| TIME | TO | FROM | REMARKS (OR) TRAFFIC                           |
|------|----|------|------------------------------------------------|
| 1705 |    |      | PILOT SAID WEATHER OK-BASE NEAR -ON WATCH 6635 |
| 1714 |    |      | IFF CHECKED-OK-DETONATOR PLUG OUT              |
| 1729 |    |      | IFF CHECKED- OK                                |
| 1730 |    | 7MT  | -8-VVV-X445-1734A-----AR                       |
| 1737 |    |      | LANDED-IFF OFF                                 |
| 1750 |    |      | DISPERSAL AREA                                 |
| 1753 |    |      | ENGINES CUT                                    |
| 1755 |    |      | EQUIPMENT CHECKED                              |
| 1755 |    |      | OFF WATCH                                      |

S/SBT ELMER CHEATHAM



(1 : 10,000)  
Photographed 3.10.41  
Issued October 1942

0 500 1000 1500 2000 FEET

Tab. No.  
3 (e) 42

A.G.O. FLUGZEUGWERKE A.G. — OSCHERSLEBEN (GERMANY)

Illustration No.  
3 (e) 42/3

0 500 1000 1500 2000 FEET

(1: 10,000)

Photographed 3.10.41  
Issued October 1942



OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 834  
U. S. ARMY

D-E-1

22 February 1944.

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

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 834, (Thru Lt. Col. E. K. Voorhees and Lt. Col. A. C. Brooks.)

1. A/C #511 - Lt. Wells "Fighter support was poor".
2. A/C #087 - All crew members think the lead navigator "ought to be shot" leading them over the Ruhr.
3. A/C #993 - Lt. Bingham and Lt. Tomlinson say Wing and Division lead was very poor concerning route flown and navigator would like explanation why formation made 90 degree turn to go over Rotterdam second time. They believe if briefed route were flown plenty of targets of opportunity would have been available.
4. A/C #072 - Lt. Shotts "Why did Group become separated from Wing and why was Group led through Ruhr Valley"?
5. A/C #943 - Lt. Strom "Why go through Ruhr Valley"? All crew members waited 15 minutes for truck and had to beg ride from armament after landing.
6. A/C #437 - Crew members want to know why they went through the Ruhr Valley.
7. A/C #030 - Lt. Reese "Hard to compromise loss of B-17's due to poor weather conditions".
8. A/C #033 - S/Sgt. Lee "Oxygen hoses not long enough to operate guns in position without pulling out".
9. A/C #091 - Lt. Dampsey "Depressing to penetrate so far without dropping on an important target or town. Criticize lead for not picking a real target of opportunity". Lt. Dampsey and Lt. Mitchell also state that quicker landing should be possible at base, circle 7 or 8 times while low on gas.
10. A/C #557 - T/Sgt. Lewis "Make camera control box cable longer to operate control box with well closed". Lt. Wolfe "Windows frosted over and Glycol didn't help on the outside". Lt. Grinham "No. 2 ship, 2nd element, low squadron left formation at about 50 miles east of enemy coast coming out. We had only 12 ships at that time. Think he went into lead box with larger formation leaving squadron minus one plane."

11. A/C #488 - Lt. Stine "No blanket in emergency kit" and would like to know why route was chosen. Also complains evasive action too violent. Sgt. Keeney says they need extra winter helmet in kit.

12. A/C #619 - Lt. Enstad said after the deputy and lead aborted, ship from high box came in to lead, marked triangle "U". He led us through all the flak in Europe. He did not follow the wing and was all over the sky. The wing turned away from flak areas and our leader went in through the flak, "very bad".

13. A/C #847 - Lt. Campbell and Lt. Fitchett said the leaders of lead squadron, low box aborted and in so doing didn't let his wheels down; the deputy lead followed him down. That left us in a screwed up formation. The new leader seemed to have no definite purpose in mind.

14. A/C #467 - Whole crew states there were two triangle "J" B-17's flying with old U.S. marking (red trimmed around star instead of blue) very near our formation. Scared crew considerably for they thought possibly were captured aircraft. Crew states they ran out of oxygen which caused leaving formation at enemy coast coming back. Lt. Sheahan says only had about 50 gallons of gas left when I landed.

15. A/C #879 - Whole crew - Why through Ruhr Valley and over Rotterdam? Lt. Locher said we were making circles over target and wouldn't join formation after target during enemy fighter attack. We were led by a triangle "U" ship. Leader didn't drop wheels when aborting causing element to follow and disrupted formation.

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

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 634

22 February, 1944.

SUBJECT: Enemy Opposition or Tactical Analysis Report, for 22 Feb. 1944.

TO : Headquarters, 1st Bomb. Division, APO 634, U. S. Army. Attn. A-2.

1. Our A/C first encountered enemy A/C at approximately 5145-0552Z and had intermittent attacks all of route out to target and most of the return trip. Approximately seventy individual attacks reported from our interrogations.

2. Types of E/A reported seen were FW-190's, Me-109's, Me-110's Me-210's, and Ju-88's. The Me-109's and FW-190's composed majority of attacking A/C with up to 100 total number seen as reported.

3. E/A colorings and markings were most varied with FW-190's reported as grey with yellow nose, mottled camouflage with very distinctive black cross ( ), two with complete P-47 white stripe markings, with grey tail and red markings, brown fuselage with marking ( orange colored) between wing and tail, and with red nose and red stripes around fuselage. Me-109's reported were: multi-colored zig zag paint, light grey tails and red markings, silver colored with black swastika, and solid black with white stripes. One Me-110 reported was green with white belly. Me-210's reported were with white bellies, bluish grey with checked black markings, and also appeared of green and brown camouflage.

4. Attacks were noticeably out of the sun for the majority of the attacks and therefore worked themselves from almost every clock position due to different courses. Attacks on tail zone, below, level and high and on nose low to level predominated, and were pressed very close with up to 50 yards estimated. Several times E/A would pass within 25 yards of B-17 above or below while committing attack on another A/C. Attacks by E/A were both coordinated and individual efforts.

5. Preliminary claims by crews are 1-2-4.

6. Unusual observations include new FW-190 with longer nose (grey with red markings), Ju-88's with four (4) cannons noticeably fixed on wings, huge amount of cannon fire expended from E/A. Single engine E/A with definite high set spinner and "beautiful fuselage" was observed, unlike any type known to crew.

7. Rocket firing E/A were noticeable attacking another wing but not in large number. Several were reported on our low group.

JAMES M. HANLICK,  
for W. B. FRY,  
Major, A. C.,  
Group S-2.

LEAD BOX

S-2 STATISTICAL REPORT

Mission of 22 Feb 1944.

Time of Preparation 1110

Target Marburg

Telephoned to A-2 1125

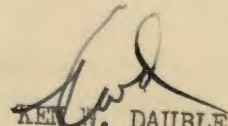
\*\*\*\*\*

(1) Designation of Group 401st

(2) Total No. of A/C 12 (SPARES 1)

NOTE: The S-2 Statistical Reports are based upon preliminary figures and do not account for the aircraft landing away (2 in the Lead Box and 1 in the Low Box).

The Statistical Summary accounts for these aircraft as having dropped bombs and flown with the balance of the aircraft in their respective boxes. If it is subsequently determined that they did not do as above, then a corrected Statistical Summary will be submitted.

  
KEN W. DAUBLE  
Captain, Air Corps  
Statistical Officer

(8) Altitudes of Release 94 500 Marburg  
• (9) Bombs on Each Target (a) 2 (b) Size 500 (c) Type Smoke bombs  
12 500 Jettisoned  
• (10) Personnel Casualties 12 Type:  
(9) Conts: 12 x 500 at Oschersleben (a) Number Killed \_\_\_\_\_  
24 x 500 Unknown (b) Number Wounded 2  
(c) Number Missing 10  
• (11) A/C Suffering Battle Damage 11 Category:  
(a) Minor 8  
(b) Major 3  
(c) Salvage \_\_\_\_\_

REMARKS: \_\_\_\_\_

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

(12) Preliminary Claims 1-1-2

(13) Leaflets Dropped 0

• Not including two (2) planes landing away.

SS Form 90

LEAD BOXS-2 STATISTICAL REPORTMission of 22 Feb 1944.Time of Preparation 1110Target MarburgTelephoned to A-2 1125

\*\*\*\*\*

(1) Designation of Group 401st(2) Total No. of A/C  
airborne, incl. spares 19 (SPARES 1)(3) Total No. of A/C  
Dispatched 15(4) No. of A/C Attacking 13(5) No. of A/C Dispatched  
but not Attacking 2

Due to:

(a) Mechanical Failure 1  
(b) Weather \_\_\_\_\_  
(c) Enemy Action \_\_\_\_\_  
(lost before target) \_\_\_\_\_  
(d) Other 1(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 1516(8) Altitudes of Attack 20,000'\* (9) Bombs on Each Target (a) 2 (b) Size 500 (c) Type Marburg  
12 500 Smoke bombs  
500 Jettisoned\* (10) Personnel Casualties 12 Type:(9) Conts 12 x 500 at Oschersleben  
24 x 500 Unknown(a) Number Killed \_\_\_\_\_  
(b) Number Wounded 2  
(c) Number Missing 10\* (11) A/C Suffering Battle  
Damage 11

Category:

(a) Minor 8  
(b) Major 3  
(c) Salvage \_\_\_\_\_

REMARKS: \_\_\_\_\_

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

Preparing, Officer

(12) Preliminary Claims 1-1-2(13) Leaflets Dropped 0

\* Not including two (2) planes landing away.

SS Form 90

LOW BOX

S-2 STATISTICAL REPORT

Mission of 22 Feb 1944

Time of Preparation 1110

Target Magdeburg

Telephoned to A-2 1125

\*\*\*\*\*

(1) Designation of Group 401st

(2) Total No. of A/C  
 airborne, incl. spares 14 (SPARES 2)

(3) Total No. of A/C  
 Dispatched 13

(4) No. of A/C Attacking 12

(5) No. of A/C Dispatched  
 but not Attacking 1

Due to:

- (a) Mechanical Failure 1  
 (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 1  
 (d) Accident \_\_\_\_\_  
 (e) Reasons Unknown \_\_\_\_\_

(7) Times of Attack 1424

(8) Altitudes of Attack 19,000

\*(9) Bombs on Each Target 108 (b) Size 500 (c) Type G.P.

