

ROUTE FORECAST

DATE... 21 February, 1944...

PERIOD... 0800 - 1700 hrs.

	(A) Base to Continental Coast.	(B) Continental Coast to Target to Continental Coast.	(C) Continental Coast to Base.	(D)
WEATHER	(1) Clear with fog in patches becoming partly cloudy with haze	Partly cloudy with haze	Partly cloudy becoming cloudy with haze	
CLOUDS	(2) Nil Low cloud becoming patchy Strato-cumulus 2-4/10 base 1500 - 2000ft tops 4-5000ft. Patchy Alto-cumulus Nil to 1/10 base 3000ft tops 9000ft. Decreasing to Nil on Route out. Nil High cloud.	2-4/10 Patchy Strato-cumulus base 1500 tops -2000ft. tops 4-5000ft. becoming Nil - 1/10 Strato-cumulus base 1500-2000ft. tops 4-5000ft. Nil Medium and High Cloud.	2-4/10 Patchy Strato-cumulus base 1500-2000ft tops 4-5000ft. becoming 4-6/10 Strato-cumulus base 2000 tops 5-6000ft. over England. Nil Middle and High Cloud.	-----NOTES----- No Contrails at Flight Level.
FREEZING LEVEL AND INDEX	(3) 1000 ft. Nil	Surface Nil	Surface becoming 1000ft. Nil.	
VISIBILITY	(4) 1-2000 yards becoming 1-2 miles at English Coast becoming 4-6 miles at continental Coast.	4-6 miles becoming unlimited	Unrestricted becoming 3-5 miles at base	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE (5)	Base to US Reg East 130 05	US Reg East to Target 120 05	Temperatures	
5000 FT (6)	110 10	100 15	-3	
10000 FT (7)	90 25	80 35	-10	
15000 FT (8)	60 40	70 60	-12	
20000 FT (9)	60 45	60 65	-20	
25000 FT (10)	60 50	60 65	-30	
30000 FT (11)	60 55	60 70	-40	

BASE ALTIMETER SETTING... 30.35... TARGET SURFACE TEMP... +03... TARGET MEAN TEMP... +15.2... TARGET SURFACE PRESSURE... +310...

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

MISSION No. **27**

Date: **24 FEB. 44**

TO: **SCHWEINFURT , GER.**

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

E- -7

24 February 1944

SUBJECT: Leader's Narrative, 401st Bomb Group,
Mission of 24 February 1944.

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

1. The 401st Group furnished the low box of the 94th Combat Wing. Assembly was on "X" Buncher at 14,000 feet for low box. Group assembly was slow but formation had 17 ships shortly after leaving "X" Buncher. Wing assembly was poor. The low box trailed the lead box until point "Z" and the high box was not in sight until shortly after leaving point "Z".

2. Low box flew on right of lead box until the I.P. The Group formation was good throughout the mission. There were several attacks by enemy fighters, mostly by individual planes or in pairs. Friendly fighter support was good.

3. Flak at the target was moderate. The lead navigator did an excellent job in avoiding all flak areas along the route.

4. Weather was perfect throughout the route which was followed as briefed. Visual bombing was done with good results.

5. Low box had seventeen planes throughout the mission. There were no losses.

WILLIAM C. GARLAND,
Captain, Air Corps,
Group Leader.

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

E-D-5

25 February 1944

SUBJECT: Operational Narrative. Mission No. 27, 24 Feb 1944.
(Low Box)

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

1. GENERAL NARRATIVE. The 401st Group furnished eighteen (18) ships plus three (3) spares for the low box. Three ships were abortives and one spare returned early leaving a total of seventeen ships in the low box throughout the mission. Group assembly was slow but got together after leaving point X and trailed the lead box to point Z before getting into Wing formation. The route in and out was nearly as briefed and the low box flew on the right to the IP due to difficulty of looking into sun. Low box dropped bombs visually on the primary target and was third Group of Wing to drop bombs. Results could not be accurately determined because of the smoke over the target but lead bombardier states that he picked up the MPI and released on it. A few fighters attacks were experienced and there was moderate flak at the target. All flak areas on the route were avoided and all ships returned to the base safely.

2. AIRCRAFT NOT ATTACKING. Of the three abortives, two were due to personnel failure and one was a mechanical failure. The spare that returned early had mechanical failure.

3. No aircraft were lost.

4. Formations:

a. Formation at T/O and on cruise. (diagram attached.)

b. Formation over target. (diagram attached.)

5. Results of bombing have been covered in paragraph one (1).

DELWYN E SILVER,
Captain, Air Corps,
Acting Opns O.

