

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 CBW and the composite Wing on our right flew closely together. No ships were lost going into the target. The Wing directly ahead, however, (1st CBW) 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.

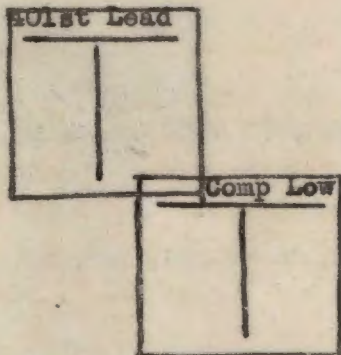
2. AIRCRAFT NOT ATTACKING: Six ships, five abortives and one spare returned early from the lead box formation. This left thirteen. Three more unidentified ships joined the formation enroute and it had 16 ships during the flight over enemy territory. Of these 5 abortives, 4 were due to not finding the 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 Wings:



5 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

Date

Deputy Flight Leader Major MARTIN

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

087 (abort)

802 (abort)

662 (abort)

873 (abort)

STELZER

BYRD

932

089 (abort)

SCHARFF

SHANKS

KNIGHT

593

930

891

SPARES

KAUFMAN

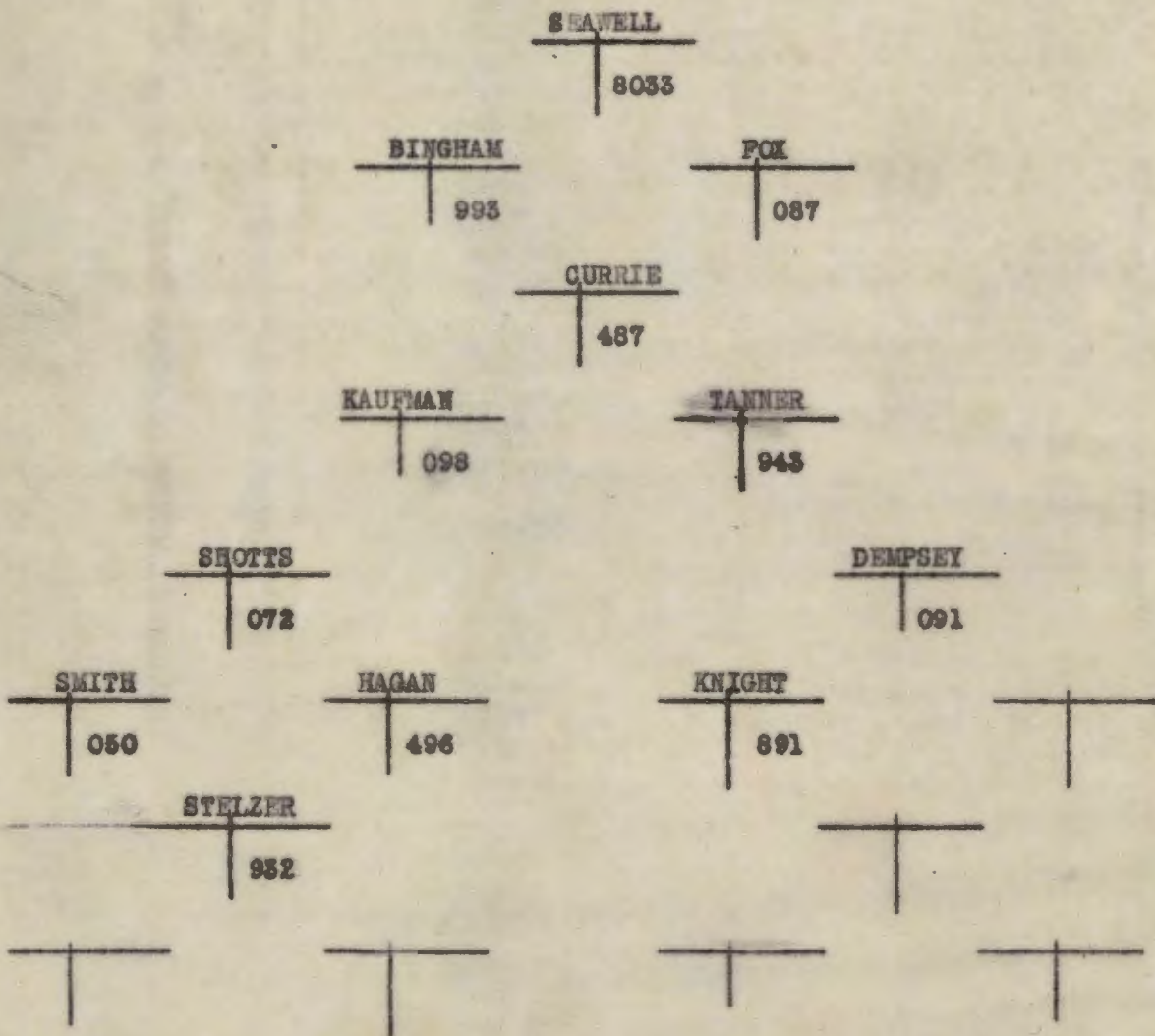
098

WEBER

440 (spare-retained)

401st LEAD BOX - 94th CEW

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.

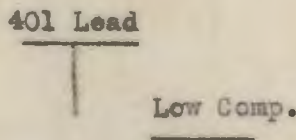
1. GENERAL NARRATIVE: The 401st Group furnished 14 ships for the Low Composite Box for the mission of 22 February 1944. (Two of these A/C actually were dispatched with the Lead Box.) Assembly was over splasher 6. The assembly, both Group and Wing, were extremely difficult due to adverse weather and the 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.