\*(10) Personnel Casualties 11 Type:

- (a) Number Killed \_\_\_\_\_  
 (b) Number Wounded 1  
 (c) Number Missing 10

\*(11) A/C Suffering Battle  
 Damage 5

Category:

- (a) Minor 4  
 (b) Major 1  
 (c) Salvage \_\_\_\_\_

REMARKS: \_\_\_\_\_

W. B. PRY, Major, A.C.

Preparing Officer

(12) Preliminary Claims 0-1-2

(13) Leaflets Dropped 0

\* Not including one (1) plane landing away.

S E C R E TReport on A.A. Gunfire.BOMBARDMENT GROUP (H)Assigned. Oschersleben1. Target: Bombed. Marburg and Magdeburg Date of Mission: 22/2/44  
Lead Box - Low Box

2. Route as Flown:- Approximately in as briefed. Over Oschersleben made 180° turn, direct to Kassel, on course, to Marburg on course as briefed. On course until 10 minutes from Ruhr Valley. Course over Köln and then NW over Rotterdam came out 5155-0445 to N. of Glaston. Low group. 1st wing at (over)

3. Weather conditions: (a) At target 8/10  
(b) En route Scattered 8/10 to 9/104. Were our A/C "Seen" or "Unseen" targets? (a) At target Partially...  
(b) En route Partially...  
Any Condensation trails? Yes.....

## 5. Description of Flak at Target, including METHOD OF FIRE CONTROL

Flak at Marburg appeared from 4 gun batteries and was continuously pointed and following. Was moderate to intense, and good for height and deflection. Flak at Magdeburg was continuously pointed and following - moderate to intense - good for height and elevation.

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

Flak, moderate, accuracy good for height and deflection at Rotterdam point out to target. Meager flak at Dorsten observed but poor for height and deflection. Moderate flak fair to good for accuracy and deflection noted at Oschersleben. Intense and good for height and deflection at Kassel. Moderate and good accuracy for height and deflection at Marburg. Formation experienced approximately 15 minutes flak from Ruhr - intense, very accurate height and deflection. At Rotterdam coming back meager to moderate flak poor to fair for height and deflection. (over)

7. Was CHAFF carried? NO  
How discharged? .....8. Position of Group Lead Group - 94th Wing

## 9. Details:-

| A/C over enemy territory                          |    | A/C | A/C lost | Time over Target | Time of Bomb away | Height | Axis of Bomb Attack | Bomb Run |
|---------------------------------------------------|----|-----|----------|------------------|-------------------|--------|---------------------|----------|
| Lead                                              | 15 | 11  | ?        | ?                | 1516              | 20,000 | 290°M               | 2 min    |
| Low                                               | 13 | 5   | ?        | ?                | 1424              | 19,000 | 64°M                | ?        |
| Battle damage not reported on 3 A/C landing away. |    |     |          |                  |                   |        |                     |          |
| Totals                                            |    | 16  | ?        | ?                |                   |        |                     |          |

10. Comments - Phenomena:- Very heavy calibre guns experienced at Ruhr Valley - extremely large burst - big concussion from bursts. Ground rocket observed at 5146-0504E. Burned bright red with black smoke. One observed at landfall going out to target.

S E C R E T

Lt. Hamrick

2. (Cont.) briefed Primary Target and bombed Magdeburg. Followed lead Group within reason after bombing but missed Ruhr flying little south of lead group course.

6. (Cont.) Low box differed getting intense very accurate for height and deflection at Magdeburg. Experienced moderate and good for height and deflection at Halberstadt.

## FLAK INFORMATION

NO FLAK CLOCK FOR THIS TARGET:

Eight (8) to Ten (10) guns are expected at target.  
(Mention possibility of mobile or other heavy Flak being moved in).

### ROUTE:

At point of penetration meager Flak might be encountered from SCHOUWEN ISLAND. No further flak enroute to target should be encountered unless at EMMERICH a small town about 150 miles inland. After leaving Target area and on South-Westerly Course the route will take you very near KASSEL. The WING must make every effort to fly to the left of this city for Intense Flak could be encountered there. From there on out to the enemy coast no flak should be encountered if briefed course is followed. At the Enemy Coast just South of ~~Getend~~ MEAGER Flak may be expected.

### NIEUPORT

NOTE! THE ROUTE AS BRIEFED IS VERY GOOD FOR NO FLAK IF THE BRIEFED ROUTE IS FLOWN. ANY DEVIATION UP TO TWENTY (20) MILES WILL CARRY YOU INTO SEVERAL MEAGER FLAK AREAS GOING OUT TO THE TARGET AND RETURNING YOU COULD POSSIBLY GET INTO THE SOUTH END OF ~~HAUSE~~ VALLEY AND OTHER FLAK AREAS, IF YOU GET OFF COURSE.

RUNR.

LT. J.M.HAMRICK

Briefing notes

330T

The target is the FW 190 air plane assembly plant to the ~~West~~ <sup>West</sup> of the airfield. In addition to final assembly, this plant also manufactures nearly all the component parts necessary for assembly such as wings, fuselages and tail assemblies. ~~This target plant~~ has produced more than 45% of the FW 190's. Late PRV shows that the damage caused by bombing in Jan is rapidly being repaired and unless hit again ~~soon~~ will soon be back in operation. 20 A/C were seen on the A/D on Sunday Feb 20th.

~~Landfall on the evening of~~ <sup>on the evening of</sup> The route out as indicated shows landfall on the evening coast over the island of Schonen. Head almost due east to (coordinates) then ~~start~~ I.P. just North of Nordhausen. After bombing on a heading of 330 true, a left turn is made followed by another left turn. After reaching Wetzlar route lies North of Koblenz to coordinates. then out to coast leaving just South of Neuport.

The 2<sup>nd</sup> Division has Gotha for a primary target. The 3<sup>rd</sup> Division has Schweinfurt. 1<sup>st</sup> CW of the 1<sup>st</sup> Flw has the same as your target just ahead of our C.W.

~~Ref~~

Gottungen. 5132 0956 E  
Koblenz - mainballing yards.

5132 0956 E  
Koblenz - mainballing yards  
Koblenz

- 2 -

Dec 41st B CW will bomb Escherleben.  
 While Dec 41st B CW will bomb Halberstadt.  
 19-351st + 23rd group from 40th CW  
 A Composite CW will bomb Bamberg. Dec 40th  
 C.W. units going to FALBURG - Denmark  
 Secondary or just right any A/D, industrial area or city by Germany  
 Suggested Targets of Opportunity are  
SÖTTINGEN and the marshalling yards in the  
 North side of Koblenz. - Fighter Escort 4-47-2-51  
 1- <sup>approx 1000</sup> After turning at F.P. north of Nordhausen, <sup>2-47-112 Sgts</sup>  
 pass over dense forest with city of Blankenburg  
 on left and A/D on right. Halberstadt  
 and the A/D where the 41st A CW are scheduled  
 to <sup>be</sup> 14 minutes before you should be on your left.  
 Crossing a W.D. just ten branches will lead directly  
 to town of Escherleben. The target 17/P is  
 almost directly E of the town and the R.R.  
 you should be following down from Halberstadt  
 down a V at Escherleben pointing directly to the  
 A/D.

British N.T. MAP  
 PHOTO. The MPI of the lead group is called  
 Bldg #3 - a component shop and assembly shop  
 and is camouflaged with netting. The MPI  
 of the low group is Bld 13 - a stores & testing  
 building.  
Slake  
Groups - 1 friendly on way out

P-51's and ~~P-38's~~

PW procedure

1. Group of P-47's operating without white strips on the empennage. These APC may have either red, yellow, or blue noses instead of white.

Pilots leaving to crash land near Coast of England should not attempt to land on the beach or within 50 yds of the shore line as this area may be mined. If necessary to crash land along coast line, pilots should land further inland or ditch outside the 50 yd danger area + keep outside until reached by the Coast Guard or Air Sea Rescue.

J1 has square wing tips, much longer nose very deep belly caused by long radiator, very prominent fin + rudder.  
Make certain crew member has photos  
Empty pockets of all papers.  
Copilts prepare escape kits  
don't mention the target

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

22 February 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 22 FEBRUARY 1944

TAKE-OFF: 0845. 9/10+ Stratocumulus, base 2000'. Moderate snow showers. Visibility 2 miles.

ROUTE OUT: 5/10 stratocumulus and cumulus, base 3-4000', top 8000', over England, increasing to 6-8/10 over the channel, decreasing again to 4-5/10 at continental coast to 6 deg. E, then increasing again to 6-8/10. 8-10/10 altostratus, base 14-15,000', top 18-19,000', over English coast, becoming nil by mid-channel. Nil high cloud. Visibility 4-6 miles, becoming unrestricted above clouds.

BRIEFED TARGET: 1424. (Bombed by part of Group). 6-8/10 stratocumulus, tops 8-10,000'. Nil middle and nil high cloud. Visibility unrestricted at flight level.

ALTERNATE TARGET: 1516. (Bombed by rest of Group). 3-5/10 stratocumulus, top 8-10,000'. Nil middle and nil high cloud. Visibility unrestricted at flight level.

ROUTE BACK: 6-8/10 stratocumulus and cumulus, tops 8000', to 6 deg. E, then decreasing to 4-5/10 between 6 deg. E. and the continental coast, again increasing to 6-8/10 over the channel, and finally decreasing to 4-5/10 stratocumulus over England, base 3000', tops 5-6000'. Nil middle cloud becoming 6-7/10 altocumulus, base 7500', tops 8500', over England. Nil high cloud. Visibility unrestricted above clouds and 5-7 miles beneath clouds over England.

BASE ON RETURN: 1710. 6/10 stratocumulus, base 2000'. 10/10 altocumulus, base 8000'. Nil high cloud. Visibility 7 miles.

REMARKS: Light, non-persistent contrails at level of altostratus on route out. Light, non-persistent contrails from bombers at 20-21,000'. Dense, persistent contrails from fighters at 23,000' and above. Dense persistent contrails noted about 30 miles south of course over the continent during route out at 19-20,000'. Light rime in cumulus and stratocumulus upon ascent. Winds nearly as briefed; wind at 20,000' over the channel at 50 deg., 88 knots. Temperatures as briefed.

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

# OPERATIONAL ROUTE FORECAST

DATE 22 February 1962

PERIOD 0800 - 1730 hrs.