401ST LOW BOX

Combat Flight Leader CAPT GARLAND 24 FEB 44
Date

Deputy Flight Leader LT CHRISTENSEN

Group Call Sign _____ Fighter Call Sign _____

GROUND CONTROL _____

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

615 SQDN

GARLAND

485

LOW BOX FORMATION AT
TAKEOFF AND ON CRUISE

POST

873

CHRISTENSEN

643

WYSOCKI

833

KOLE

037 (abort

LOZINSKI

891

612 SQDN

SELLERS

837

614 SQDN

CANNACK

116

WEST

765 (abort

TANNER

943

SHAW

202 (abort

DAVIS

440

JOHNSON

050

KIRKBIFF

846

HAGAN

496

BINGHAM

662

SMITH, W.R.

332

OWENS

369

SPARES

JONES

081

SHEAHAN

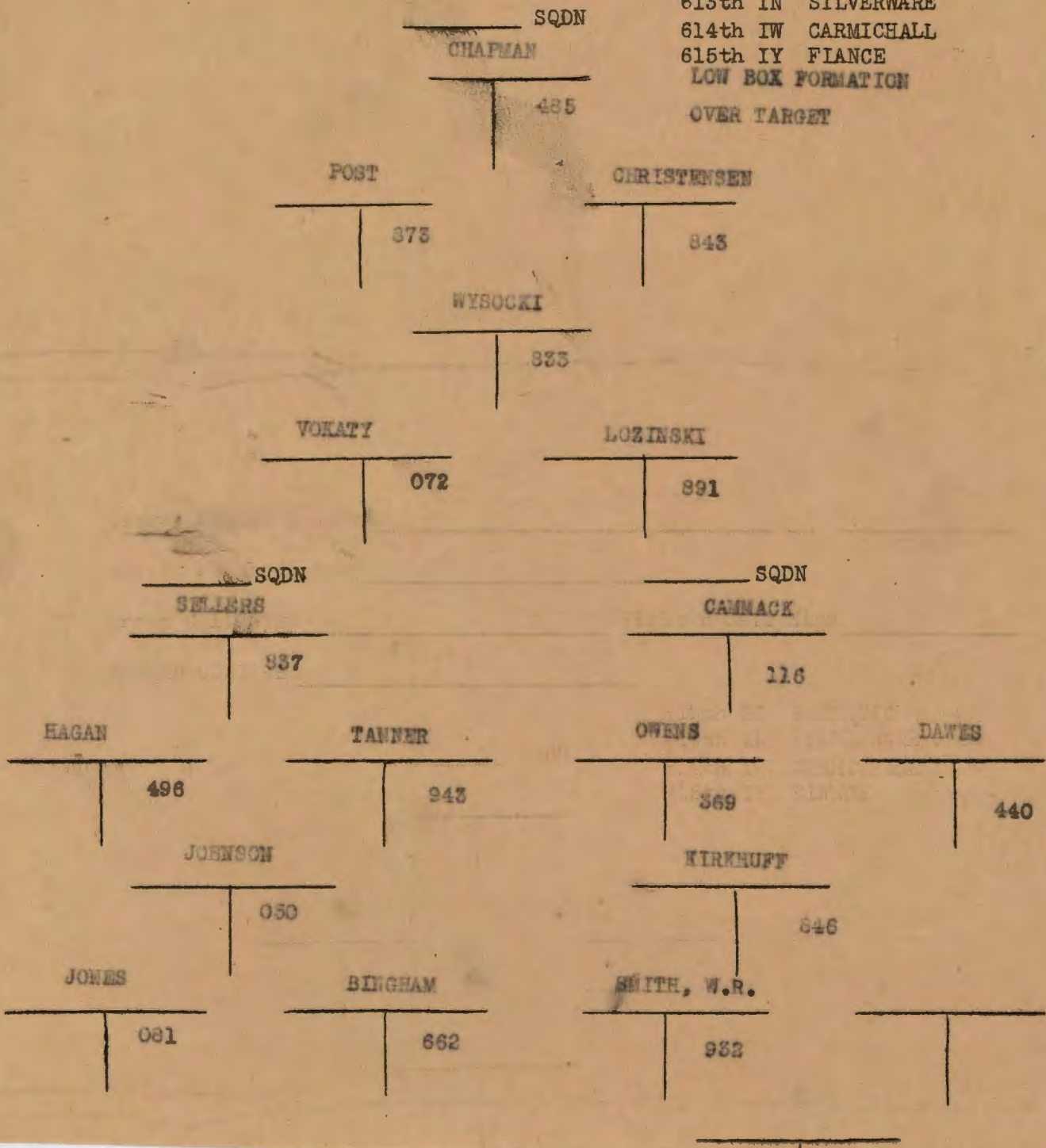
507 (abort

VOKARY

072

Combat Flight Leader CAPT. GARLAND 24 FEB 44
Deputy Flight Leader LT CHRISTENSEN Date
Group Call Sign _____ Fighter Call Sign _____
GROUND CONTROL _____

612th SC PATHETIC
613th IN SILVERWARE
614th IW CARMICHAHLL
615th IY FIANCE
LOW BOX FORMATION
OVER TARGET



HEADQUARTERS
 401ST BOMBARDMENT GROUP
 Office of the Air Statistical Officer

AAF Station 128
 24 February 1944.