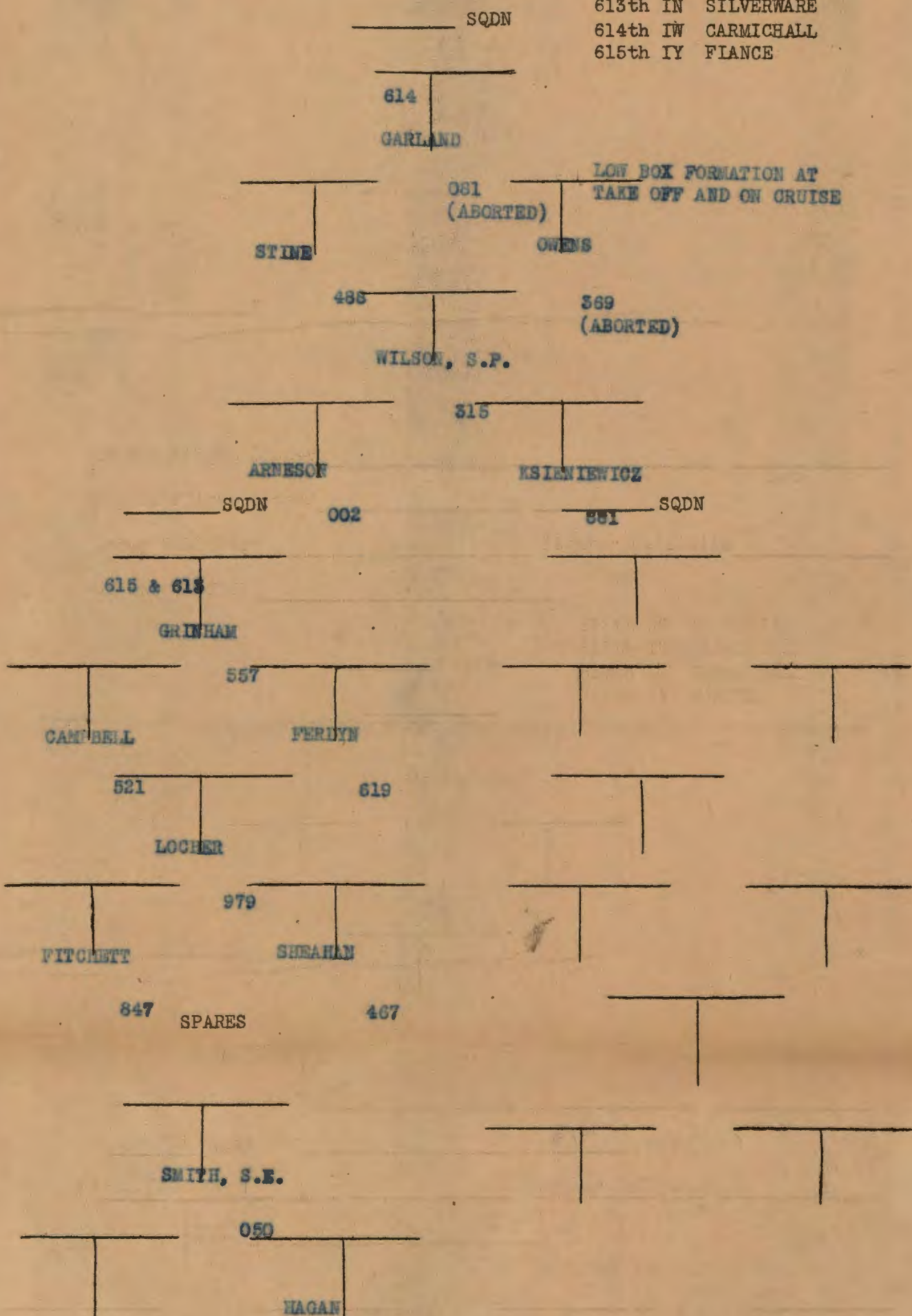


5. RESULTS: The bombing was visual, on the Leader who assumed command enroute. Results are unreported.

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

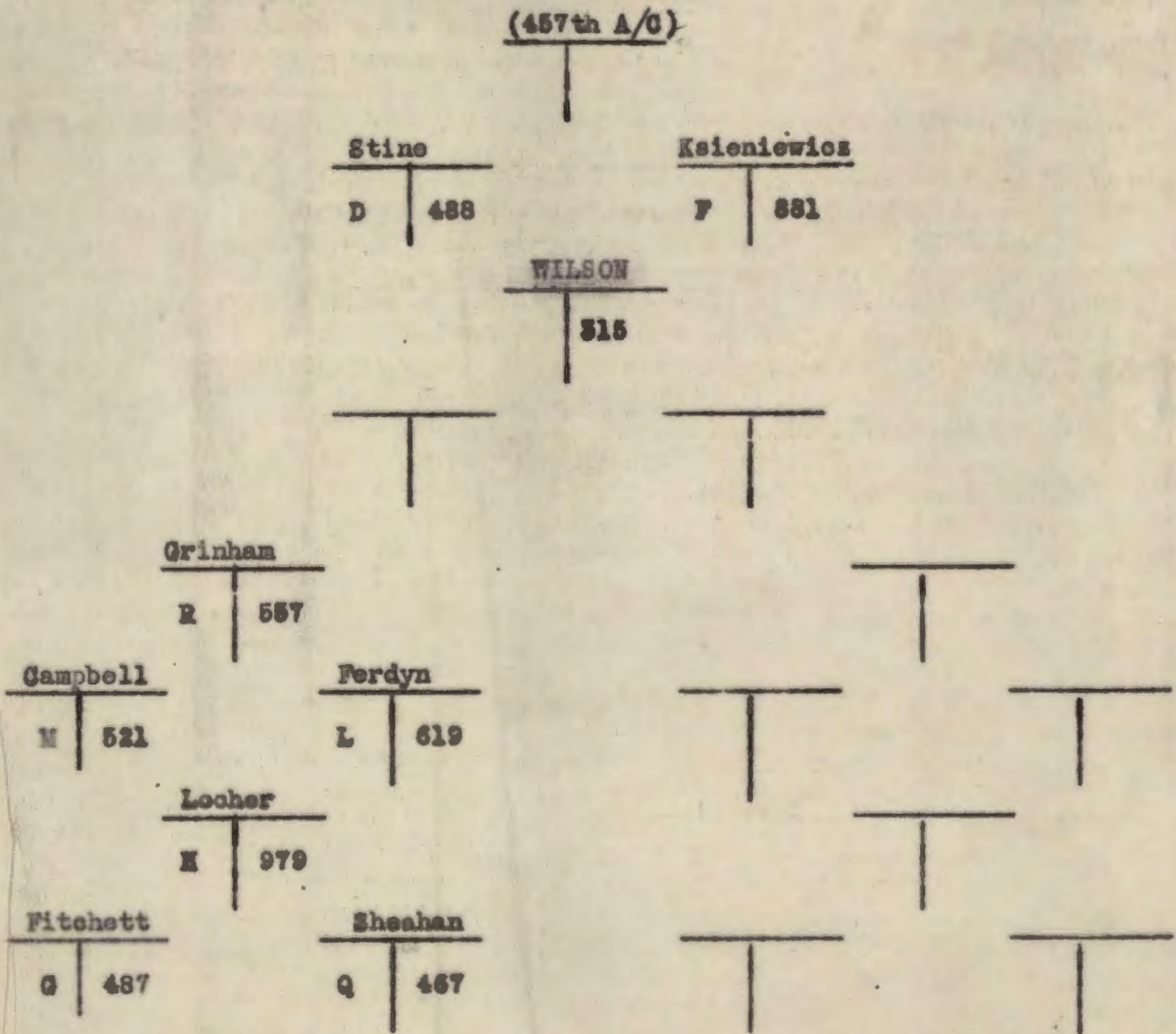
Combat Flight Leader LOW BOX _____ Date _____
Deputy Flight Leader _____
Group Call Sign CAPT GARLAND Fighter Call Sign 22 FEB 44
GROUND CONTROL LT OWENS

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



401ST BOMBARDMENT GROUP (H)

LOW BOX FORMATION OVER TARGET



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

AAF Station 128
 23 February 1944.