Hq SOS USAPP 9-43/90M/15227

|            | A <u>Passes to 05 Deg East</u>                                                                                                                                                          | B <u>05 Deg East to Target to 05 Deg East.</u>                                                                                                                                                                            | C <u>05 Deg East to Hanes</u>                                                                                                                                                         | D                                                                                                             |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| WEATHER    | Partly Cloudy with haze becoming Cloudy with occasional Slight to Moderate Snow Showers                                                                                                 | Cloudy becoming Partly Cloudy to Cloudy                                                                                                                                                                                   | Cloudy With Haze                                                                                                                                                                      |                                                                                                               |
| CLOUDS     | 2-5/10 Variable Strato-cumulus Base 2000 ft. Tops 4-5000 ft. becoming 5-7/10 over East Anglia and Channel. 0-3/10 Altocumulus in Patches 10-12,000ft. 3-5/10 Cirrus 23,000ft and above. | 5-7/10 Stratocumulus Base 2000ft. Tops 4-5000 ft. Breaking rapidly to 2-4/10 Stratocumulus Base 2000 Tops 4-5000ft., but 5-7/10 along wind-ward slope of high ground. Nil Medium Cloud 3-5/10 Cirrus 23,000ft. and above. | 5-7/10 Stratocumulus Base 2000ft. Tops 4-5000 ft. becoming 4-6/10 over England. 0-3/10 Altocumulus in patches at 10-12,000ft. 3-5/10 Cirrus increasing to 5-7/10 23,000ft. and above. | -----NOTE-----<br>SEVERE FURIOUSST CLOUDS 23,000ft and above<br>LIGHT W 15-15000ft<br>CENTRAL 20-23,000 feet. |
| ICING      | 1000ft. Light Rime Occasionally Moderate                                                                                                                                                | 1000 ft. Light Rime Occasionally Moderate                                                                                                                                                                                 | 1000ft. Light Rime Occasionally Moderate                                                                                                                                              |                                                                                                               |
| VISIBILITY | 1-3 miles becoming 6 plus over Channel                                                                                                                                                  | 4-6 miles                                                                                                                                                                                                                 | 6miles plus becoming 2-4 ver Hanes                                                                                                                                                    |                                                                                                               |
| HEIGHT     | DIRECTION VELOCITY                                                                                                                                                                      | DIRECTION VELOCITY                                                                                                                                                                                                        | DIRECTION VELOCITY                                                                                                                                                                    | DIRECTION VELOCITY                                                                                            |
| SURFACE    | <u>Passes to 06deg East.</u><br>030 20                                                                                                                                                  | <u>05 Deg. East to Target.</u><br>040 20                                                                                                                                                                                  | <u>Temperatures</u><br>-1                                                                                                                                                             |                                                                                                               |
| 5000 FT    | 030 35                                                                                                                                                                                  | 020 35                                                                                                                                                                                                                    | -9                                                                                                                                                                                    |                                                                                                               |
| 10000 FT   | 040 50                                                                                                                                                                                  | 030 40                                                                                                                                                                                                                    | -17                                                                                                                                                                                   |                                                                                                               |
| 15000 FT   | 040 75                                                                                                                                                                                  | 040 55                                                                                                                                                                                                                    | -25                                                                                                                                                                                   |                                                                                                               |
| 20000 FT   | 050 90                                                                                                                                                                                  | 050 65                                                                                                                                                                                                                    | -35                                                                                                                                                                                   |                                                                                                               |
| 25000 FT   | 050 105                                                                                                                                                                                 | 050 75                                                                                                                                                                                                                    | -44                                                                                                                                                                                   |                                                                                                               |
| FT         |                                                                                                                                                                                         |                                                                                                                                                                                                                           |                                                                                                                                                                                       |                                                                                                               |

BASE ALTIMETER SETTING 30.42 TARGET SURFACE TEMP. -01 TARGET MEAN TEMP. -17  
TEMP. AT 20,000 FT. -35 TARGET SURFACE (PRESSURE-ALT) +24

*3*

612th Bombardment Squadron (H)  
 Office of the Operations Officer  
 A.P.O. # 634

22 February 1944

SUBJECT : Loading List

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

1. The following is a list of Combat Crews participating in today's mission.

Plane 42-31087

|     |        |           |         |       |          |                |
|-----|--------|-----------|---------|-------|----------|----------------|
| P   | 1st Lt | Fox       | Gaston  | M.    | 0-802737 | 612th          |
| CP  | Major  | Martin    | Malcolm | K.    | 0-424978 | Hq., 94th Wing |
| N   | 2nd Lt | Wilson    | Darrell | D.    | 0-750174 | 612th          |
| B   | 2nd Lt | Mendelson | Leonard | J.    | 0-749917 | "              |
| RO  | T/Sgt  | Brandt    | Duane   | G.    | 39193489 | "              |
| TTG | T/Sgt  | Brown     | Allen   | D.    | 38294097 | "              |
| BTG | Sgt    | VanBooven | Donald  | W.    | 37232922 | "              |
| TG  | S/Sgt  | Estess    | Cecil   | C.    | 34425600 | "              |
| LWG | S/Sgt  | Gallas    | Joseph  | (NMI) | 33394658 | "              |
| RWG | S/Sgt  | Sierra    | Charles | P.    | 12155142 | "              |

Plane 42-97496

|     |        |         |        |       |          |   |
|-----|--------|---------|--------|-------|----------|---|
| P   | 2nd Lt | Hagan   | Marion | O. Jr | 0-803190 | " |
| CP  | 2nd Lt | Dunn    | John   | B. Jr | 0-690067 | " |
| N   | 2nd Lt | Cordell | Wilbur | S.    | 0-811569 | " |
| B   | 2nd Lt | Ghrham  | Fred   | E.    | 0-676214 | " |
| RO  | S/Sgt  | Barr    | Martin | A.    | 33238106 | " |
| TTG | S/Sgt  | Simmons | Harry  | G. Jr | 33251053 | " |
| BTG | Sgt    | Cox     | Wade   | M.    | 15071368 | " |
| TG  | S/Sgt  | Rishel  | Dale   | E.    | 32580316 | " |
| LWG | Sgt    | Huston  | Arthur | A.    | 37264453 | " |
| RWG | Sgt    | Stone   | James  | A.    | 37129780 | " |

Plane 42-97487

|     |        |          |         |       |          |   |
|-----|--------|----------|---------|-------|----------|---|
| P   | 2nd Lt | Currie   | Donald  | A.    | 0-805408 | " |
| CP  | 2nd Lt | Johnston | Clayton | A.    | 0-745105 | " |
| N   | 2nd Lt | Jeffery  | Morey   | B.    | 0-685629 | " |
| B   | 2nd Lt | Winn     | Roy     | R.    | 0-679433 | " |
| RO  | T/Sgt  | DiPierro | Cosimo  | A.    | 12172563 | " |
| TTG | T/Sgt  | Gibson   | Earl    | C.    | 15086940 | " |
| BTG | S/Sgt  | Graf     | Cecil   | L.    | 19188506 | " |
| TG  | S/Sgt  | Surprise | Walter  | L. Jr | 17129684 | " |
| LWG | S/Sgt  | Severson | Harvel  | T.    | 37426585 | " |
| RWG | S/Sgt  | Amber    | Joe     | R.    | 36703821 | " |

Plane 42-40050

|     |        |             |           |    |          |   |
|-----|--------|-------------|-----------|----|----------|---|
| P   | 2st Lt | Smith       | Stuart    | E. | 0-802795 | " |
| CP  | 2nd Lt | Chmura      | Stanislaw | S. | 0-694687 | " |
| N   | 2nd Lt | Reese       | Victor    | S. | 0-749451 | " |
| B   | 2nd Lt | Majewski    | Lewis     | J. | 0-747598 | " |
| RO  | T/Sgt  | McCawley    | Fred      | E. | 38321224 | " |
| TTG | T/Sgt  | Carr        | Maurice   | E. | 16035651 | " |
| BTG | S/Sgt  | Davies      | Leonardo  | F. | 32506396 | " |
| TG  | S/Sgt  | Parker      | Harry     | C. | 39034361 | " |
| LWG | S/Sgt  | Seicchitano | Frank     | J. | 32489249 | " |
| RWG | S/Sgt  | Hopkins     | Calvin    | W. | 32076946 | " |

*Smith*

Plane 42-39993

|     |        |           |         |       |          |       |
|-----|--------|-----------|---------|-------|----------|-------|
| P   | 2nd Lt | Bingham   | George  | F.    | 0-679033 | 612th |
| CP  | 2nd Lt | Hoad      | Francis | W.    | 0-685332 | "     |
| N   | 2nd Lt | Tomlinson | Harvey  | G.    | 0-688132 | "     |
| B   | 2nd Lt | Lott      | Eugene  | F.    | 0-686092 | "     |
| RO  | S/Sgt  | Giogiana  | Alex    | (NMI) | 33472230 | "     |
| TTG | S/Sgt  | Dunn      | Johnny  | K.    | 35391705 | "     |
| BTG | S/Sgt  | Yeatts    | Lawson  | K.    | 34450792 | "     |
| TG  | S/Sgt  | Johns     | Carl    | W.    | 37248950 | "     |
| LWG | Sgt    | Carey     | Joe     | R.    | 15333912 | "     |
| RWG | S/Sgt  | Henderson | Pete    | D.    | 38213690 | "     |

Plane 42-39943

|     |        |          |         |    |          |   |
|-----|--------|----------|---------|----|----------|---|
| P   | 2nd Lt | Tanner   | John    | R. | 0-803901 | " |
| CP  | 2nd Lt | McDaniel | Robert  | E. | 0-687317 | " |
| N   | 2nd Lt | Strom    | Kenneth | L. | 0-690690 | " |
| B   | 2nd Lt | Szungyi  | John    | P. | 0-349656 | " |
| RO  | T/Sgt  | Graham   | James   | J. | 16099737 | " |
| TTG | T/Sgt  | Cable    | Harvey  | T. | 39531286 | " |
| BTG | S/Sgt  | Norris   | John    | B. | 14093939 | " |
| TG  | S/Sgt  | Staley   | Philip  | C. | 39151977 | " |
| LWG | S/Sgt  | Daniel   | Edward  | P. | 39251499 | " |
| RWG | S/Sgt  | FRancis  | Raymond | R. | 39038724 | " |

Plane 42-31511

|     |        |              |         |       |          |   |
|-----|--------|--------------|---------|-------|----------|---|
| P   | 2nd Lt | Wells        | Kenneth | C.    | 0-677365 | " |
| CP  | 2nd Lt | Guinn        | Euinn   | N.    | 0-803975 | " |
| N   | 2nd Lt | Gulula       | Warren  | (NMI) | 0-809579 | " |
| B   | 2nd Lt | Lingenfelter | Leo     | I.    | 0-682580 | " |
| RO  | S/Sgt  | Bartlett     | Edward  | M.    | 11122117 | " |
| TTG | S/Sgt  | DeWees       | Foster  | E.    | 35488512 | " |
| BTG | Sgt    | Convertino   | Rico    | S.    | 12096330 | " |
| TG  | S/Sgt  | Weatherman   | James   | H.    | 6923486  | " |
| LWG | Sgt    | Price        | William | (NMI) | 33054780 | " |
| RWG | Sgt    | Chapman      | William | E.    | 12074439 | " |

DONALD G. McCREE,  
 Captain, Air Corps,  
 Operations Officer.