SUBJECT: Statistical Summary, 401st Group, Mission of 23 February 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....21
 Number of Spares..... 3
 A/C Taking Off Less Unused Spares.....20
 Number of A/C Dispatched.....17
 Number of Sorties (E.B.F.).....17
 Number of Returns Early (Not E.B.F.).... 3
 Number of A/C Attacking.....17
 Number of A/C Not Attacking..... 3

Number of A/C Lost:

None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						None	Fall
Main Bombfall	17	16*	(178 2	500# 500#	GP Smoke bombs	1/10	1/100
Other Attacks (T.O.: (Leichtersbach, Ger.)	(1)	1	12	500#	GP	1/10	1/100
Total Bombs on Targets			190	500#	GP	x	x
Other Bomb Expenditures			--	--	--	--	--
Bombs Returned			38	500#	GP	1/10	1/100
Total (Loaded on A/C Taking Off)			228	500#	GP	x	x

* 1 A/C dropped leaflets

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 February 24, 1944

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 0851 hours.
 - b. Group formed at 1010 hours at 14000 feet.
 - c. Formed CBW at 1040 hours at 14000 feet.
 - d. Began climb at 1025 hours.
 - e. Reached altitude at 1150 hours.
 - f. Weather encountered over England:
 - (1) Clouds 2 /10ths
 - (2) Visability 10-15 miles
 - (3) Wind at altitude 50 degrees, 44 Knots per hour.
 - g. Means of navigation over England.
"G" Radio Pileage DR
 - h. Means of checking Metro inds
Pileage "G"
 - i. Joined task force at 1057 hours at Great Yarmouth
(Splasher, City or Coord)
 - j. Departed English Coast at 1057 hours.
Arrived at Enemy Coast at 1142 $\frac{1}{2}$ hours.

k. Fighter Rendezvous:

- (1) Going in: _____ hours.
- (2) Coming Back 1045 hours.

l. Wind used for bombing 1447

- (1) _____ degrees.
- (2) 50 knots per hour.
- (3) How determined: _____

m. Description of Bomb Run and Method of target Identification:

- (1) Reached IP at _____ hours.
- (2) Mag heading over target _____ degrees.
- (3) Altitude over target 15500 feet.
- (4) Time bombs away 370 seconds.
- (5) Method of target identification and weather over target: 1541

n. Difficulties encountered with Radio, Compass, and special equipment:

o. Gee: None

- (1) Coordinates of furthest fix _____ N _____ E.
- (2) Time _____ hours. 50°50' 03°42'

p. Comments: 1456

None • Fighter Escort as briefed

SIGNATURE

1st Lt. G. L. SMITH
Lead Navigator

FLIGHT PLAN

PILOT 1st Lt. G. G. Chapman NAVIGATOR 1st Lt. G. L. Smith DATE February 26, 1944

STATIONS	072	ENGINES	0820	TAXI	0835	T.O.	0850
LEAVE BASE:	1009						
COAST OUT:	1057						
ENEMY COAST:	1147						
I.P.:	1349						
TARGET:	1355						
ENEMY COAST:	1520						
English Coast:	1512 Base 1612						

2000 HOUR-0930

Let down on Base Ditcher 300°

Oxygen 0530 lbs.