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

TO : Commanding Officer, 401st Bombardment Group, AAF 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/D 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

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bomb- ing</u>	<u>Num- ber</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u> <u>Nose Tail</u>	
Main Bombfall (T.O.: Marburg, Ger)	13	11	(127 (5	500# 500#	M-64 M-43	1/10 Long Delay	1/100
Other Attacks: (Oschersleben, Ger)*	1	1	12	500#	M-64	1/10	1/100
Bombs on Targets			144	500#	x	x	x
Other Bomb Expenditures			(30 (6	500# 500#	M-64 M-43	1/10 Long Delay	1/100
Bombs Returned			60	500#	M-64	1/10	1/100
Total (Loaded on A/C Taking Off)			(229 (11	500# 500#	M-64 M-43	1/10 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
 lead box)
 Number of Sorties (E.E. T.)..... 9
 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		Num- ber	Size	Bombs Type	Fusing	
	Over Target	Bomb- ing				Nose	Fall
Main Bombfall (T.O.: Magdeburg, Germany)	9	9	(97 (11	500# 500#	M64 M-43	1/10 Long Delay	1/100
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 (11	500# 500#	M-64 M-43	1/10 Long Delay	1/100

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

APO 634

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

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

1. Flight Plan and log attached
2. Track Chart attached.
3. Narrative.
 - a. T/O at 0832 hours.
 - b. Group formed at 1000 hours at 14000 feet.
 - c. Formed CBW at 1000 hours at 14000 feet.
 - d. Began climb at 1015 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) 03/ _____ knots per hour.
- (3) How 70 determined:

m. Description Air Plot 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:
Koeln and Pilots, 9/10 cloud cover.

o. Oxygen equipment shot out in nose over Koeln.

- (1) Coordinates of furthest fix _____ N _____ E.
- (2) Time _____ hours. 31° 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 Harburg.

SIGNATURE

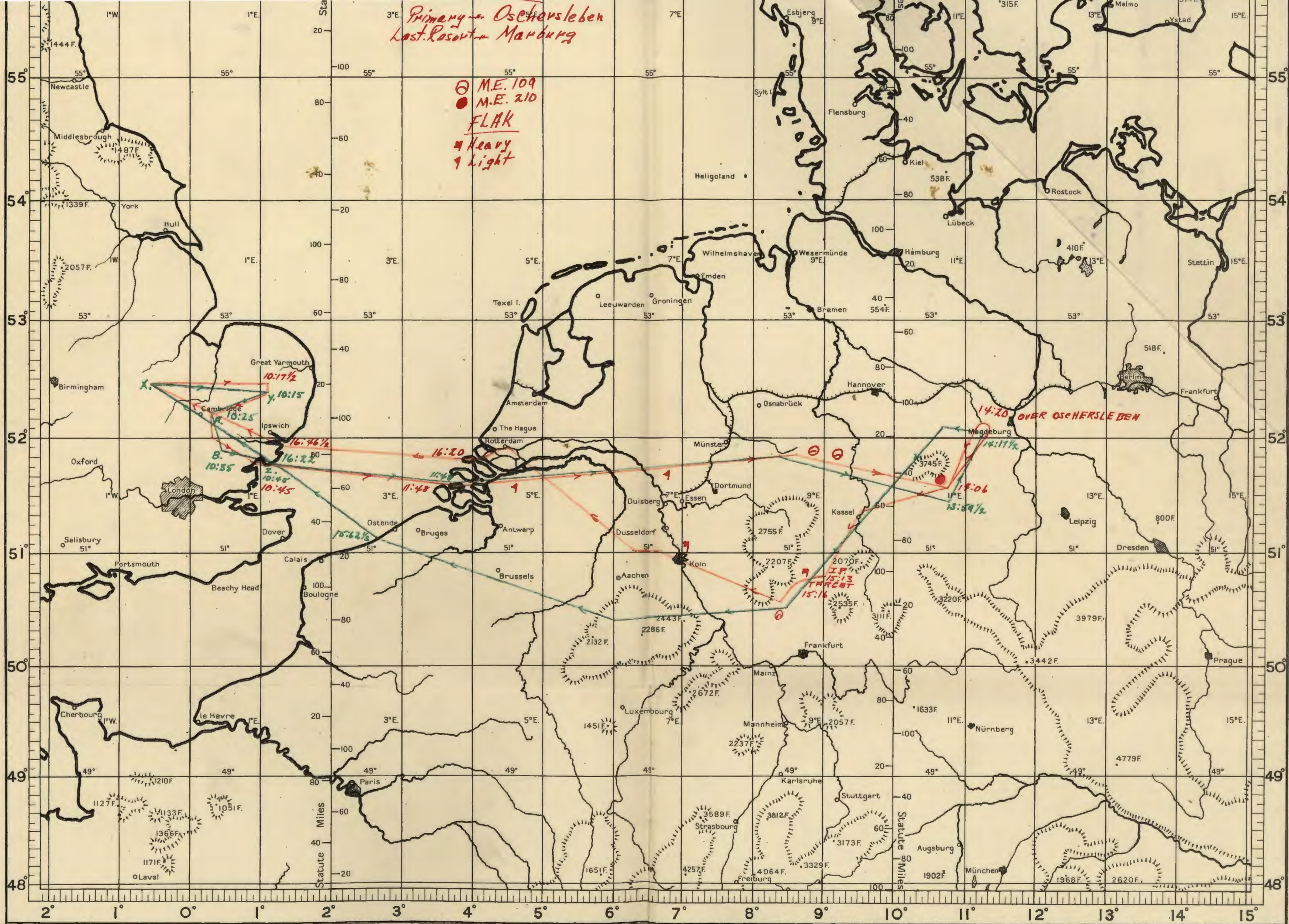
We met another Wing just below Harburg. Their course took us over Koeln and then N.W. to just south of Rotterdam. The Lead Navigator warned the Air Commander that this course would take the Group over Ruhr and that subsequent course was too far north. However for sake of protection of the other Wing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

