

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.

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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 Glatton 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 128

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. BROGHALL 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.

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