

A point  
of Eng.

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 634

E- -1

6 March 1944

**SUBJECT: Crew Comments and Suggestions - Mission, 6 March 1944.**

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

1. Lt Ellsworth E Christensen, (Pilot) AC 0002, observed that escorting P-51 fighters executed maneuvers which caused them to resemble E/A by turning toward our formation and coming directly in.

2. A large number of crew members expressed pleasure at the good formation flown by our group.

3. Lt James R Locher Jr., (Pilot) AC 3507, could not understand why the formation maintained an altitude of only 15,000 feet on the way home from the target.

4. Several airplane commanders, including Lt Wallace H Smith Jr (Pilot) AC 1315, Lt William R Dawes Jr., (Pilot) AC 1369 and Lt Donald V Kirkhuff (Pilot) AC 9846 criticized the Glatton group severely. These men stated that the Glatton low squadron kept flying into the 401st high squadron.

5. Lt Robert O Stine (Pilot) AC 9820 and Lt Robert L Keith (Pilot) AC 1202 together with their crew members criticized the breakfast served by the combat mess, stating that it made them late for briefing.

6. Lt Carl T Flote, (navigator) AC 1202 observed "Chaff" coming from ships in front of ours until well after the target had been passed.

7. Lt Darrell D Wilson (navigator) AC 1591 was very much pleased with the job of navigation done by the lead ship.

8. Lt Lewis S Jaffe (Navigator) AC 1506 was of the opinion that the fighter escort might have been better if our formation had been on time. Lt Jaffe stated that his crew was issued only one chocolate bar and that this was insufficient for such a long mission.

W B FRY,  
Major, AC  
S-2 Officer.

1958

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

F-A-1

A.P.O. 634  
6 March 1944

**SUBJECT: S-4 Combat Mission Report on Mission 6 March 1944.**

**TO : Commanding Officer, 1st Bombardment Division, APO 634.**

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

Oxygen Regulators Out (3)  
Flux Gate Compass Out (2)  
Runaway Superchargers (1)  
Tail Wheel Retracting Motor Burned Out (1)  
Generators Out (1)

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

Vickers Unit Motor Burned Out (1)

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

None reported.

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

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

F-A-1

A.P.O. 634,  
6 March 1944

**SUBJECT:** Mission Summary Report.

**TO :** Group Operations, Station 128.

**1. Abortives.**

a. 42-31374 - Returned early because of a broken oil scavenge line from the sump. This line was broken inside a fitting to the engine. This break was due to improper installation at the time the engine was given a depot overhaul.

b. 42-30855 - Returned early because of failure of the diaphragm inside an oxygen pressure warning signal assembly.

c. 42-40050 - Returned early because of a break in the ball turret oxygen system. This airplane had just been returned from a depot where radio equipment was installed. The installation was made in such a manner that when the ball turret was revolved the oxygen bottles attached to the yoke were torn off against the radio equipment. The turret was not pre-flighted on the ground by either Armament personnel or the ball turret gunner.

**2. Battle Damage.**

a. 42-39846 - Several flak holes in top of left wing, stringer broken and fuel tank punctured. Several flak holes in bottom of right wing. Two small flak holes in bottom of left horizontal stabilizer. Small flak hole in bottom of right elevator.

b. 42-39820 - 6" X 4" hole through leading edge and out bottom of right horizontal stabilizer, caused by 20 MM, cutting two stringers. 2" flak hole in No. 4 ring cowl, damaging ignition harness.

c. 42-97496 - 4" flak hole in top of left wing, between fuselage and No. 2 engine. Flak entered left landing light and damaged tokio tank and main spar support. Three large flak holes in left side of fuselage, near nose section. Several flak holes through vertical stabilizer and rudder.

d. 42-40002 - 20 MM hole through left wing, hitting two supports and No. 3 main tank. Cal. .303 hole through left side of fuselage and into bomb bay. Two small flak holes in left side of fuselage, damaging radio equipment. Two small flak holes in right side of vertical stabilizer. Cal. .303 hole in left side of fuselage, near nose section, cutting electrical wiring.

e. 42-3507 - Flak hole through right horizontal stabilizer. Two small flak holes in right side of fuselage, near nose.

f. 42-31202 - Small flak hole in bottom of right wing tip. Small flak hole in right side of nose section.