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



*Primary - Oschersleben
Last Resort - Marnburg*

⊖ M.E. 109
● M.E. 210
FLAK
▣ Heavy
▢ Light



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 FT.	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
SS #6	030 41	4000 10000	150	144	98	-15	83	10	93	125	63	29	0945	Escoft		
52 22 01 08 E New Market	40 50	10000	155	150	255	+11	266	"	276	188	27	8 1/2 + 1 1/2	1025	0351 44 03 52 E (1140) P-47		
52 15 00 22 E SS #7	40 50	12000	150	151	161	-20	141	"	151	180	23	8 + 2	1035	51 47 05 30 E P-47		
Clacton	40 60	12000	155	158	101	-22	79	"	89	120	22	11	1045	P-47 at 1455 P-51 at 1335		
51 48 01 70 E	47	12000	150	164	92	-22	70	9	79	100	100	0100	1145 + 3	Spitfires at 1521		
51 44 03 52 E	75	20000														
51 44 03 52 E	50/50	20000	155	180	88	-18	70	7	77	102	75	45/013	1320			
51 50 08 29 E	90/65					-13	75		82	125	173	47				
51 50 08 29 E	50	20000	155	180	101	-16	85	6	91	133	87 1/2	39 1/2	1359 1/2	I.P.		
51 33 10 45 E	65	20000	155	180	33	+6	39	6	45	118	35	18	1447 1/2	TARGET		
Target	65															
52 02 11 15 E	50	20000	155	180	280	+15	295	6	301	212	16 1/2	04 1/2	1422			
52 05 10 47 E	65															
52 05 10 47 E	50	20000	155	180	223	-2 1/2	220 1/2	6	226 1/2	245	127	31	1453			
50 33 08 30 E	65															
50 33 08 30 E	50	20000	155	180	263	+11	274	7	281	232	96	25	1518			
50 22 06 00 E	65															
50 22 06 00 E	50	20000	155	180	290	+25	315	8	323	209	134	38 1/2	1556 1/2	Enemy Coast Cut		
51 08 02 40 E	90															
51 08 02 40 E	45	20000	170	183	306	+23	329	9	338	182	78 1/2	25 1/2	1622	English Coast		
Clacton	75	7000														
Clacton Base	30 41	7000 4000	170	149	302	+16	318	10	328	142	77	32 1/2	1654 1/2			

TIME	COURSE	W/V USED &/OR D.R. DRIFT	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /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	G.E. 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			52 25 N 01 05 E	On course to Point "A"	150	12000					
1025					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 -20					
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	COR. RSE.	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAC HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1148	82	-12	70	77	51 48 N 03 51 E	Enemy Coast (by another wing Pushed North of Briefed course)	150	20000 -31	176	92	18	12	1200
1200					D.R.	Fighters at 1157	155						
1205					51 48 04 20 E	Flak							
1212	90	-11	79	85			155	20000 -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 out.				85	44	30	
1300					Flak to S. E from Happy Valley	Not many enemy aircraft							
1300					Borker 51 50 06 52 E	Course good G. S. is slightly higher				95	61	30	1358
1315				85									
1325						Can't turn yet until other wing 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 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									
1455				226	51 25 10 40 E								
1500	218	-10	208	215	5 miles west of Kassel	Flak 10/10 cloud cover							
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							
1520	286	+8	278	285	T.P. as briefed	ME-109 at 1530 5 chutes also seen							
1535					Happy Valley	2 B-17's down at 1533 Flak from 1535 until 1545							
1545	299 (300 to 390)	+17 AVE	316	325	Told Air Commander at 1525 that course led through Happy Valley, but he wanted it maintained to keep wings together								
1609				320	51 55 04 45 E								
1620	272	+15	287	296	51 45 03 45 E	IFT on 1630							
1630					51 50 02 47 E								
1645				320	51 58 01 22 E								
1712					Base								
1738					Landed								
1755					Engines Stopped								

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. Interverometer 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 Seavell TAKE OFF 0852
 NAVIGATOR 1st Lt Walsh LANDED 1730
 ORGANIZATION 401 Squadron 615 Group AIRPLANE 038
 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 # M-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>16,751</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>29.24</u>	Tru Track _____
Altimeter Setting <u>29.32</u>	Actual Range <u>6050</u>
C.E.A.S. <u>150</u>	B.S. Type <u>M-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

Parabola

NAVIGATION DATA:

MEAN TEMP.

METRO

ACTUAL

WINDS

ALTITUDE

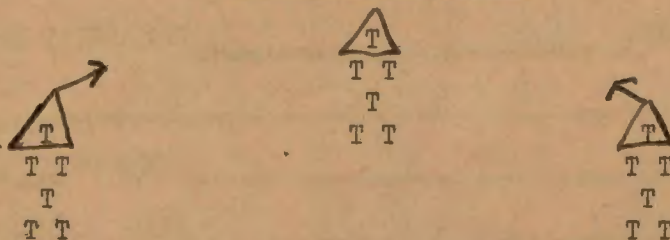
DIRECTION

VELOCITY

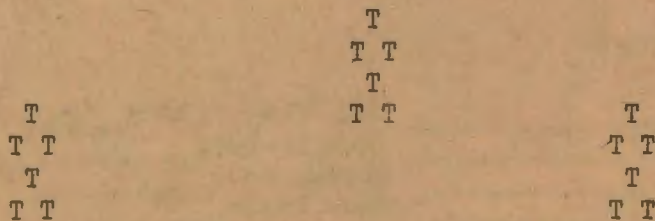
TEMP. C.


	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000	60	65	75	81	-36	-36
25000						
28000						
30000						