8-3  
401st BOMBARDMENT SQUADRON (H)  
OFFICE OF THE OPERATIONS OFFICER  
APO # 634

22 FEBRUARY

19 44

SUBJECT: Loading List.

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

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

\*Plane # 42-31072

| DUTY  | RANK    | LAST (NAME) | FIRST   | (MI)   | A.S.N.   | SQUADRON |
|-------|---------|-------------|---------|--------|----------|----------|
| P -   | 1st Lt. | SHOTS       | BRYAN   | M.     | 0667578  | 613th    |
| CP -  | 2nd Lt. | MAHER       | WILLIAM | P.     | 0753837  | "        |
| N -   | 1st Lt. | SAVAGE      | WILLIAM | F.     | 0441712  | "        |
| B -   | 1st Lt. | BRIARTON    | HENRY   | R.     | 0682518  | "        |
| RO -  | T/SGT.  | HEEDY       | ROBERT  | L.     | 36373210 | "        |
| CT -  | T/SGT.  | SNOFFORD    | HARVEY  | W.     | 14064116 | "        |
| BT -  | S/SGT.  | RIEGER      | ISLAND  | L.     | 17121385 | "        |
| FG -  | S/SGT.  | ISMINGER    | JOHN    | R.     | 14084579 | "        |
| LWG - | S/SGT.  | SONICHSEN   | DONALD  | H.     | 36703732 | "        |
| RWG - | S/SGT.  | JONES       | WILLIAM | F. JR. | 98997179 | "        |

\*Plane # 42-31082

|       |         |            |          |        |          |   |
|-------|---------|------------|----------|--------|----------|---|
| P *   | 1st Lt. | KEITH      | WALTER   | B. JR. | 0802411  | " |
| CP *  | 2nd Lt. | HAMMOND    | WARDLAW  | M. JR. | 0684729  | " |
| N -   | 2nd Lt. | FLOTO      | CARL     | T.     | 0673335  | " |
| B -   | 2nd Lt. | ROWE       | ROBERT   | W.     | 0750025  | " |
| RO -  | T/SGT.  | MUSSER     | BENJAMIN | Z.     | 13095360 | " |
| FT -  | M/SGT.  | OLDER      | HAROLD   | K.     | 6565810  | " |
| BT -  | PFC     | COLE       | THOMAS   | B.     | 14058737 | " |
| FG -  | S/SGT.  | KEHR       | ROBERT   | V.     | 19094519 | " |
| LWG - | SGT.    | SINODGRASS | GEORGE   | W.     | 20321945 | " |
| RWG - | CPL.    | KILSEN     | HAROLD   | J.     | 12182527 | " |

\*Plane # 42-31087

|       |         |               |          |       |          |   |
|-------|---------|---------------|----------|-------|----------|---|
| P -   | 1st Lt. | JONES         | DONALD   | M.    | 0733753  | " |
| CP -  | 2nd Lt. | O'NEIL        | EDWARD   | T.    | 0745163  | " |
| N -   | 1st Lt. | BENNETT       | CYRUS    | P.    | 0749419  | " |
| B -   | 1st Lt. | GRATE         | LOUIS    | B.    | 0661617  | " |
| 7th - | T/SGT.  | SCHORNEBERGER | NICHOLAS | D.    | 35406951 | " |
| T -   | T/SGT.  | URISON        | THOMAS   | (MIL) | 35310871 | " |
| BT -  | PVT.    | BRANDT        | GORDON   | F.    | 16095987 | " |
| FG -  | S/SGT.  | DE CINQUE     | LOUIS    | A.    | 32269844 | " |
| LWG - | S/SGT.  | SCHAIR        | ARTHUR   | (MIL) | 12088058 | " |
| RWG - | S/SGT.  | WELAND        | ARTHUR   | W.    | 11110359 | " |

\*Enter complete number of aircraft

\*\* Designate Engineer

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

\*Plane # 12-37332

|      |         |         |         |       |          |       |
|------|---------|---------|---------|-------|----------|-------|
| P    | 1st Lt. | STELZER | ROBERT  | L.    | 0461320  | 613th |
| CP   | 2nd Lt. | JOHNSON | WENDELL | T.    | 0687836  | "     |
| N    | 2nd Lt. | HDBS    | HERBERT | L.    | 0688441  | "     |
| B    | 2nd Lt. | WARREN  | ROBERT  | (MEX) | 0685898  | "     |
| RO   | T/SGT.  | HECKER  | DONALD  | A.    | 36522865 | "     |
| TT** | T/SGT.  | BACK    | JESSE   | O.    | 38222601 | "     |
| BT   | S/SGT.  | BLACK   | JAMES   | P.    | 39300425 | "     |
| TG   | S/SGT.  | NICKY   | JOHN    | H.    | 13156041 | "     |
| LWG  | S/SGT.  | RICH    | EDWARD  | J.    | 16096299 | "     |
| RWG  | S/SGT.  | HOLLAND | THOMAS  | H.    | 38211220 | "     |

\*Plane # 12-39847

|      |         |               |          |       |          |   |
|------|---------|---------------|----------|-------|----------|---|
| P    | 2nd Lt. | FITCHETT      | LAWRENCE | E.    | 0745067  | " |
| CP   | 2nd Lt. | CAMPBELL      | BRUCE    | H.    | 0690926  | " |
| N    | 2nd Lt. | FRITZ         | LAWRENCE | W.    | 0810973  | " |
| B    | 2nd Lt. | SANCHEZ       | LOUIS    | T.    | 0688555  | " |
| RO   | S/SGT.  | BERGNER       | MAX      | H.    | 39901903 | " |
| TT** | S/SGT.  | PARSONS       | BERTRAN  | (MEX) | 32431029 | " |
| BT   | SGT.    | SASSI         | LOUIS    | H.    | 32811117 | " |
| TG   | SGT.    | ROSE ( ROSE ) | ANTHONY  | F.    | 36631940 | " |
| LWG  | SGT.    | HANABURY      | RALPH    | A.    | 11117424 | " |
| RWG  | SGT.    | PETRO         | JOHN     | (MEX) | 32399059 | " |

\*Plane # 12-31930

|      |         |            |         |    |          |   |
|------|---------|------------|---------|----|----------|---|
| P    | 2nd Lt. | SHAMES     | ION     | H. | 0803288  | " |
| CP   | 2nd Lt. | MAYNE      | ALFRED  | P. | 0687314  | " |
| N    | 2nd Lt. | WITRICH    | EDWARD  | W. | 0690518  | " |
| B    | 2nd Lt. | KE ECKIN   | THOMAS  | H. | 0642088  | " |
| RO   | T/SGT.  | SANTANGELO | MARIO   | H. | 32792053 | " |
| TT** | T/SGT.  | JARRETT    | WILLIAM | R. | 35394215 | " |
| BT   | S/SGT.  | GIBSON     | HARNEY  | A. | 13117804 | " |
| TG   | S/SGT.  | RODGERS    | HAROLD  | E. | 32487815 | " |
| LWG  | SGT.    | HAUCK      | GLEN    | L. | 35698411 | " |
| RWG  | SGT.    | ANDERSON   | FRED    | G. | 37544469 | " |

\*Plane # 12-31543

|      |         |          |         |       |          |   |
|------|---------|----------|---------|-------|----------|---|
| P    | 2nd Lt. | SCHARFF  | PAUL    | F.    | 0803697  | " |
| CP   | 2nd Lt. | BUKERT   | CHARLES | A.    | 0626397  | " |
| N    | 2nd Lt. | SCHWARTZ | BERNARD | (MEX) | 0699665  | " |
| B    | 2nd Lt. | GIPSON   | RAYMOND | E.    | 0676254  | " |
| RO   | PVT.    | STRONG   | ROBERT  | G.    | 0667253  | " |
| TT** | S/SGT.  | KARL     | RICHARD | X.    | 33397179 | " |
| BT   | SGT.    | REDELL   | CHARLES | H.    | 32577472 | " |
| TG   | SGT.    | SMALLIN  | JAMES   | H.    | 39035600 | " |
| LWG  | SGT.    | LEKING   | ROGER   | T.    | 35248050 | " |
| RWG  | PVT.    | ALLEN    | FRANCIS | G.    | 37129864 | " |

\*Enter Complete number of Aircraft  
 \*\* Designate Engineer

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

22 FEBRUARY

19 44

SUBJECT: Loading List.

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

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

\*Plane # 42-39979

| DUTY  | RANK    | LAST (NAME) | FIRST  | (MI)   | A.S.N.   | SQUADRON |
|-------|---------|-------------|--------|--------|----------|----------|
| P -   | 1st Lt. | LOCHER      | JAMES  | R. JR. | 0802585  | 613th    |
| CP -  | 2nd Lt. | BRUETT      | DON    | G.     | 0684771  | "        |
| N -   | 2nd Lt. | DUQUETTE    | FRED   | D.     | 0736692  | "        |
| B -   | 2nd Lt. | EROWE       | JOHN   | F.     | 0673729  | "        |
| RO -  | S/SGT.  | BRADY       | OTED   | H.     | 34445440 | "        |
| BT -  | T/SGT.  | KENNEDY     | GEORGE | L.     | 16068922 | "        |
| IG -  | S/SGT.  | DEWITT      | FRANK  | F.     | 19064865 | "        |
| LWG - | S/SGT.  | MERRILL     | CLARK  | G.     | 13098643 | "        |
| RWG - | S/SGT.  | KLINK       | JOHN   | C.     | 36414442 | "        |
|       | S/SGT.  | DOMM        | HAROLD | E.     | 18176517 | "        |

\*Plane # 42-31467

|       |         |                |         |       |          |   |
|-------|---------|----------------|---------|-------|----------|---|
| P *   | 2nd Lt. | SHEAHAN        | WILLIAM | C.    | 0746438  | " |
| CP *  | 2nd Lt. | OGLEN          | ELLIOTT | B.    | 0687202  | " |
| N -   | 2nd Lt. | DAVIS          | ROBERT  | O.    | 0808000  | " |
| B -   | 2nd Lt. | CONWAY         | DOUGLAS | M.    | 0685775  | " |
| RO -  | S/SGT.  | SILVERSTEIN    | DONALD  | W.    | 12156493 | " |
| BT -  | S/SGT.  | RICKET         | RICHARD | W.    | 15054437 | " |
| TG -  | SGT.    | RECKHO JUSTICE | HAROLD  | (NMI) | 15340143 | " |
| LWG - | SGT.    | O'HARA         | JOHN    | W.    | 15063833 | " |
| RWG - | S/SGT.  | PAIK           | SEYMOUR | (NMI) | 17037059 | " |
|       | SGT.    | TOMLINSON      | HOSCOE  | P.    | 14159387 | " |

\*Plane # \_\_\_\_\_

P -  
 CP -  
 N -  
 B -  
 RWG -  
 BT -  
 IG -  
 LWG -  
 RWG -

\*Enter complete number of aircraft

\*\* Designate Engineer

1-3

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

22 February 19 44

SUBJECT: Loading List.