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-PT.	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base "1"	65	-19	150	169	072	-2	069	10	079	126	13	6 1/2	1009			
Peterborough "A"	37	14000	134										1027	1 P-47	1203	
52 348 09 16H	"	-19	150	166	125	-12	113	10	123	144	30	12 1/2	1030	2 P-47's	1206	
New Market "B"	"	"	150	"	079	-3	076	"	086	130	27	12 1/2	1044	2 P-47's	1228	
52 17H 00 29H	"	"	150	"	057	A1	058	"	068	128	27	12 1/2	1057	IFF off	1123	
Ditcher #6	"	"	150	"	090	-6	084	"	093	132	105	48 1/2	1147	Enemy Coast		
52 28H 01 08H	"	"	150	"	135	-20	115	6	121	160	90	34	1301	1 P-47's	1435	
Great Yarmouth "C"	60	-25	150	"	164 1/2	-20	141 1/2	5	147	190	44	14	1335	1 P-47	1440	
52 36H 02 46H	43	21000	170	"	146 1/2	-20	124 1/2	5	131	176	41	14	1349	IP 8 Spite	1444	
52 36H 04 27H	60	-34	155	187	242	A1	243	"	248	254	25 1/2	6	1355	TARGET 1 P-51 (Brussels)		
Target	43	21000	170	"	268 1/2	A20	270 1/2	7	285	234	109	28	1446			
50 02H 10 13H	60	-48	160	189	290	A1	302	8	309	204	117	34 1/2	1520	ENEMY COAST		
50 20H 09 30H	64	19000	176	"	290	A1	302	8	309	204	117	34 1/2	1520	ENEMY COAST		
"	"	"	155	180	280	A2	294	6	300	224	58	15 1/2	1418			
50 3 0H 08 20H	"	"	150	"	268 1/2	A20	270 1/2	7	285	234	109	28	1446			
"	"	"	150	"	290	A1	302	8	309	204	117	34 1/2	1520	ENEMY COAST		
50 28 05 30H	60	"	150	"	290	A1	302	8	309	204	117	34 1/2	1520	ENEMY COAST		
51 06H 02 38H	44	"	150	"	290	A1	302	8	309	204	117	34 1/2	1520	ENEMY COAST		
"	65	-11	170	181	308	A1	319	9	328	195	68	21	1541	ENGLISH COAST		
Glacton	37	19-2000	134	"	303	A3	304	70	316	151	77	30 1/2	1612	IFF on 1526		
"	100	-6	150	138	303	A3	304	70	316	151	77	30 1/2	1612			
Base	90	330	180	190	86	A1	87	10	97	124	85	41	0952			
Great Yarmouth	268	21000	180	190	86	A1	87	10	97	124	85	41	1057			

VISUAL MARKING "Big Light"
IF for REF "City Ditch"

TIME	COURSE	W/V USED	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
0851			350	000	Gliding to Assembly altitude	Take off 0851	148						
0906			150	150	Turned back to base - Gliding		"	7000					
0921	162	-12	150	150	Over Base DR Wing 6° @ 27knots GS 140		"	13000					
0935					Circling Field Group Forming		"	14000					
1008					Following Wing Leader		145	14000					
1014	071	-2	069	079	Leaving on course 8 miles north of base		155	14000					
1014 1/2	071	-3	068	078	See 52 38H 00 30H		160	13800					
1019				078	Over Peterborough Group Formed		155	14000					Pt. 1032
1022	094	-7	087	097	1 mi South Fittles See 52 30H 00 08H		155	"					
1025	094	-7	087	097	See 52 30H 00 03H Begin Climb (Turning 41g t)		"	"					
1030	184	-14	170	180	52 18H 00 20H Turning to C		"	"					
1040	070	-2	068	078	3 miles North Thedford Wing Formed		155	15300					1045
1046	066	0	066	076			160	-26	174				1057'
1053	051	+6	049	056	See 52 46H 01 20H		"	15900		38	11		
1057	063	0	063	073	Leaving Great Yarmouth		"	-26					