METHODS OF BOMBING




COMPOSITE GROUPS



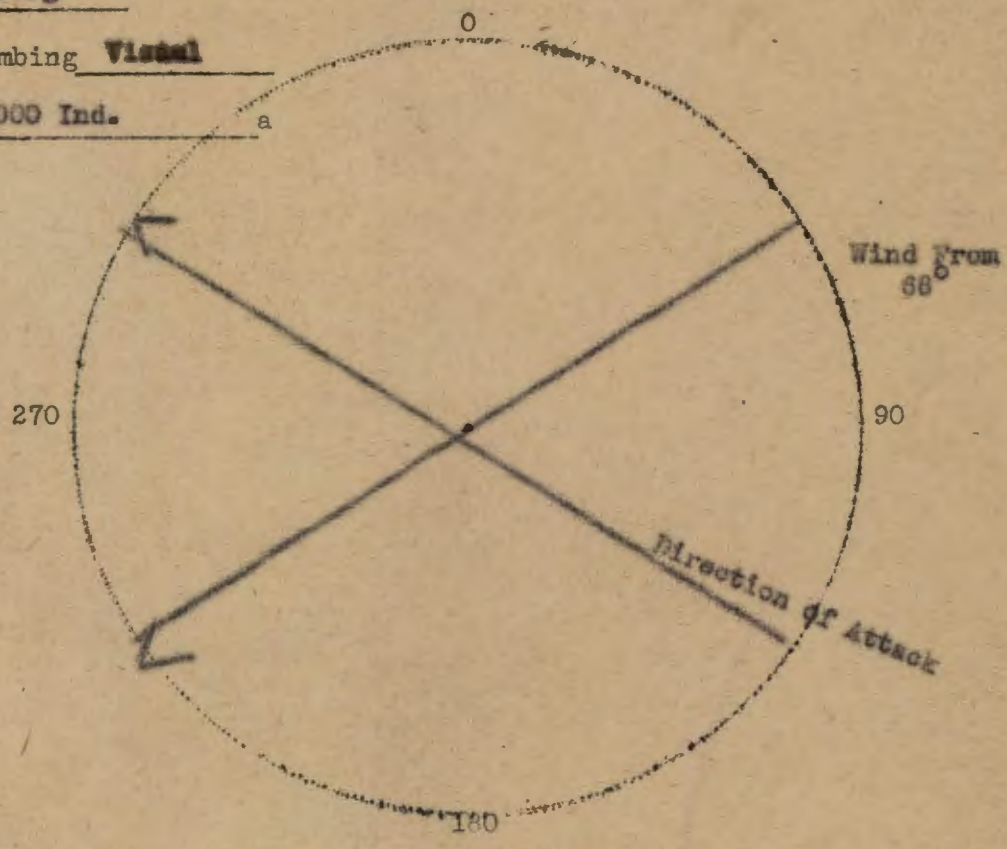
Bombardier making complete sighting operation 

Bombardier making range operation only 

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

BOMBARDIER'S INDIVIDUAL PLOT

Target Harburg
Method of Bombing Visual
Altitude 20,000 Ind.



PLOT
Wind Direction 68
Wind Velocity 31 MPH
Direction of attack 135

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 A' COUNTED 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 18.5; 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 cowling, # 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 top, 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. 42-31037 - 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 31g; 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 OF A/C</u>	<u>MINOR DAMAGE</u>	<u>MAJOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK, FIGHTER & FRIEND</u>	<u>BY FLAK & 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 or Armament</u>
42-31496	Ball Turret	Vickers Motor burned out	Equipment
42-31469	Tail Guns	Froze at altitude	-
42-39881	Chin Turret	Hydraulic Charger bracket 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

S E C R E T

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

	SIZE	QUANTITY	FUZING
II - BOMBS: INITIAL LOAD (TOTAL)	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	81	
UNACCOUNTED FOR	(Lost A/C) M-61		

III - FLARES: LAUNCHING, DISTANCE
 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		3185
RADIO GUN	50	23		525
LEFT WAIST	50	24		1075
RIGHT WAIST	50	24		985
TAIL GUNS	50	18		4360
TOTALS				

(OVER)

S E C R E T

S E C R E T

TOTAL A/C REPORTED BY GUN POSITION:

CAL..30 _____ RDS.

CAL..50 _____ RDS.
16,155

TOTAL EXPENDED FROM ABORTIVE A/C:

CAL..30 _____ RDS.

CAL..50 _____ RDS.

EXPENDED A/C LOST OR MISSING:

CAL..30 _____ RDS.

CAL..50 _____ RDS.
14,840

GROUP TOTALS.

CAL..30 _____ RDS.

CAL..50 _____ RDS.
30,995

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---- 4 - X, 1 - Y-3, 1 - Y-6
- 42-31315---- 4 - 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) *Samuel Capford*
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 NUMBER 5, CONTD.

9. BREACHES OF RADIO DISCIPLINE.

NONE

10. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
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. ^{by} *HMF*
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 : 7MT A/C CALL SIGN : SYDM
 HF/DF STATION CALL SIGN: C09 AIR DIV COLLECTIVE C/S: SWVC
 BASE HF/DF CALL SIGN : DZB OBW COLLECTIVE C/S : XNCC
 GROUP COLLECTIVE C/S : SUPC

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 KMMX 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 NVFI 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 IMI INT 1- K
1221	PHHN	7MT	-R-X114-X700-X564 IMI R-X114-X700-X564-INT 1 IMI INT 1 K
1224	PHHN	7MT	-X114-X700-X564-INT1 IMI X114-X700-X564-INT1 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 BPUM 1401A K
1406	JRTC	7MT	-R-NR2 AR
1408			DECODED-GAVE TO PILOT
1410			IP-BOMB DOORS OPEN-OFFWATCH FOR BOMBS AWAY AND 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 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 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-X145-1734A-----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. B. K. Voorhees and Lt. Col. A. G. 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. Keency 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 head 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 easy 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 5145-0652Z 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. HARRICK,
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

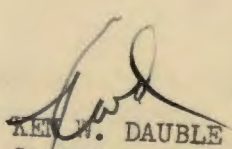
Telephoned to A-2 1125

(1) Designation of Group 401st

(2) Total No. of A/C 19 (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.

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
 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) 94 (b) Size 500 (c) Type Marburg
12 500 500 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.

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 (4) 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 T

Report on A.A. Gunfire.

BOMBARDMENT GROUP (H)

Assigned. Oschersleben

1. 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 9/10

4. 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:-

Group	A/C over enemy territory	A/C Damaged	A/C lost to Flak	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

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.

NIJEPURT

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 ~~HAIN~~ VALLEY AND OTHER FLAK AREAS, IF YOU GET OFF COURSE. RUHR.

LT. J.M.HAMRICK

Briefing notes

330T

The target is the FW 190 air plane assembly plant ~~to the west 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~~ produces 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 ~~will~~ will soon be back in operation. 20 A/C were seen on the A/D on Sunday Feb 20th.

~~land fall on the evening~~ ^{on the evening} The route out as indicated shows land fall 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 33° true, a left turn is made followed by another left turn. After reaching Wetzen route lies North of Koblenz to coordinates, then out to coast leaving just South of Neuport.

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

~~Bl~~

Gottungen. 5132 0956 E
Koblenz - Marshallby yards.

^{5132 0956 E}
Koblenz Marshallby yards ^{of party}

- 2 -

Dec 41st B CW will bomb Oschersleben

While Dec 41st ~~B~~ CW will bomb Halberstadt

A Composite CW will bomb Bebra. Dec 40th
^{1 sq - 351st + 2 sqs from 40th CW}

C.W. units going to FALBURG - Denmark
Secondary or just resist any A/D, industrial area or city by Germany
Suggested targets of Opportunity are

GÖTTINGEN and the marshalling yards in the
North side of Koblenz. Fighter Escort 4-47-2-51
2-47-112 Sqd Spots.

1- ^{approx way} After turning at F.P. north of Nordhausen,

pass over dense forest with city of Blausenburg
on left and A/D on right. Halberstadt
and the A/D where the 41st A CW are scheduled
to ^{arrive} 14 minutes before you should be on your left.