**SUBJECT: Mission Summary Report. (Continued)**

**g. 42-31037 - Flak hole in No. 4 ring cowl, damaging cylinder and rocker box housing. Three small flak holes through fuselage, near nose section. Small flak hole in bottom of fuselage, behind ball turret.**

**h. 42-31508 - Several small flak holes in bottom of left wing, outer panel. No 1 prop blade damaged by flak.**

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

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

F-C-1

A.P.O. 634,  
6 March 1944

SUBJECT: Armament Narrative, Mission No. 32, 6 March 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 6 March 1944.

<u>A/C No.</u>	<u>GUN POSITION</u>	<u>MALFUNCTION</u>	<u>PERSONNEL OR EQUIPMENT</u>
42-31037	Ball Turret	Vickers Unit Motor burned out	Equipment

BOMB RACK MALFUNCTIONS

None reported

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

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

6 MARCH, 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  
AIRCRAFT OPERATED BY THIS SQUADRON FOR THE COMBAT MISSION COM-  
PLETED THIS DATE:

<u>AIRPLANE NO.</u>	<u>BATTLE DAMAGE</u>
42-31511	1. FLAK HOLE IN BOTTOM OF LEFT WING AROUND STATION 32.
	2. FLAK HOLE IN BOTTOM OF LEFT WING AROUND STATION 31.
	3. FLAK HOLE IN BOTTOM OF LEFT WING AROUND STATION 29.
	4. FLAK HOLE IN BOTTOM OF LEFT WING AROUND STATION 19.
	5. SMALL FLAK HOLE IN BOTTOM OF RUDDER
	6. FLAK HOLE IN VERTICLE FIN AROUND STATION 10 IN LEFT SIDE AND OUT RIGHT
	7. FOUR FLAK HOLE IN FUBELAGE ABOUT 1 FOOT DOWN FROM RIGHT HORIZONTAL STABILIZER
	8. TWO FLAK HOLES IN VERTICLE FIN ONE AROUND STATION 6 AND ONE AROUND STATION 3.
	9. HOLE IN RIGHT SIDE OF FUSELAGE AROUND STATION 6B. VHF RADIO EQUIPMENT DAMAGED
	10. 12 INCH FLAK TEAR IN BOTTOM OF RIGHT WING AROUND STATION 16
	11. 6 INCH FLAK TEAR IN BOTTOM OF RIGHT WING AROUND STATION 29
	12. 4 INCH FLAK TEAR IN BOTTOM OF RIGHT WING AROUND STATION 30
	13. 5 INCH FLAK TEAR IN BOTTOM OF RIGHT WING AROUND STATION 31
	14. LARGE FLAK HOLE IN RIGHT WING TIP AROUND STATION 36
	15. FLAK HOLE IN TOP OF RIGHT WING AROUND STATION 2
	16. 6 INCH FLAK TEAR IN TOP OF RIGHT WING AROUND STATION 32
	17. 5 SMALL FLAK HOLE ON TOP OF RIGHT WING TIP
	18. FLAK HOLE IN WINDOW BEHIND RIGHT BEAM GUN.
	19. HOLE IN TOP OF LEFT WING AROUND STATION 29
	20. HOLE IN LEFT SIDE OF FUSELAGE AROUND STATION 2 D

42-31891

1. THREE FLAK HOLE IN LEFT INBOARD DE-ICER BOOT
2. ENTERED WING CUTTING #4 MIXTURE CONTROL CABLES, AND LODGING IN #4 FUEL TANK
2. DEEP NICK IN #4 PROP BLADE

42-31087

1. PILOT'S WINDSHIELD CRACKED

42-31496

1. BOMBARDIER'S WINDSHIELD SHATTERED

42-38033

NEGATIVE BATTLE DAMAGE

42-38026

NEGATIVE BATTLE DAMAGE

*Herbert O. Kimmel*  
HERBERT O. KIMMEL  
1ST LT, AIR CORPS  
ENGINEERING OFFICER