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.	
1057	088	60 40	084	093	Leaving Pt. Yarmouth		155	19000	160	190	109	48	1155	
1109	086	-5	081	090	" 52 30N 03 08E		155 150	16300						
1113	094	-9	085	094	" 5.79 39.88 Wind 34 @ 39Kn	05142	145	-22	167	19	70	8	1141	
1125	093	-9	084	093	" 52 30N 03 30E 03 147		145 126	20000	167	49		20	1141	
1142	091	-10	081	090	Isle of Wight 52 40N 04 37E (Lead Box B-17 aborting)		155	21000		40		17		
1142	093	-9	084	092	2nd next turn 52 33N 03 07E		150 130	-28	181	151	128	90	1233	
1152	093	-6	085	093	2 miles N. Bournemouth 52 40N 05 18E " out		"	21000	181	24		9	1232	
1157	089	-3		094			155 134	"	"					
1208	090	-3	087	095	Fighter down in flames at 1200		"							
1213	090	-3	087	095			"	21200	181					
1220	090	-3	087	095	5 miles south Lingen 52 46N 07 18E		"	21300	181				1233	
1229				098	Fisk at 1230 52 28N 08 22E		"	"	"					
1233	090	-3	087	094	52 30N 08 15E		"	21200	"	151		90		
1253	135	-10	125	131	Turning to next leg		"	21300	181	163	90	33	1306	
1259	134	"	124	136	B-17 ahead aborting		"	"						
1242	137	-10	127	133	1 mile left Harford		"	"						
1257	135	-12	127	133	51 43N 09 25E 1 mi right Boxter 08 170		"	21500	181	170	120	13	1305	
1303	135	-12	127	133	51 30N 09 50E Wind 50 @ 40knots 08 180		"		180	88	30			
1303	161	-11	190	157	Turned to next leg		"		187	200	44	13	1316	
1305	164	-10	154	160	Fw 190 Fighter attack head on in low group		"	21300	"					
1311	169	-10	159	165	5 mi left Wissembach		"							
1316	164	-1	154	160	Turning 50 48N 10 12E		"			200	44	13		
1316	165	-12	154	160	Fighter down at 0900		"	21500		194	41	13	1329	
1318	131	-12	119	135			"	"						
1320	137	-13	124	130	Over Weitzingen		"	"						
1325	103	-9	094	100			"							
1332	103	-9	094	100	" 50 15N 11 05E (Beyond scheduled D)		"	21,100					1332	
1332	242	75	247				155 134	21,100		226	25	6	1338	
1341	257	77	264	270	Bombs went back stuck right wing ship did not drop on Green light		"	21000						
1341	355	711	344	350			"	"						
1346	322	712	324	340	B-17 aborts heading for Switzerland		"	19500						
1350	307	712	319	325			"	19300						
1352	292	712	304	310	2 mi high Gndhelm 50 22N 09 32E		"	220		180	182	48	16	1408
1402	307	711	298	305	50 24N 08 42E 8 mi south Mersin		"	19800						
1408	288	714	294	300	F-36 down at 0600		"	19700						
1412	279	714	283	300	B-17 aborting from behind		"	"						
1416	267	711	278	285	Rehlers 10 miles left of us		150 134	19400			81			
1418	267	"	"	"	Fisk at Bonn		"	19100						
1425	279	710	289	295			155 134	"						
1432	270	710	286	292	Fisk at Aachen 8 mi right of us		"							

FLIGHT PLAN

PILOT _____ NAVIGATOR _____ DATE _____

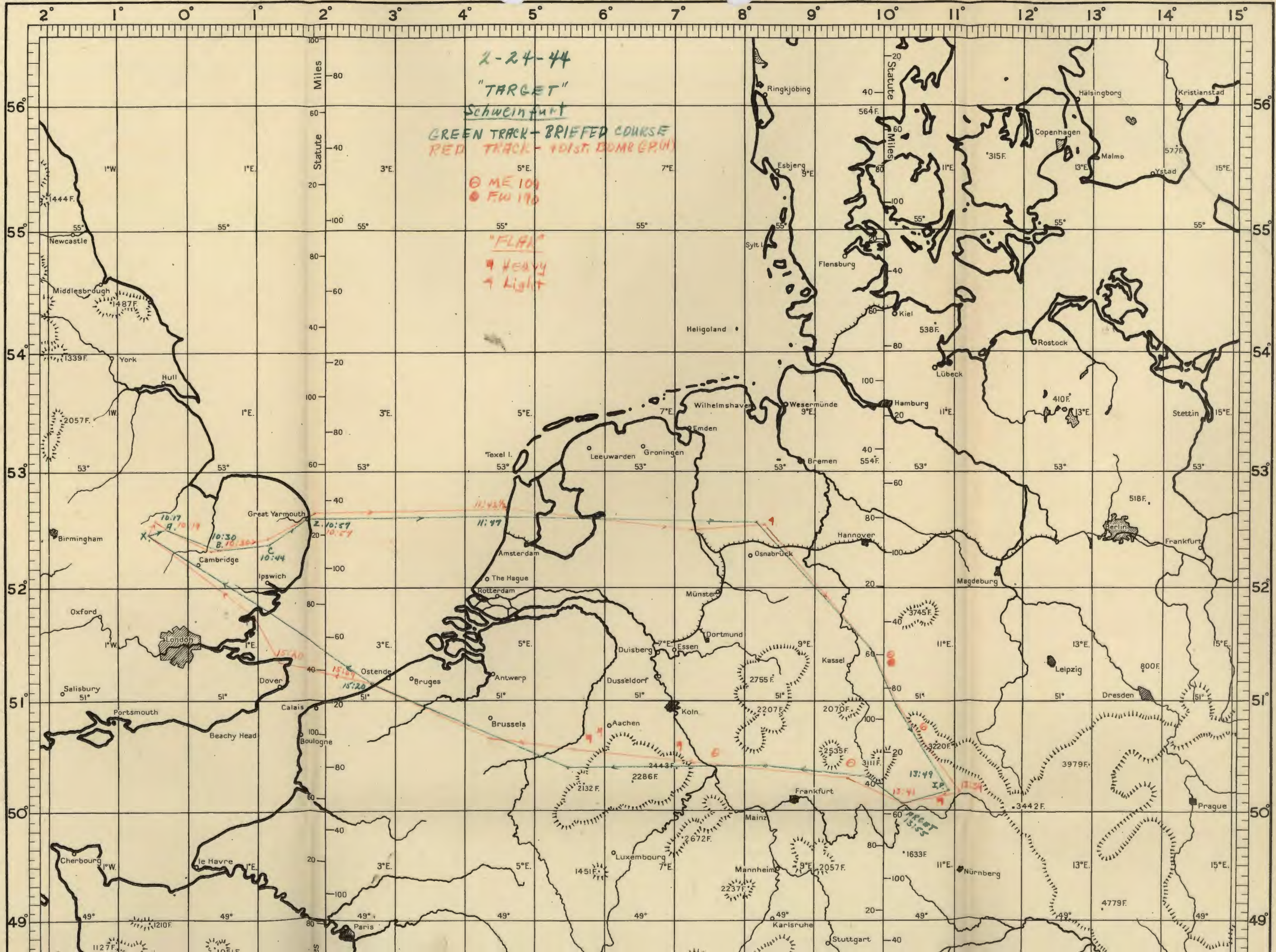
STATIONS	ENGINES	TAXI	T.O.
LEAVE BASE: _____			
COAST OUT: _____			
ENEMY COAST: _____			
I.P.: _____			
TARGET: _____			
ENEMY COAST: _____			