Crossing a V just ten minutes will lead directly
to town of Oschersleben. The target A/D is
Almost directly E of the town and the R.R.

you should be following down from Halberstadt
down a V at Oschersleben 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.

Slats

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 stripes 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. Watch 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 1944

PERIOD 0800 - 1730 hrs.

Hq SOS USAPP 9-43/90M/15227

	A Bases to 05 Deg East	B 05 Deg East to Target to 05 Deg East.	C 05 Deg East to Bases	D
WEATHER	1 Partly Cloudy with haze becoming Cloudy with occasional slight to Moderate Snow Showers	Cloudy becoming Partly Cloudy to Cloudy	Cloudy With Haze	
CLOUDS	2 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 Alto-cumulus 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 alto-cumulus in patches at 10-12,000ft. 3-5/10 Cirrus increasing to 5-7/10 23,000ft. and above.	-----NOTE----- SEVERE FURIOUSST CUMULUS 23,000ft and above LIGHT W S-FURIOUSST CENTRAL S 20-23,000 feet.
ICING	3 1000ft. Light Rime Occasionally Moderate	1000 ft. Light Rime Occasionally Moderate	1000ft. Light Rime Occasionally Moderate	
VISIBILITY	4 1-3 miles becoming 6 plus over Channel	4-6 miles	6miles plus becoming 2-4 ver bases	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Bases to 05deg East. 030 20	05 Deg. East to Target. 040 20	Temperatures -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. -33 TARGET SURFACE (PRESSURE-ALT) +24

DECLASSIFIED PER NND 746087 BY 135 NARA DATE 11/19/11

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) P.	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	Marvel	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 W D

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.	SQUADR
P -	1st Lt.	SHOES	BRYAN	M.	0667578	613th
CP -	2nd Lt.	MAHER	WILLIAM	P.	0753837	"
N -	1st Lt.	SAVAGE	WILLIAM	F.	0441712	"
B -	1st Lt.	BRIARTON	HENRY	R.	0621518	"
RO -	T/SGT.	HEENY	ROBERT	L.	96373210	"
PT -	T/SGT.	SNOFFORD	HARVEY	W.	14064116	"
BT -	S/SGT.	RIEGER	ISLAND	L.	17121385	"
FG -	S/SGT.	ESCHINGER	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.	080211	"
CP *	2nd Lt.	BARBOND	WARDLAW	M. JR.	0634729	"
N -	2nd Lt.	FLOTO	CARL	T.	0673335	"
B -	2nd Lt.	ROWE	ROBERT	W.	0750095	"
RO -	T/SGT.	MUSSER	BENJAMIN	Z.	13025960	"
PT -	M/SGT.	OLDER	HAROLD	K.	6565810	"
BT -	PFC	COLE	THOMAS	B.	14058737	"
FG -	S/SGT.	KERR	ROBERT	V.	19094519	"
LWG -	SGT.	SINODGRASS	GEORGE	W.	20321945	"
RWG -	OPL.	KILSEN	HAROLD	J.	12182527	"

*Plane # 42-31087

P -	1st Lt.	JONES	DONALD	M.	0739759	"
CP -	2nd Lt.	O'NEIL	EDWARD	T.	0745163	"
N -	1st Lt.	BENNETT	CYRUS	P.	0749419	"
B -	1st Lt.	GRATE	LOUIS	B.	0661617	"
PT -	T/SGT.	SCHORNEBERGER	NICHOLAS	D.	35406951	"
T -	T/SGT.	IRMSON	THOMAS	(MIA)	35310871	"
BT -	PVT.	BRANDT	GORDON	F.	16095987	"
FG -	S/SGT.	DE CINQUE	LOUIS	A.	32269844	"
LWG -	S/SGT.	SCHAIR	ARTHUR	(MIA)	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 # 12-37322

P	1st Lt.	STELZER	ROBERT	L.	0461320	613th
CP	2nd Lt.	JOHNSON	WENDELL	T.	0687836	"
N	2nd Lt.	HDBBS	HERBERT	L.	0688441	"
B	2nd Lt.	WARREN	ROBERT	(MI)	0685898	"
RO	T/SGT.	HECKER	DONALD	A.	36522865	"
TT**	T/SGT.	BACK	JESSE	O.	38222601	"
BT	S/SGT.	BLACK	JAMES	P.	39300495	"
TG	S/SGT.	NICKY	JOHN	H.	13156041	"
LWG	S/SGT.	RICH	EDWARD	J.	16096299	"
RWG	S/SGT.	HOLLAND	THOMAS	H.	38211220	"

*Plane # 12-39847

B	2nd Lt.	FITCHETT	LAWRENCE	E.	0745067	"
CP	2nd Lt.	CAMPBELL	BRUCE	H.	0690926	"
B	2nd Lt.	FELTNER	LAWRENCE	W.	0810973	"
B	2nd Lt.	SANCHEZ	LOUIS	T.	0688555	"
RO	S/SGT.	BENNINGER	MAX	H.	39901903	"
TT**	S/SGT.	PARSONS	BERTRAN	(MI)	32131029	"
BT	SGT.	SASSI	LOUIS	H.	32811117	"
TG	SGT.	ROSE (ROSE)	ANTHONY	F.	36631940	"
LWG	SGT.	HANDBURY	RALPH	A.	11117424	"
RWG	SGT.	PETRO	JOHN	(MI)	32399059	"

*Plane # 12-31930

B	2nd Lt.	SHAMES	ION	H.	0809288	"
CP	2nd Lt.	MAYNE	ALFRED	P.	0687314	"
N	2nd Lt.	WERNICH	EDWARD	W.	0690518	"
B	2nd Lt.	KE ECKIN	THOMAS	H.	0642088	"
RO	T/SGT.	SANDANGELO	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 # 12-31549

P	2nd Lt.	SCHARFF	PAUL	F.	0809697	"
CP	2nd Lt.	BUKERT	CHARLES	A.	0626397	"
N	2nd Lt.	SCHWARTZ	BERNARD	(MI)	0699665	"
B	2nd Lt.	GIPSON	RAYMOND	E.	0674254	"
RO	PVT.	STRONG	ROBERT	G.	0667259	"
TT**	S/SGT.	KARL	RICHARD	X.	33397179	"
BT	SGT.	BEDELL	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

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.	BRYANT	DON	G.	0681771	•
B -	2nd Lt.	DUQUETTE	FRED	D.	0736692	•
B -	2nd Lt.	EROWE	JOHN	F.	0673729	•
PT -	S/SGT.	BRAVY	OTHO	H.	34445440	•
PT -	T/SGT.	KENNEDY	GEORGE	L.	16068922	•
PG -	S/SGT.	DEWITT	FRANK	F.	19064865	•
LVG -	S/SGT.	MERRILL	CLARK	G.	13098613	•
RVG -	S/SGT.	KLIEM	JOHN	C.	36414442	•
	S/SGT.	DOMM	HAROLD	E.	18176517	•