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

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

\*Plane # 42-31098

| UTY | RANK    | LAST (NAME)              | PERST    | (MI) | A.S.I. | SQUADRON |
|-----|---------|--------------------------|----------|------|--------|----------|
| P   | 1st Lt. | KAUFMAN, RICHARD H.      | 0-802121 |      |        | 614th    |
| CP  | 2nd Lt. | LONG, JOHN C.            | 0-753901 |      |        | "        |
|     | 2nd Lt. | MATRIGIAN, MICHAEL (NMI) | 0-690478 |      |        | "        |
|     | 2nd Lt. | PORTER, GUY R.           | 0-748098 |      |        | "        |
| CO  | Pvt.    | Zappala, Vincent (NMI)   | 32578092 |      |        | "        |
| PT  | S/Sgt.  | Tweed, Stanley A.        | 34209697 |      |        | "        |
| PT  | S/Sgt.  | Callia, Perry O.         | 36427682 |      |        | "        |
| PG  | S/Sgt.  | Brgoch, Ludvick J.       | 19180643 |      |        | "        |
| LVG | S/Sgt.  | Cartmill, Charles L.     | 35660963 |      |        | "        |
| LVG | S/Sgt.  | Layland, John M.         | 37457551 |      |        | "        |

\*Plane # 42-39440

|     |         |                           |          |  |  |   |
|-----|---------|---------------------------|----------|--|--|---|
|     | 2nd Lt. | WEINER, EZRA S.           | 0-804435 |  |  | " |
| P   | 2nd Lt. | PEACOCK, GEORGE H.        | 0-687758 |  |  | " |
| M   | 2nd Lt. | WIRHEL, CHARLES H.        | 0-690530 |  |  | " |
|     | 2nd Lt. | OLIVER, WALTER L.         | 0-746602 |  |  | " |
| CO  | T/Sgt.  | Krekorian, Ruben E.       | 31173020 |  |  | " |
| PT  | T/Sgt.  | Huber, John A.            | 13028157 |  |  | " |
| PT  | Sgt.    | Moore, Sheldon J.         | 39555001 |  |  | " |
| PG  | S/Sgt.  | Schellenburg, Clarence H. | 16049924 |  |  | " |
| LVG | S/Sgt.  | Kinsey, Robert S.         | 17129375 |  |  | " |
| RVG | S/Sgt.  | Panichas, George T.       | 11110633 |  |  | " |

\*Plane # 42-31081

|     |         |                     |          |  |  |   |
|-----|---------|---------------------|----------|--|--|---|
| P   | 1st Lt. | CHAPMAN, ALVAN E.   | 0-461727 |  |  | " |
| CP  | Capt.   | GARLAND, WILLIAM C. | 0-24892  |  |  | " |
| N   | 1st Lt. | SMITH, CHARLES M.   | 0-754380 |  |  | " |
| B   | 1st Lt. | DEVILLE, FRANK M.   | 0-747581 |  |  | " |
| PT  | T/Sgt.  | Pyle, Robert B.     | 15335829 |  |  | " |
| PT  | T/Sgt.  | Wilson, George S.   | 35407356 |  |  | " |
| PT  | S/Sgt.  | Ames, Ensign S.     | 6864052  |  |  | " |
| PG  | 2nd Lt. | HARGER, ROBERT W.   | 0-805448 |  |  | " |
| LVG | S/Sgt.  | Dayton, James E.    | 39022317 |  |  | " |
| RVG | S/Sgt.  | Cohen, Franklin C.  | 14044089 |  |  | " |

\*Enter complete number of aircraft

\*\* Designate Engineer

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

\*Plane # 42-31488

|      |   |                           |          |  |       |
|------|---|---------------------------|----------|--|-------|
| P    | - | 2nd Lt. STINE, ROBERT O.  | O-805891 |  | 614th |
| CP   | - | 2nd Lt. KEOHE, ROBERT J.  | O-752209 |  | "     |
| N    | - | 2nd Lt. MILLER, LEE S.    | O-809680 |  | "     |
| B    | - | 2nd Lt. EMERIC, WALTER P. | O-682091 |  | "     |
| RO   | - | S/Sgt. Keeney, Frank E.   | 32623979 |  | "     |
| TT** | - | S/Sgt. Trump, Paul W.     | 13119931 |  | "     |
| BT   | - | Sgt. Risi, John M.        | 13176766 |  | "     |
| TG   | - | Sgt. Smith, Glen W.       | 37401494 |  | "     |
| LWG  | - | Sgt. Thill, Richard G.    | 16148854 |  | "     |
| RWG  | - | Sgt. Phillips, Edward J.  | 38398863 |  | "     |

\*Plane # 42-31569

|      |   |                                    |          |  |   |
|------|---|------------------------------------|----------|--|---|
| P    | - | 2nd Lt. OWENS, ERLE G. Jr.         | O-679108 |  | " |
| CP   | - | 2nd Lt. BERGERSON, CLIFFORD C. Jr. | O-748529 |  | " |
| N    | - | 2nd Lt. NOLTE, EDWARD P.           | O-683296 |  | " |
| B    | - | 2nd Lt. FITZGERALD, ROBERT G.      | O-679459 |  | " |
| RO   | - | T/Sgt. Stimmel, Bert W.            | 35382272 |  | " |
| TT** | - | T/Sgt. Spacek, Anthony V.          | 32378819 |  | " |
| BT   | - | Pvt. Murphy, James J.              | 33143287 |  | " |
| TG   | - | Pvt. McNab, Thomas D. Jr.          | 12095352 |  | " |
| LWG  | - | S/Sgt. Parratt, John L.            | 13100844 |  | " |
| RWG  | - | Sgt. Sherman, Gilbert (NMI)        | 39277646 |  | " |

\*Plane # 42-31315

|       |   |                              |          |  |   |
|-------|---|------------------------------|----------|--|---|
| P     | - | 1st Lt. WILSON, SAMUEL P.    | O-667623 |  | " |
| CP    | - | 2nd Lt. GATTIS, ELGIN V.     | O-748622 |  | " |
| N     | - | 2nd Lt. SUDAKOV, LAWRENCE H. | O-750258 |  | " |
| B     | - | 2nd Lt. DALY, JOHN J. Jr.    | O-739145 |  | " |
| RO    | - | T/Sgt. Kelley, Homer C.      | 38273969 |  | " |
| TT**  | - | T/Sgt. Corley, Jesse C.      | 34386015 |  | " |
| BT    | - | Sgt. Hurd, John L.           | 39553673 |  | " |
| TG    | - | S/Sgt. Sokol, Leonard E.     | 37461553 |  | " |
| LWG   | - | Sgt. Degraff, Andrew D.      | 16036741 |  | " |
| RWG * | - | S/Sgt. Wolf, William G.      | 37201936 |  | " |

\*Plane # 42-38002

|      |   |                               |          |  |   |
|------|---|-------------------------------|----------|--|---|
| P    | - | 2nd Lt. ARNESON, VERNON A.    | O-741876 |  | " |
| CP   | - | 2nd Lt. KLEINBURG, JEROME E.  | O-678677 |  | " |
| N    | - | 2nd Lt. DEAN, JOHN H.         | O-809551 |  | " |
| B    | - | 2nd Lt. GILMORE, GEORGE J.    | O-682107 |  | " |
| RO   | - | S/Sgt. Webb, Frederick E.     | 15125071 |  | " |
| TT** | - | Sgt. Shults, Glennie C.       | 34472857 |  | " |
| BT   | - | S/Sgt. Provancher, Armand L.  | 11083958 |  | " |
| TG   | - | S/Sgt. Schmidt, Richard G.    | 36724944 |  | " |
| LWG  | - | Sgt. Shutes, Adrian L.        | 15124339 |  | " |
| RWG  | - | Sgt. Trambitsky, Edward (NMI) | 12093118 |  | " |

\*Enter Complete number of Aircraft

\*\* Designate Engineer

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

22 February 19 44

SUBJECT: Loading List.

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

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

\*Plane # 42-39881

| DUTY  | RANK    | LAST (NAME)            | FIRST    | (MI) | A.S.N. | SQUAD |
|-------|---------|------------------------|----------|------|--------|-------|
| P -   | 2nd Lt. | KERNIEWICZ, CHARLES S. | O-577782 |      | 614th  |       |
| OP -  | 2nd Lt. | HARRINGTON, EMMETT G.  | O-745371 |      | "      |       |
| -     | 2nd Lt. | DASTOUS, JOSEPH C.     | O-809480 |      | "      |       |
| -     | 2nd Lt. | CHESD, ROBERT E.       | O-753154 |      | "      |       |
| CO -  | Cpl.    | Wilber, Maurice V.     | 12139342 |      | "      |       |
| PT -  | S/Sgt.  | Burke, Francis (HMI)   | 32335045 |      | "      |       |
| PT -  | Cpl.    | HARMON, Terrance W.    | 32446490 |      | "      |       |
| PG -  | Sgt.    | Duesse, Howard S.      | 18231883 |      | "      |       |
| LWG - | Sgt.    | Seagren, Carl E.       | 32479051 |      | "      |       |
| LWG - | Cpl.    | McCarthy, John J.      | 32554924 |      | "      |       |