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

WATCH _____ FAST SLOW RATE _____ SEC'S GAINING PER HOUR _____ LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT.	TRUE HDNG.	VAR.	MAG. HDNG.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY ALT.	AZI.	

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1437	277	A1	288	295	Over Liege, Belgium	Black Flak 10 miles N of course	155 134	18500					
1437	290	A0	300	308	Turning to Enemy Coast		"	18000	193	117	37	1514	
1447	283	A0	293	301			"	"					
1448	285	A8	292	300	8 mi left of Brussels	Wind 095 @ 52K	"	"					
1456	285	A8	293	301	"G" OK	50 50N 03 42E GS 232	155	17900	180			19	1507
1507	290	A4	294	302	Enemy Coast	51 06N 02 38E	"	16300		230			
1509	306	A8	316	325	Headed for England		178 148	16000	180	228	68	18	1527
1515	286	A2	286	297			170 148	14000					
1520	315	A11	326	335	Over North Foreland	Wind Dispersed	"	12500					
1530			320		"G" 51 49N 00 45E		"						
1533			320		"G" 51 50N 00 31E		"						
1536			320		"G" 50 53N 00 22E		"						
1539			330		"G" 50 58N 00 10E		"						
1600					Landed (Landed on "G")	LOG CLOSED	"						



2-24-44

"TARGET"

Schweinfurt

GREEN TRACK - BRIEFED COURSE

RED TRACK - 1st DUMBRON

6 ME 109
6 FW 190

"FLAK"