*Plane # 42-31467

P *	2nd Lt.	SHEAHAN	WILLIAM	C.	0746138	•
CP *	2nd Lt.	OGLEN	ELLIOTT	B.	0687202	•
B -	2nd Lt.	DAVIS	ROBERT	O.	0808000	•
B -	2nd Lt.	CONWAY	DOUGLAS	M.	0685775	•
PT -	S/SGT.	SILVERSTEIN	DONALD	W.	12156493	•
PT -	S/SGT.	RICKET	RICHARD	W.	15054437	•
TG -	SGT.	RECKHO JUSTICE	HAROLD	(NMI)	15340113	•
LWC -	SGT.	O'HARA	JOHN	W.	15063833	•
RVG -	S/SGT.	PAIK	SEYMOUR	(NMI)	17037059	•
	SGT.	TOMLINSON	HOSCOR	P.	14159387	•

*Plane # _____

- P -
- CP -
- N -
- B -
- UN -
- P -
- BT -
- IG -
- LVG -
- RVG -

*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 personnel participating in today's mission.

*Plane # 42-51098

DUTY	RANK	LAST NAME	PERSE	(MI)	A.S.N.	SQUADRON
P	1st Lt.	KAUFMAN, RICHARD H.	0-802121			614th
CP	2nd Lt.	LONG, JOHN C.	0-753901			"
	2nd Lt.	MATRICIAN, 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.	Collis, Perry O.	36427682			"
PG	S/Sgt.	Brgoch, Ludvick J.	19180643			"
PG	S/Sgt.	Cartmill, Charles L.	35560963			"
PTG	S/Sgt.	Layland, John M.	37457551			"

*Plane # 42-39440

	2nd Lt.	WEINER, EZRA S.	0-804435			"
	2nd Lt.	FRAGOCK, GEORGE H.	0-687758			"
	2nd Lt.	WIRBEL, 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			"
LWT	S/Sgt.	Kinsey, Robert S.	17129375			"
RT	S/Sgt.	Panichas, George T.	11110633			"

*Plane # 42-31081

P	1st Lt.	CHAFFMAN, 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			"
LVTG	S/Sgt.	Dayton, James E.	39032317			"
RTG	S/Sgt.	Cohen, Franklin G.	14044089			"

*Enter complete number of aircraft

** Designate Engineer

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

*Plane # 42-51488

P	-	2nd Lt. STINE, ROBERT O.	0-805891	614th
CP	-	2nd Lt. KEOHE, ROBERT J.	0-752209	"
N	-	2nd Lt. MILLER, LEE S.	0-809680	"
B	-	2nd Lt. EMERIC, WALTER P.	0-682091	"
RO	-	S/Sgt. Keeney, Frank E.	32623979	"
TT**	-	S/Sgt. Trump, Paul W.	15119951	"
BT	-	Sgt. Risi, John E.	13176766	"
TG	-	Sgt. Smith, Glen W.	37401494	"
LWG	-	Sgt. Thill, Richard G.	16148854	"
RWG	-	Sgt. Phillips, Edward J.	38398863	"

*Plane # 42-51569

P	-	2nd Lt. OWENS, ERLE G. Jr.	0-679108	"
CP	-	2nd Lt. BERGERSON, CLIFFORD C. Jr.	0-748529	"
N	-	2nd Lt. NOLTE, EDWARD P.	0-685296	"
B	-	2nd Lt. FITZGERALD, ROBERT G.	0-679459	"
RO	-	T/Sgt. Stimmel, Bert W.	35382272	"
TT**	-	T/Sgt. Spacek, Anthony V.	32578819	"
BT	-	Pvt. Murphy, James J.	35145267	"
TG	-	Pvt. McNab, Thomas D. Jr.	12095352	"
LWG	-	S/Sgt. Parratt, John L.	15190644	"
RWG	-	Sgt. Sherman, Gilbert (NMI)	39277646	"

*Plane # 42-51515

P	-	1st Lt. WILSON, SAMUEL P.	0-667623	"
CP	-	2nd Lt. GATTIS, ELGIN V.	0-748622	"
N	-	2nd Lt. SUDAKOV, LAWRENCE H.	0-750258	"
B	-	2nd Lt. DALY, JOHN J. Jr.	0-739145	"
RO	-	T/Sgt. Kelley, Homer C.	38273989	"
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 # 42-58002

P	-	2nd Lt. ARNISON, VERNON A.	0-741876	"
CP	-	2nd Lt. KLEINBURG, JEROME E.	0-678877	"
N	-	2nd Lt. DEAN, JOHN H.	0-809551	"
B	-	2nd Lt. GILMORE, GEORGE J.	0-682107	"
RO	-	S/Sgt. Webb, Frederick E.	15125071	"
TT**	-	Sgt. Shults, Glennie C.	34472857	"
BT	-	S/Sgt. Provencher, 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

POST	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUAD
P -	2nd Lt.	KERNIEWICZ, CHARLES S.	0-577782		614th	
OP -	2nd Lt.	HARRINGTON, EMMETT G.	0-745371		"	
	2nd Lt.	DASTOUS, JOSEPH C.	0-809480		"	
	2nd Lt.	CHESD, ROBERT E.	0-753154		"	
CO -	Cpl.	Wilber, Lawrence V.	12139342		"	
PT -	S/Sgt.	Burke, Francis (MI)	32335045		"	
PT -	Cpl.	HARSON, Terrance W.	32446490		"	
PG -	Sgt.	Duane, Howard S.	18231883		"	
LIG -	Sgt.	Seagren, Carl K.	32479051		"	
RIG -	Cpl.	McCarthy, John J.	32554924		"	

*Plane # _____

- P *
- OP *
-
- B -
- CO -
- PT -
- OT -
- PG -
- LIG -
- RIG -

*Plane # _____

- P -
- OP -
- N -
- B -
- CO -
- PT -
- OT -
- PG -
- LIG -
- RIG -

+Enter complete number of aircraft

** Designate Engineer

8.3

OPERATIONS OFFICER OF THE 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 #	DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.A.	SQUADRON
42-39033							
	Capt.		Rumsey	William	W.	0-728740	615th
	P Major		Seawell	William	T.	0-23712	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
	LR/Sgt.		Lee	Ivan	R.	12073240	615th
	N 1st Lt.		Walsh	Michael	R.	0-676185	615th
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.	6347280	615th
	RT/Sgt.		Zander	Harold	S.	33240304	615th
	*TSgt.		Keller Jr.	James	F.	33582473	615th
	BSgt.		Friedman	Irvin	I.	32460736	615th
	TGgt.		Brock S	Kenneth	E.	18178158	615th
	WSgt.		Williams	John	A.	33466563	615th
	RW:						
42-37843							
	1st Lt.		Christensen	Kilworth	E.	0-801593	615th
	2nd Lt.		Rustand	Ronald	L.	0-753815	615th
	3rd 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	F.	11094509	615th
	*Cpl.		Cohen	Waldo	B.	33262138	615th
	SGT.		Roundtree	Charles	L.	38078003	615th
	SGT.		Hofsha	James	H.	18192379	615th
	HWG-		Meeks	Ralph	W.	13133957	615th