\*Plane # \_\_\_\_\_

P -  
 OP -  
 N -  
 B -  
 CO -  
 PT -  
 PT -  
 PG -  
 LWG -  
 RWG -

\*Plane # \_\_\_\_\_

P -  
 OP -  
 N -  
 B -  
 CO -  
 PT -  
 PT -  
 PG -  
 LWG -  
 RWG -

\*Enter complete number of aircraft  
 \*\* Designate Engineer

8.3

OFFICER OF THE OPERATIONS SQUADRON  
 APO # 634

February 22, 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 # 42-39033

| DUTY       | RANK | LAST (NAME) | FIRST   | (MI) | A.S.A.   | SQUADRON |
|------------|------|-------------|---------|------|----------|----------|
| Capt.      |      | Rumsey      | William | W.   | 0-728740 | 615th    |
| P Major    |      | Seawell     | William | T.   | 0-33712  | 615th    |
| CP 1st Lt. |      | Gallera     | Lloyd   | W.   | 0-733661 | 615th    |
| N 1st Lt.  |      | Haffner     | James   | D.   | 0-730024 | 615th    |
| B C/Sgt.   |      | Cheatham    | Elmer   | R.   | 14182350 | 615th    |
| RC/Sgt.    |      | Roberts     | Donald  | B.   | 32377788 | 615th    |
| **TT/Sgt.  |      | Lieberman   | Irving  | I.   | 13103453 | 615th    |
| B 2nd Lt.  |      | Kaercher    | Robert  | D.   | 0-681433 | 615th    |
| TG/Sgt.    |      | Rothwell    | Frank   | A.   | 33330990 | 615th    |
| LC/Sgt.    |      | Lee         | Ivan    | R.   | 12073240 | 615th    |
| N 1st Lt.  |      | Walsh       | Michael | R.   | 0-676185 | 615th    |

\*Plane # 42-31091

|            |            |          |    |          |       |
|------------|------------|----------|----|----------|-------|
| 1st Lt.    | Dempsey    | Ralph    | M. | 0-800846 | 615th |
| P 2nd Lt.  | Mitchell   | Lewis    | A. | 0-680678 | 615th |
| CP 2nd Lt. | Hildinger  | Lawrence | J. | 0-734914 | 615th |
| N 1st Lt.  | Dolan      | William  | W. | 0-741142 | 615th |
| BS/Sgt.    | Beller     | James    | E. | 6247280  | 615th |
| RC/Sgt.    | Zander     | Harold   | S. | 33240304 | 615th |
| **TSgt.    | Keller Jr. | James    | F. | 33582473 | 615th |
| BSgt.      | Friedman   | Irvin    | I. | 32460736 | 615th |
| TGgt.      | Brook S    | Kenneth  | E. | 18178158 | 615th |
| WSgt.      | Williams   | John     | A. | 32466563 | 615th |

\*Plane # 42-37843

|         |             |          |    |          |       |
|---------|-------------|----------|----|----------|-------|
| 1st Lt. | Christensen | Kilworth | E. | 0-801593 | 615th |
| Pnd Lt. | Rustand     | Ronald   | L. | 0-753815 | 615th |
| 2nd Lt. | Wong        | Delbert  | E. | 0-750236 | 615th |
| 2nd Lt. | Garvin      | Robert   | M. | 0-674945 | 615th |
| B/Sgt.  | Mehlman     | Raymond  | G. | 32438897 | 615th |
| SGT.    | Gould       | George   | P. | 11094509 | 615th |
| *Cpl.   | Cohen       | Waldo    | B. | 33262138 | 615th |
| SGT.    | Roundtree   | Charles  | L. | 38078003 | 615th |
| SGT.    | McGaha      | James    | H. | 18192379 | 615th |
| Wing    | Necke       | Ralph    | W. | 13133957 | 615th |

\*Enter complete number of aircraft  
 \*\* Designate Engineer

Not not  
 airborne

| PLANE #         | RANK     | LAST (NAME) | FIRST    | (MI)  | A.S.N.   | SQUADRON |
|-----------------|----------|-------------|----------|-------|----------|----------|
| <b>*Plane #</b> |          |             |          |       |          |          |
| P               |          |             |          |       |          |          |
| CP              |          | 42-31557    |          |       |          |          |
| N               | 1st Lt.  | Grinham     | Fred     | D.    | 0-729337 | 615th    |
| B               | 2nd Lt.  | Brown Jr.   | Fred     | (NMI) | 0-748548 | 615th    |
| RO              | 2nd Lt.  | Whitney     | Ray      | F.    | 0-750326 | 615th    |
| CT              | 2nd Lt.  | Wolfe       | Ralph    | W.    | 0-678904 | 615th    |
| BT              | T/Sgt.   | Lewis       | Charles  | H.    | 11103284 | 615th    |
| IG              | T/Sgt.   | Cookerham   | Roy      | W.    | 13143036 | 615th    |
| WG              | S/Sgt.   | Hardy       | Charles  | E.    | 11097732 | 615th    |
| WG              | S/Sgt.   | Hamilton    | James    | R.    | 35864584 | 615th    |
| Plane #         | S/Sgt.   | Cummings    | William  | T.    | 33348988 | 615th    |
|                 | S/Sgt.   | Houman      | Herbert  | M.    | 12158897 | 615th    |
| <b>42-31069</b> |          |             |          |       |          |          |
| P               | 2nd Lt.  | Byrd        | G. (10)  | G.    | 0-803861 | 615th    |
|                 | 2nd Lt.  | Calfee      | Fred     | M.    | 0-690925 | 615th    |
|                 | 2nd Lt.  | Patterson   | Wayne    | D.    | 0-809968 | 615th    |
|                 | 2nd Lt.  | Hughes      | Harold   | E.    | 0-751234 | 615th    |
|                 | S/Sgt.   | Exnowski    | Joseph   | C.    | 36588748 | 615th    |
|                 | S/Sgt.   | Patterson   | Delbert  | L.    | 19162265 | 615th    |
| G               | Sgt.     | Warlow      | Charles  | R.    | 18031863 | 615th    |
| G               | S/Sgt.   | Holzman     | Michael  | (NMI) | 32265851 | 615th    |
| Plane #         | Sgt.     | Mussey      | Wayne    | T.    | 11122241 | 615th    |
|                 | Sgt.     | Muscarella  | Lawrence | S.    | 32472575 | 615th    |
| <b>42-31619</b> |          |             |          |       |          |          |
|                 | 2nd Lt.  | Ferdyn      | Joseph   | E.    | 0-804380 | 615th    |
|                 | 2nd Lt.  | Knstad      | Robert   | J.    | 0-687688 | 615th    |
|                 | 2nd Lt.  | Manning     | Charles  | H.    | 0-753016 | 615th    |
| BT              | 2nd Lt.  | Black       | J. (10)  | Dee   | 0-749887 | 615th    |
| BT              | Sgt.     | Reddy       | Hugh     | D.    | 37390073 | 615th    |
| IG              | T/Sgt.   | Agee        | Jack     | D.    | 6962724  | 615th    |
| WG              | Sgt.     | Johnson     | Joe      | R.    | 18162641 | 615th    |
| WG              | Sgt.     | Hertzan     | Harold   | (NMI) | 32438490 | 615th    |
| Plane #         | S/Sgt.   | May         | William  | M.    | 37409202 | 615th    |
|                 | S/Sgt.   | Bushendorf  | Everett  | M.    | 36264715 | 615th    |
| <b>42-39873</b> |          |             |          |       |          |          |
| P               | 2nd Lt.  | Kolb        | Claude   | M.    | 0-804686 | 615th    |
|                 | 2nd Lt.  | Shelton     | Horace   | H.    | 0-753024 | 615th    |
| RO              | 2nd Lt.  | F. Del      | Ralph    | R.    | 0-690840 | 615th    |
| BT              | 2nd Lt.  | Lotz        | Robert   | F.    | 0-742690 | 615th    |
| BT              | S/Sgt.   | Wallach     | Edward   | (NMI) | 12192399 | 615th    |
| IG              | S/Sgt.   | Webb        | Fred     | H.    | 33215436 | 615th    |
| WG              | Sgt.     | Lutzi       | Frank    | R.    | 17073768 | 615th    |
| WG              | Sgt.     | Pedlasek    | Lee      | A.    | 16079311 | 615th    |
| Designate       | Engineer | Conerty     | Luther   | A.    | 18128230 | 615th    |
|                 |          |             | Clarence | S.    | 18160669 | 615th    |

Enter complete number of aircraft

Designate Engineer Conerty

OFFICE OF THE OPERATIONS OFFICER  
 APO # 634

19

February 22, 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.

| DUTY | RANK     | LAST (NAME) | FIRST     | (MI) | A.S.I.   | SQUAD |
|------|----------|-------------|-----------|------|----------|-------|
| P    | 2nd Lt.  | Knight      | Dan       | C.   | 0-803220 | 615th |
| CP   | 2nd Lt.  | Mallon      | Richard   | W.   | 0-883089 | 615th |
| N    | 2nd Lt.  | Cummings    | Lawrence  | T.   | 0-890375 | 615th |
| B    | 2nd Lt.  | Chambers    | Edward    | C.   | 0-741237 | 615th |
| RO   | 1st Sgt. | Atcher      | Charles   | B.   | 20424187 | 615th |
| *TT  | 1st Sgt. | Sartor      | William   | D.   | 38301444 | 615th |
| BT   | 1st Sgt. | Mackowiak   | William   | E.   | 15167771 | 615th |
| TG   | 1st Sgt. | Wilson      | Charles   | J.   | 18130201 | 615th |
| LW   | 1st Sgt. | Pacely      | Charles   | L.   | 15085841 | 615th |
| RWC  | 1st Sgt. | Cope        | Frederick | L.   | 36477198 | 615th |

\*Plane # 42-31531

|     |          |              |         |       |          |       |
|-----|----------|--------------|---------|-------|----------|-------|
| 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.  | Malone       | Ralph   | B.    | 0-746818 | 615th |
| RO  | 1st Sgt. | Anderson     | Martin  | A.    | 36525889 | 615th |
| *TT | 1st Sgt. | Hensley      | Ora     | H.    | 35440605 | 615th |
| BT  | 1st Sgt. | Brown        | Saul    | H.    | 32478555 | 615th |
| TG  | 1st Sgt. | Cumpton      | John    | A.    | 33408910 | 615th |
| LW  | 1st Sgt. | Powell       | Gerald  | J.    | 38715204 | 615th |
| RWC | 1st Sgt. | Kendrick Jr. | Joseph  | W.    | 14150904 | 615th |

\*Plane # 42-31532

|          |            |          |       |          |       |
|----------|------------|----------|-------|----------|-------|
| 1st Lt.  | Post       | Edwin    | A.    | 0-735446 | 615th |
| 2nd Lt.  | Gould      | George   | (NMI) | 0-900201 | 615th |
| 2nd Lt.  | Hirsch     | Bernard  | M. K. | 0-891753 | 615th |
| 2nd Lt.  | Walsh      | James    | V.    | 0-739133 | 615th |
| 1st Sgt. | Casner     | Charles  | F.    | 7020805  | 615th |
| 1st Sgt. | Romano     | Emanuel  | L.    | 12041135 | 615th |
| 1st Sgt. | Brennan    | Lawrence | F.    | 32517156 | 615th |
| 1st Sgt. | McElligott | Herbert  | F.    | 36428974 | 615th |
| 1st Sgt. | Cameron    | William  | G.    | 11081911 | 615th |
| 1st Sgt. | Deaton     | Alva     | L.    | 35670295 | 615th |

