

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

E- -1

9 March 1944

SUBJECT: Crew Comments and Suggestions - Mission 9 March 1944

TO : Commanding Officer, 401st Bombardment Group (H) APO 834
 Through Lt Col Brooks and Lt Col Voorhees)

1. Most crews mentioned the fact that the type of formation flown by the Lead Group of the 94th Combat Wing was responsible for keeping our Group continually in their prop-wash.
2. Several crews were very interested to observe the fact that leaflets dropped by the Glatton group covered an immense area.
3. The crew of Lt Benjamin R Johnson, Jr (Pilot) A/C 9993, waited 45 minutes in the dispersal area to secure transportation to the briefing room for interrogation. This airplane commander stated that the formation let down too fast upon return to England and also criticized the fact that the Group did not reform after the target.
4. Several crew members praised the lead Navigator for avoiding concentrations of flak. Lt Carleton L Wilson (Pilot) A/C 9847, who flew with the 81st Group stated that the lead Navigator of that group was also excellent at avoiding flak.
5. Lt James R Locher, Jr. (Pilot) A/C 1005 was of the opinion that the Wing Lead was poor.
6. There were a number of adverse criticisms concerning the fact that the 457th Group leader flew at an excessive speed and "S"-ed continually.
7. S/Sgt Joseph Gallas (LWG) A/C 1891, complained of the lack of coke in the 612th squadron area, stating that it was always cold when crews arise to prepare for a mission.
8. Lt Robert O Stine (Pilot) A/C 1682, stated that his crew had to carry their guns to the Armament shop, where they had to wait more than 25 minutes.
9. The entire crew of Lt Sandy Lew (Pilot) A/C 1374, would like sandwiches in their lunch.
10. Lt Charles H Wirbel (Bombardier) A/C 0001, was disappointed that S-2 mentioned the target name at the mission briefing today as well as yesterday.
11. Lt David M Stephens (Navigator) A/C 7487, criticized the fact that crews were told, after briefing, that there were 200 guns at the secondary target.

5162

12. Lt Edwin A Post (Pilot) A/C 1077, thinks leaflets, if loose when released are dangerous because they may clog oil cooler. Those dropped by the Glatten Group today were apparently loose.

W. B. FRY,
MAJ, AC
GP S-2 O.

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

A.P.O. 634
9 March, 1944

SUBJECT: 3-4 Combat Mission Report on Mission 9 March, 1944
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Landing Gear Motor Burned Out (1)
Oxygen Indicator Out (1)

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

None Reported.

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)
STATION 126

A.P.O. 634
9 March, 1944

SUBJECT: Armament Narrative, Mission No. 34, 9 March, 1944.

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

1. A negative Armament and Bomb Rack malfunction report
is submitted for the mission of 9 March, 1944.

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

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

A.P.O. 634
 9 March, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-40050 returned early for the reason that pilot became ill.

b. Airplane No. 42-31315 returned early for the reason that # 7 cylinder head blew out on # 2 engine.

2. Battle Damage.

a. 42-31662 - Flak hole in leading edge of left wing, between station 15 and 16; Flak hole in top of left wing near station 21; Flak hole in top of right wing between station 15 & 16.

b. 42-31087 - Flak hole in leading edge of left wing, between station 15 and 16; Sighting panel on top turret cracked.

c. 42-31891 - Hole in right side of plexiglass nose, caused by spent shell casing.

d. 42-31496 - Flak hole in left aileron, near station 33 in bottom, out top.

e. 42-40001 - 6" flak rip in bottom of left wing, inner panel.

f. 42-39847 - 2" flak hole in left side of vertical stabilizer.

g. 42-39904 - 3" flak hole in top of left wing, inner panel.

h. 42-31619 - 4" flak hole in top of left horizontal stabilizer.

i. 42-31485 - 2" flak hole in leading edge of vertical stabilizer; 3" flak hole in top of fuselage, near nose section.

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

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

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

9 March, 1944

SUBJECT: Battle Damage Report

TO : Engineering Officer, 401st Bombardment Group (H), Station 128,
APO 634, U. S. Army

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

Airplane NO.	Battle Damage
42-31662	1. Flak hole in leading edge of left wing between station 15 & 16. 2. Flak hole in top of left wing around station 21. 3. Flak hole in top of right wing between station 15 & 16.
42-31087	1. Flak hole in leading edge of left wing between station 15 and 16. 2. Sighting panel on top turret cracked.
42-31891	1. Hole in right side of plexi-glass nose, caused by shell casing
42-39993	2. Flak hole in left aileron around station 33, in bottom out top.
42-31496	Negative Battle Damage
42-39765	Negative Battle Damage
42-39943	Negative Battle Damage
42-97487	Negative Battle Damage

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