Not not airborne

*Enter complete number of aircraft
 * Designate Engineer

PLANE #	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
*Plane #						
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
	S/Sgt.	Cummings	William	T.	33348988	615th
Plane #	S/Sgt.	Houaman	Herbert	H.	12158897	615th
42-31069						
P						
	2nd Lt.	Byrd	G. (1c)	G.	0-803861	615th
	2nd Lt.	Calfee	Fred	H.	0-690925	615th
	2nd Lt.	Patterson	Wayne	D.	0-809868	615th
	2nd Lt.	Hughes	Harold	E.	0-751234	615th
	S/Sgt.	Knowski	Joseph	C.	36588748	615th
	S/Sgt.	Patterson	Delbert	L.	19162265	615th
G	Sgt.	Warlow	Charles	R.	18031863	615th
G	S/Sgt.	Holzman	Michael	(NMI)	32285851	615th
	Sgt.	Hussey	Wayne	T.	11122241	615th
Plane #	Sgt.	Muscarella	Lawrence	S.	32472575	615th
42-31619						
	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. (1c)	Dee	0-749887	615th
BT	Sgt.	Reddy	Hugh	D.	37390073	615th
TE	T/Sgt.	Agee	Jack	D.	6982724	615th
WG	Sgt.	Johnson	Joe	R.	18182641	615th
WG	Sgt.	Hertzan	Harold	(NMI)	32438490	615th
	S/Sgt.	May	William	M.	37409202	615th
Plane #	S/Sgt.	Bushendorf	Everett	M.	36264715	615th
42-39873						
P						
	2nd Lt.	Kolb	Claude	M.	0-804888	615th
	2nd Lt.	Shelton	Horace	H.	0-758024	615th
RO	2nd Lt.	F. Del	Ralph	R.	0-690640	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
	Sgt.	Conerty	Luther	A.	18128230	615th
	Sgt.	Conerty	Clarence	S.	18180689	615th

Enter complete number of aircraft
 Designation Engineer

OFFICE OF THE OPERATIONS OFFICER
 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.

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUAD
*Plane # 42-31502						
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.	20424127	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
RW	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
RW	1st Sgt.	Kendrick Jr.	Joseph	W.	14150904	615th
*Plane # 42-31562						
P	1st Lt.	Post	Edwin	A.	0-735446	615th
CP	Captain	Gould	George	(NMI)	0-900201	615th
B	1st Lt.	Hirsch	Bernard	M. K.	0-891753	615th
N	2nd Lt.	Walsh	James	V.	0-738133	615th
RO	1st Sgt.	Casner	Charles	F.	7020805	615th
**TT	1st Sgt.	Romano	Emanuel	L.	12041135	615th
BT	1st Sgt.	Brennan	Lawrence	F.	32517156	615th
TG	1st Sgt.	McElligott	Herbert	F.	36428974	615th
LW	1st Sgt.	Cameron	William	G.	11081911	615th
RW	1st Sgt.	Deegan	Alva	L.	35670295	615th

* After completion of aircraft
 ** Designate Engineer

"J FORM"

TO: 1. BD - Secret Ops Priority

DATE 22 FEB 44

94 CBW
TWX BY Cpl J J 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 166
- b. 613th A/C: K1072 F1037 D1202 H9932 (delay L1593 M1930)
- c. 614th A/C: ^S B1098 ^S A7440 ~~RRRY~~
- d. 615th A/C: 01091 ~~2~~ Q9873 (delay ~~W233~~ ~~W212~~) 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 ~~Q1107~~ ^S J0050 ^S 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: <u>PATHTIC</u>	613th Ops: <u>SILVERWARE</u>
Sta: <u>SYD</u>	Sta: <u>RYM</u>
614th Ops: <u>CARMICHAH</u>	615th Ops: <u>FIANCE</u>
Sta: <u>TZY</u>	Sta: <u>UCH</u>

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
1005 12,000' CLACTON

1B Time: _____ Height: _____ Place of Crossing English Coast OUT

6. 1A Time: 1547 Height: _____ Place of Recrossing Enemy Coast
1510 20,000' 51°08' N. 02° 40' E.

1B Time: _____ Height: _____ Place of Recrossing Enemy Coast

7. 1A Time: 1612 1/2 Height: _____ Place of Crossing English Coast IN
1600 1/2 8,000' CLACTON

1B Time: _____ Height: _____ Place of Crossing English Coast IN

8. E T R 1645 Hrs. 1B (if great difference) _____ Hrs.

9. MF/DF Section "G"

10. Bomb load of each A/C

1A	612th	<u>12X500GP 1/10 1/100</u>	1B	612	<u>12X500GP 1/10 1/100</u>
	613th	<u>12X500GP 1/10 1/100</u>		613	<u>12X500GP 1/10 1/100</u>
	614th	<u>12X500GP 1/10 1/100</u>		614	<u>12X500GP 1/10 1/100</u>
	615th	<u>12X500GP 1/10 1/100</u>		615	<u>12X500GP 1/10 1/100</u>

fpz

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 $\frac{1}{2}$; 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 cowling, # 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 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 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 18; 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 OF A/C</u>	<u>MINOR DAMAGE</u>	<u>MAJOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK, FIGHTER & FRIEND</u>	<u>BY FLAK & 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 or Armament</u>
42-31496	Ball Turret	Vickers Motor burned out	Equipment
42-31469	Tail Guns	Froze at altitude	-
42-39881	Chin Turret	Hydraulic Charger bracket 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

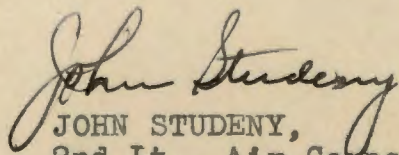
CP 2nd Lt. Calfee

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.

21

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 cowling. #3 engine, 11 o'clock.
13. Hole in plexiglass nose.
14. Hole in right side of #1 nacelle. 10 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, ~~around station 6G~~ 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 cowling 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 ~~plexiglass~~ 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 throughtop 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 #5 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