\*\*Enter complete member of aircraft  
 \*\*Designate Engineer

"J FORM"

TO: 1. BD - Secret Ops Priority

DATE 22 FEB 44

94 CBW

TWX BY Cpl JF Kelleher Time 1540

1A. Combat Wing & Position of Main Box: 94 CBW Lead Box

a. 612th A/C: M8033 C9993 K1087 07487 (delay D1511 F9943 P1891) B 1663

b. 613th A/C: K1072 F1037 D1202 H9932 (delay L1593 M1930)

c. 614th A/C: <sup>S</sup> B1098 <sup>S</sup> A7440 ~~RRR17~~

d. 615th A/C: 01091 ~~12345~~ Q9873 (delay H9843 K1072) K-1069

e. PFF Sq A/C:

1B. Contribution to another Box, if any: 94th CBW Low Comp Box

a. 612th A/C: H9979 (delay ~~01091~~ J0050 Q1496)

b. 613th A/C: C1081 R1557 J-1467

c. 614th A/C: D1488 K1369 C1315 (delay F9881 G9847 Q8002)

d. 615th A/C: M1521 L1619

2. Targets for: 1A GY 4801

1B

3. Station Call Sign and Operational Call Sign respectively of each Squadron:

612th Ops: PATHTIC

613th Ops: SILVERWARE

Sta: SYD

Sta: RYM

614th Ops: CARMICHAEL

615th Ops: FIANCE

Sta: TZY

Sta: UCH

4. 1A Taxi Time - 1st A/C 0830 T/O Time 1st A/C 0845 ETD over Fld 1005 0945

1B Taxi Time - 1st A/C  T/O Time 1st A/C  ETD over Fld

5. 1A Time: 1045 Height:  Place of Crossing English Coast OUT

1B Time: 1105 Height: 12,000' Place of Crossing English Coast OUT CLACTON

6. 1A Time: 1547 Height:  Place of Recrossing Enemy Coast

1B Time: 1600 Height: 20,000' Place of Recrossing Enemy Coast 51°08' N. 02° 40' E.

7. 1A Time: 1612 1/2 Height:  Place of Crossing English Coast IN

1B Time: 1630 1/2 Height: 8,000' Place of Crossing English Coast IN CLACTON

8. E T R 1600 Hrs. 1B (If great difference)  Hrs.

9. MF/DE Section "G"

10. Bomb load of each A/C

1A 612th 12X500GP 1/10 1/100

1B 612 12X500GP 1/10 1/100

613th 12X500GP 1/10 1/100

613 12X500GP 1/10 1/100

614th 12X500GP 1/10 1/100

614 12X500GP 1/10 1/100 fpz

615th 12X500GP 1/10 1/100

615 12X500GP 1/10 1/100

HEADQUARTERS  
STATION No. 128  
APO 634

22 February, 1944

**SUBJECT:** S-4 Combat Mission Report on Mission 22 February, 1944  
**TO :** Commanding Officer, 1st Bombardment Division, APO 634.

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

Heaters Out (2) Supercharger Inoperative (2)  
Generators Inoperative (3) Flux Gate Compass Out (1)  
Runaway propeller due to faulty prop governor (1)  
Cylinder Head Temperature Guages Out (2)

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

Vicker's motor burned out (1)  
Frozen Tail Guns (1)  
Hydraulic Charger Bracket broken (1)

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

None reported.

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

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

A.P.O. 634  
22 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634

1. Abortives.

a. Airplane No. 42-31037 returned early because it could not find formation.

b. Airplane No. 42-31081 returned early because of runaway propeller on # 3 engine. Ground check revealed no malfunction.

c. Airplane No. 42-31202 returned early because it could not find formation.

d. Airplane No. 42-31369 returned early for the reason that oxygen regulators in waist and tail position went out.

e. Airplane No. 42-31069 returned early because of # 1 engine running rough and throwing oil. Ground check revealed internal failure of engine.

f. Airplane No. 42-39873 returned early because it could not find formation.

2. Battle Damage.

a. 42-38002 - Numerous small flak holes throughout entire airplane. Flak hole in # 1 gas tank, wing change necessary.

b. 42-39881 - Tokio tanks in right wing damaged by flak; Front spar on left wing damaged by flak; Left aileron damaged; 6" flak hole in bomb bay door; # 1 exhaust ring damaged by flak; Numerous small flak holes throughout.

c. 42-31098 - # 3 ignition harness broken by flak; 3" flak hole in right wing, severing gas lines and electric wiring; Flak holes in right horizontal stabilizer.

d. 42-39847 - # 1 propeller damaged by flak; 4" flak rip in # 2 nacelle; 12" flak rip in rudder; Flak holes in right wing, front spar damaged.

e. 42-31091 - Two small flak holes through left wing; Small flak hole in bottom of right wing; Small flak hole in left bomb bay door.

SUBJECT: Mission Summary Report (continued)

f. 42-31521 - Numerous flak holes through both wings; Two flak holes through left stabilizer and elevator; Flak hole in left and right bomb bay door; Three flak holes through side of fuselage.

g. 42-31619 - Several flak holes through left wing; Several flak holes in fuselage, near nose; Small flak hole in right bomb bay door; 3" flak hole in bottom of fuselage, to rear of bomb bay; Two small flak holes in bottom of left horizontal stabilizer; Small flak hole in bottom of right horizontal stabilizer; Several flak holes through side of fuselage; Pilot's windshield cracked by flak.

h. 42-31667 - Hydraulic line to Chin Turret damaged by flak; Flak hole through leading edge of left wing, damaging # 2 fuel tank and upper surface of wing; Flak hole through lower leading edge of left wing, between # 1 and # 2 engines, damaging front wing spar; Flak hole through lower surface of wing, aft of # 3 engine, damage to structural members; Numerous flak holes in fuselage.

i. 42-31467 - Severe damage to vertical fin and rudder caused by 20mm; Numerous flak holes in fuselage and wings; Flak hole through nose cutting electrical wiring behind Bombardier's panel.

j. 42-31072 - Flak hole in top of left wing, inner panel; Flak hole in top of left wing, near fuselage and leading edge; Flak hole in right side of fuselage, to rear of waist position; Flak hole in bottom of left wing, behind # 1 nacelle; Fabric on right side of rudder torn by flak.

k. 42-31496 - Flak hole in right side of fuselage, near station 20; Flak hole in right wing, near station 20; Flak hole in right wing, near station 19; Flak hole in right, near station 8, right feeder tank change; Flak hole in fairing joining left wing to fuselage.

l. 42-39943 - Flak hole in plexiglas nose section; Two flak holes in front escape hatch; Hole in left landing light caused by flak; Flak hole in left de-icer boot; Flak hole in left side of fuselage, near station 6j; Hole in left horizontal stabilizer, just below leading edge, near station 78; Flak hole in face panel of ball turret; Flak hole in left horizontal stabilizer, just below leading edge around station 229.3; Flak hole through bottom side of right elevator, near station 130; Flak hole in right horizontal stabilizer just below leading edge, near station 229.3.

m. 42-31891 - Flak hole in right side of fuselage, near station 2E; Flak hole in bottom of right wing, near station 12; Flak hole in bottom of left wing around station 36; Flak hole in bottom of right wing, near station 29.

SUBJECT: Mission Summary Report (continued)

n. 42-38033 - Flak hole in bottom of right wing, near station 34; Flak hole in bottom of right wing, near station 31; Flak hole in cowl flap of # 4 engine at 10 o'clock; Flak hole through bottom of fuselage out top of fairing joining wing to fuselage, causing considerably internal damage; Flak hole in right waist window; Hole through bottom of right wing, near station 13, out top making three small holes; Hole in right aileron, near station 18; Flak hole in trailing edge of horizontal right stabilizer, near station 62 tearing into elevator; Holes in # 1 nacelle at 3 and 4 o'clock; Flak hole in left wing around station 18.5; Flak hole in # 3 nacelle at 5 o'clock.

o. 42-40050 - Small hole just right of # 4 oil cooler, caused by Flak; Hole forward of right aileron, near station 2; Flak hole in top of right wing, near station 30; Flak hole in right horizontal stabilizer, through de-icer boot at station 78; Flak hole through center of vertical fin; Flak hole in left waist window; Two small flak holes in left side of fuselage, near station 68; Co-pilot slide window cracked; Small flak hole in plexiglas nose section; Two flak holes in top of left wing, near station 23;

p. 42-31511 - Flak hole through right horizontal stabilizer, at station 62 cutting stiffener; Flak hole in rudder at station 8; Flak hole in left wing at station 19, punctured tokio tank.

q. 42-97487 - Hole in bottom of right horizontal stabilizer, around station 62, came out top and tore into vertical fin, near station 9, cutting all control cables on right side of airplane; Flak hole through bottom of right elevator at station 94; Hole in right trim tab on horizontal stabilizer, near station 62; Flak hole through left horizontal stabilizer at station 62; Hole in horizontal stabilizer, in top, out back edge and into elevator and out top of elevator; Hole in right wing just below de-icer boot around station 31; Three flak holes in right wing at station 20; Hole in right landing light; Small flak hole in ring cowl, # 3 engine at 11 o'clock; Three flak holes in right side of fuselage around station 60; Flak hole in top of right wing at station 22, tokio tank change necessary; Chunks torn out of nose section just below propeller governor; Flak hole in top of left wing around station 26.

r. 42-39979 - 4 small flak holes in left horizontal stabilizer between station 112 and 149; Left elevator hit by flak leading edge at station 130; Flak hole through tail; Flak hole through right horizontal stabilizer, station 130; Flak hole in left side of tail compartment to rear of station 11F; Small flak hole in right elevator trim tab; Flak hole through right horizontal stabilizer, station 188, rib torn, change necessary; Main entrance door damaged by flak; Three flak holes through left flap at station 5; Flak hole through # 2 feeder door at station 7; Flak hole through left bomb bay door, rear of door; Flak hole through door of # 2 gas tank at station 2; Flak hole through leading edge of left wing at station 24, chordwise stiffener out; Flak hole in left wing station 18.5, punctured # 6 tokio tank.