4 HEAVY

4 LIGHT

10:17
A. 10:19
10:30
B. 10:30
10:44
C. 10:44

11:48

11:49

Z. 10:57

10:54

3745 F

2755 F

2207 F

2070 F

2535 F

3111 F

3220 F

13:49

13:41

13:55

1633 F

2057 F

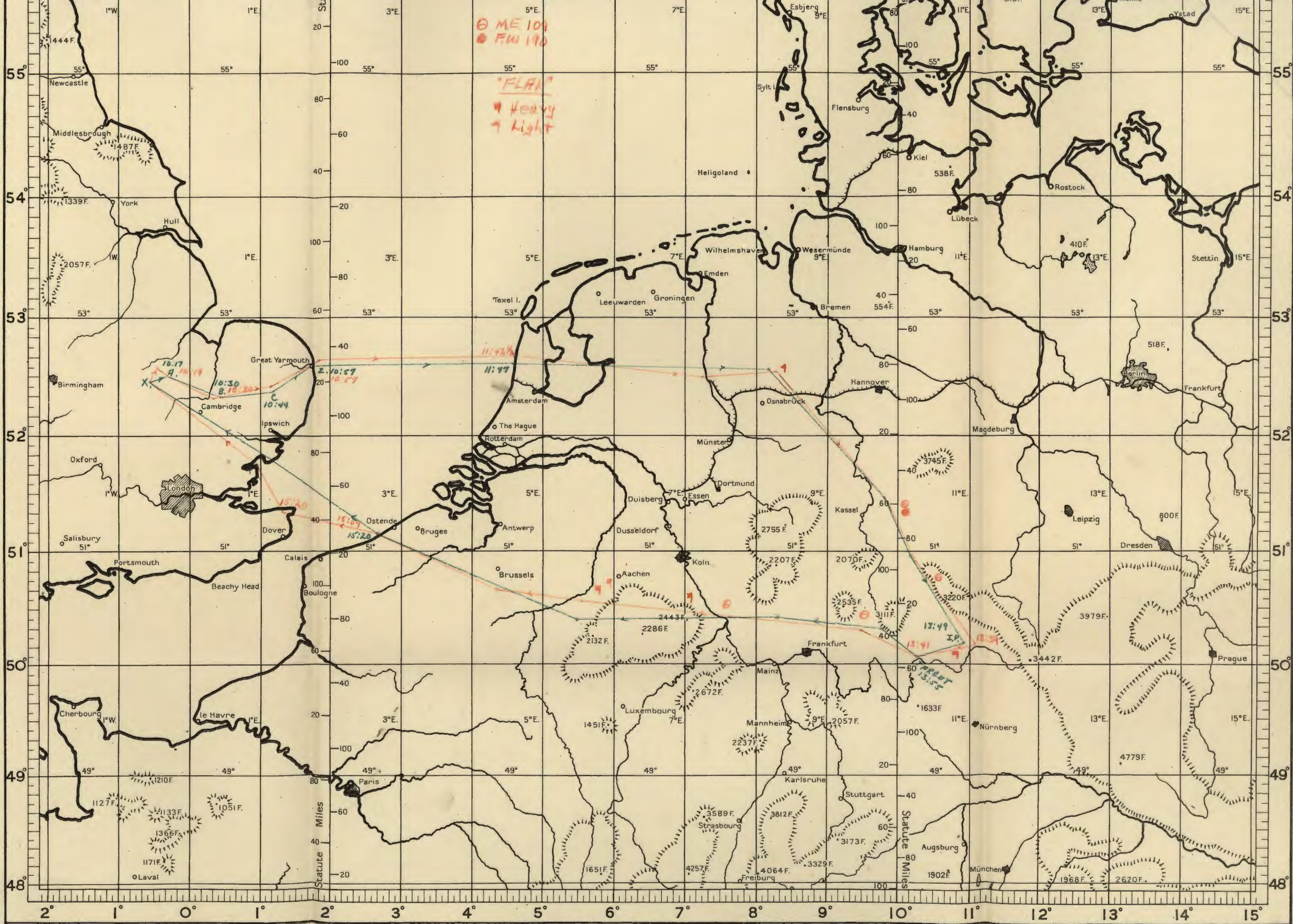
2237 F

2205 F

2057 F

2057 F

2057 F



ME 104
 FW 190
 "FLAN"
 Heavy
 Light



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

25 February 1944

SUBJECT: Group Bombardier's Narrative, Mission # 27,
Schweinfurt, Germany.

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

1. The Low Group was loaded with 190 X 500 M-43 Gp. bombs. One of these A/C carried Nickles. Fifteen A/C of the Low Group dropped 178 X 500 M-43 Gp. bombs on the Primary Target. The lead A/C 42-31485 carried 10 X 500 M-43 Gp. bombs and two smoke bombs. On A/C 42-3169, the bomb doors failed to open all the way but by use of the A-3 emergency release the bombs were salvaged on the city of Leichtersbach, Germany.

2. Photographs of bomb hits can not be picked out due to the great amount of smoke.

JULIUS PICKOFF
Major, Air Corps
Group Bombardier.

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

E- -7

24 February 1944

SUBJECT: Lead Bombardier's Narrative, 401st Group,
Mission to Schweinfurt, Germany.

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

ROUTE IN:

1. The 401st Group led the low box of the 94th CBW. The flight in to the I.P. was regular and all points were made good. The weather over the entire part of the continent was cloudless. Visibility was unlimited.

BOMB RUN AND APPROACH:

2. The formation encountered no flak on the route in to the I.P., however it did have two single engine enemy fighter attacks. When the 401st was approaching the I.P. smoke could be seen at the target from the bombs of the preceding wings. The group overran the I.P. and came in on the target on a 270° magnetic heading. This caused the group to be off the briefed course by 32°. There was a two minute run straight on the target and the bombardier picked up the M.P.I. It could barely be seen through all the smoke. It apparently was bombed successfully. Bombs were away at 1341 at a true altitude of 19,950 feet. Moderate flak was encountered over the target, but no evasive action was taken as it was very inaccurate.

3. The trip from the target was uneventful and the group met very little flak and only one fighter attack. The friendly fighter support was excellent along the entire route.