SUBJECT: Mission Summary Report (continued.)

s. 42-31087 - Flak hole in tip of left horizontal stabilizer; Left horizontal stabilizer damaged by exploding shell at station 94, change necessary; Flak hole through vertical fin and into vertical stabilizer; 20mm hole through right horizontal stabilizer through station 130; Flak hole through left flap and wing skin at station 8; Flak hole in right side of fuselage near station 6D; Plexiglas nose section punctured; 30 cal. hole in top of right wing near station 3; Flak hole in right wing tip near station 37 rear spar damaged.

t. 42-39993 - Flak hole through right aileron station 21; Flak hole in right side, wing station 31 $\frac{1}{2}$ ; Flak hole in leading edge of right wing station 26; Flak hole in # 4 nacelle punctured oil tank; Flak hole beneath air scoop # 4 engine at station 16; Flak hole in right wing station 9; Flak hole in rear of right wing at station 8; Flak hole in right side of # 3 nacelle cutting exhaust duct; Flak hole through fuselage station 5 A forward of ball turret; Flak hole through right bomb bay door and through radio room door; Two small flak holes in left bomb bay door; Flak hole in top of # 5 bulkhead; Flak hole in bottom of fuselage at station 56; Flak hole through left flap at station 9; Flak hole through # 1 gas tank door puncturing # 1 tank; # 4 propeller hit by flak, change necessary.

| <u>TOTAL NO<br/>OF A/C</u> | <u>MINOR<br/>DAMAGE</u> | <u>MAJOR<br/>DAMAGE</u> | <u>BY<br/>FLAK</u> | <u>BY FLAK, FIGHTER<br/>&amp; FRIEND</u> | <u>BY FLAK<br/>&amp; FIGHTER</u> |
|----------------------------|-------------------------|-------------------------|--------------------|------------------------------------------|----------------------------------|
| 20                         | 16 $\frac{1}{2}$        | 4                       | 13                 | 2                                        | 5                                |

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

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
STATION 128

A.P.O. 634  
22 February, 1944

SUBJECT: Armament Narrative, Mission No. 26, 22 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 22 February, 1944.

| <u>A/C No.</u> | <u>Gun Position</u> | <u>Malfunction</u>                   | <u>Personnel<br/>or Armament</u> |
|----------------|---------------------|--------------------------------------|----------------------------------|
| 42-31496       | Ball Turret         | Vickers Motor burned out             | Equipment                        |
| 42-31467       | Tail Guns           | Froze at altitude                    | -                                |
| 42-39881       | Chin Turret         | Hydraulic Charger bracket<br>broken. | Equipment                        |

BOMB RACK MALFUNCTION

A negative Bomb Rack malfunction report is submitted for the  
mission of 22 February, 1944.

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

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

AAF Station 128  
22 February 1944

ABORTIVE REPORT

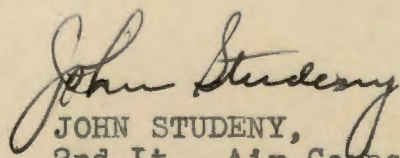
SQUADRON 615th AIRPLANE #42-31069 PILOT 2nd Lt. Byrde  
CP 2nd Lt. Calfee

PILOT'S STATEMENT:

Aborted from mission due to #1 Engine throwing oil,  
smoking and running very rough.

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

No. 2 cylinder on No. 1 Engine throwing oil and running  
very rough.

  
JOHN STUDENY,  
2nd Lt., Air Corps,  
Asst. Engineering Officer.

615TH BOMBARDMENT SQUADRON (H)  
401st Bombardment Group (H)  
AAF Station 128  
APO 634 US Army

22 February 1944.

ABORTIVE REPORT:

SQUADRON 615th AIRPLANE #42-39873 PILOT 2nd Lt. Claude m. Kolb  
CP 2nd Lt. Horace H. Skelton

PILOTS STATEMENT:

Pilot made late take off due to airplane running off in-  
to the mud because of blown fuse in the system causing no  
hydraulic pressure.

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

Reason for above, pilot did not use generators while  
running engines on the ground, causing batteries to be run  
down and when generators were finally turned on a surge of  
electricity thru system blew main fuse causing no hydraulic  
pressure.

R. W. NEWMAN,  
1st Lt., Air Corps,  
Engineering Officer.

%I-

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

22 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.

42-97487

1. Hole in bottom of right horizontal stabilizer around station 62, came out top and tore into vertical fin around station 9. Cut all control cables on right side of ship.
2. Hole in right elevator. In bottom out top around station 94.
3. Hole in right trim tab on horizontal stabilizer around station 62.
4. Hole in left horizontal stabilizer. In bottom out top around station 62.
5. Hole in horizontal stabilizer. In top out back edge and into elevator and out top of elevator.
6. Hole in right wing just below de-icer boot around station 31.
7. Hole in right wing around station 32.
8. Hole in right wing around station 20.
9. Hole in right wing around station 18.
10. Hole in right landing light.
11. Hole in right side of fuselage around station 3C.
12. Hole in ring cowlings. #3 engine, 11 o'clock.
13. Hole in plexiglass nose.
14. Hole in right side of #1 nacelle. ' O'clock.
15. Hole in right side of fuselage, around station 6C.
16. Hole in right side of fuselage, around station 6G.
17. Hole in right side of fuselage, ~~xxxxxxxxtation~~ just below life raft.
18. Hole in right side of fuselage, just below top turret.
19. Hole in top of right wing around station 22. Tokyo tank change.
20. Hole in accessory cowlings of #1 engine, 1 o'clock.
21. Hole in top of left wing around station 26.
22. Chunks torn out of nose section just below prep governor.

42-31496

1. Hole in right side of fuselage around station 20.
2. Hole in right wing around station 20.
3. Hole in right wing around station 19.
4. Hole in right wing around station 8. Right feeder tank change.
5. Hole in fairing joining left wing to fuselage.

42-39943

1. Hole in ~~pinnigixx~~ plexiglass nose.
2. Two holes in front escape hatch.
3. Hole in left landing light.
4. Hole in left de-icer boot.
5. Hole in left side of fuselage around station 6J.
6. Hole in left horizontal stabilizer just below leading edge around station 78.
7. Hole in face panel of ball turret.
8. Hole in left horizontal stabilizer just below leading edge around station 229.3.
9. Hole in right elevator, around station 130. In bottom out top.
10. Hole in right horizontal stabilizer just below leading edge, around station 229.3.

42-38933

1. Hole in bottom of right wing around station 34.
2. Hole in bottom of right wing around station 31.
3. Hole in cowl flap of #4 engine. 10 o'clock.
4. Hole in bottom of fuselage just in from wing. Went out through top of fairing joining wing to fuselage. Tore hell out of interior.
5. Hole in right waist window.
6. Hole in bottom of right wing around station 13. out top making 3 small holes.
7. Hole in right aileron around station 18.
8. Hole in trailing edge of horizontal right stabilizer, around station 62. Tore into elevator.
9. Holes in #1 nacell. 3 o'clock & 4 o'clock.
10. Hole in left wing around station 18 $\frac{1}{2}$ .
11. Hole in #3 nacell. 5 o'clock.

42-40050

1. Small hole just right of #4 oil cooler.
2. Hole just ahead of right aileron around station 2.
3. Hole in right wing, top around station ~~22~~ 30.
4. Hole in right horizontal stabilizer through de-icer boot around station 78.
5. Hole in center of vertical fin. In left out right.
6. Hole in left waist window.
7. Hole in left side of fuselage, around station 6B.
8. Hole in left side of fuselage, around station 5A.
9. Co-pilots slide window cracked.
10. Hole in plexiglass nose.
11. Hole in top of left wing around station 12.
12. Hole in top of left wing around station 23.

42-31891

1. Hole in right side of fuselage around station 2E.
2. Hole in bottom of right wing around station 17.
3. Hole in bottom of left wing around station 38.
4. Hole in bottom of right wing around station 29.

42-31087

1. Flak hole in tip of left horizontal stabilizer.
2. Left horizontal stabilizer damaged by exploding shell. at station 94. Requires change.
3. Flak hole through vertical fin & into vertical stabilizer.
4. 20mm hole through right horizontal stabilizer through station 130.
5. Flak hole through left flap and wing skin at station 8.
6. Flak hole in right side of fuselage near station 6d.
7. Plexiglass nose punctured.
8. 30 cal. hole in top of right wing near station 3.
9. Flak hole in right wing tip near station 37 rear spar.

42-39979

- ✓1. 4 Small flak holes in left horizontal stabilizer between station 112 and 149.
- ✓2. Left elevator hit by flak leading edge station 130.
- ✓3. Flak hole through tail
- ✓4. Flak hole left side tail compartment to rear of station 11F.
- ✓5. Flak hole through right horizontal stabilizer station 130.
- ✓6. Small flak hole in right elevator trim tab.
- ✓7. Flak hole through right horizontal stabilizer station 188. Requires change, rib torn.
- ✓8. Main entrance door broken by flak.
- ✓9. Flak hole through wing near station 12.
- ✓10. Flak hole through right flap station 16
- ✓11. Flak hole #3 ring cowl, inboard side.
- ✓12. Flak hole through left bombay door 1' from rear of door.
- ✓13. Flak hole through door of #2 gas tank, station 2.
- ✓14. Flak hole through skin of wing station 1.5.
- ✓15. Flak hole through left flap station 4.
- ✓16. Flak hole through left flap at station 5.
- ✓17. Flak hole through left flap and wing skin near station 9.
- ✓18. Flak hole through #2 feeder door station 7
- ✓19. Flak hole through left wing station 17.
- ✓20. Flak hole through leading of left wing station 24, chordwise stiffener cut.
- ✓21. Flak hole in left wing station 18.5, punctured #6 tokyo tank.

42-31511

1. Flak hole through right horizontal stabilizer station 62 cutting stiffener.
2. Flak hole in rudder at station 8
3. Flak hole in left wing station 19, punctured tokyo tank.

42-39993

1. Flak hole through right aileron station 21
2. Flak hole in right wing station 31 $\frac{1}{2}$
3. Flak hole in leading edge of right wing station 26
4. Flak hole in #4 nacelle punctured oil tank
5. Flak hole beneath air scoop #4 engine station 16.
6. Flak hole in right wing station 9
7. Flak hole in rear of right wing station 8
8. Flak hole in right side of #3 nacelle cutting exhaust x duct.
9. Flak hole through fuselage station 5A front of ball turret.
10. Flak hole through right bombay door & through radio room door
11. 2 small flak holes in left bombay door
12. Flak hole in top of #5 bulkhead
13. Flak hole in bottom of fuselage station 5G.
14. Flak hole through left flap station 9.
15. Flak hole through #1 gas tank door #1 tank punctured.
16. #4 prop hit by flak requires replacement.

*Herbert O. Kimmel*

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