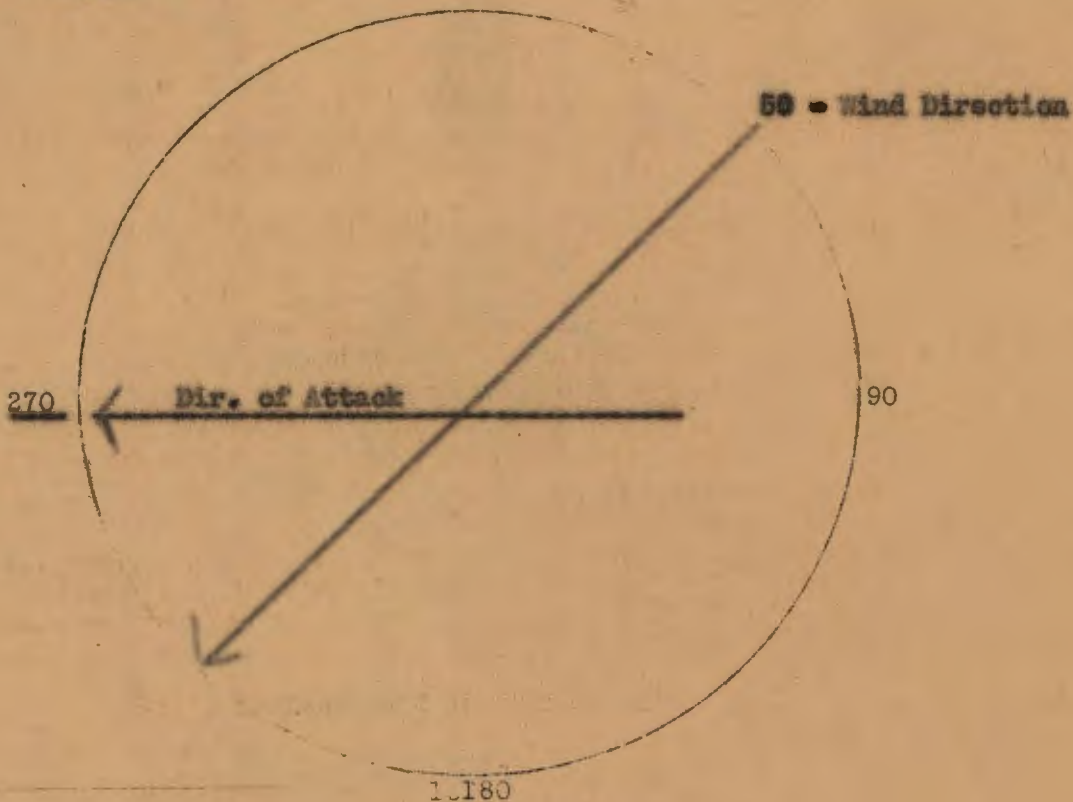
FRANK M. DEVILLE, Jr.,
1st Lt., Air Corps,
Lead Bombardier.

BOMBARDIER'S INDIVIDUAL PLOT

Target SCHEVENINGHOUT, GERMANY

Method of Bombing VISUAL

Altitude 21,000



PLOT

Wind Direction 50

Wind Velocity 40

Direction of attack 270

REMARKS - - - - -

21 a/c, of which four aborted, took off loaded with 228 500# bombs. Two of these were smoke bombs, the others M-43 GP's.

15 of our a/c dropped 178 X 500# lb. GP's on the Primary
1 a/c had only 10 X 500 GP bombs and two (2) smoke bombs
1 a/c carried nickles

The bomb doors of one a/c failed to open all the way, bombs were released just after leaving target, by use of the A-3 emergency release

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st Lt. Frank M. Deville 605886 DATE Feb. 24 1944
 PILOT 1st Lt. Alvan H. Chapman TAKE OFF 0851
 NAVIGATOR 2nd Lt. Charles H. Smith LANDED 3000
 ORGANIZATION 401st Squadron 614th Group AIRPLANE _____
 OBJECTIVE Soleminfurt, Germany
 AIMING POINT (MPI) 50° 14' N 10° 43' E
 INITIAL POINT _____

METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 17 COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP Lead COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES 500 lb. M-48 Gp.

NUMBER OF BOMBS LOADED 226 X 500 2 smoke bombs RELEASED 100

FUZZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION ON Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>500</u>	Mag. Head. Order <u>330</u> Actual <u>270</u>
True Altitude above target _____	True Heading _____
Ind. Altitude <u>10050</u>	Drift, Est. <u>3 E</u> Actual <u>7 N</u>
Pressure alt of target _____	True Track _____
Altimeter setting <u>plus 510</u>	Actual Range _____
C.E.A.S. <u>29.0</u>	B.S. Type <u>M-3</u>
T.A.S. <u>150</u>	Time of Release <u>1541</u>
G.S., Est. <u>205</u> Actual _____	Intervalometer setting _____
Wind Direc. <u>75</u> Metro <u>50</u> Actual <u>50</u>	Length of Bombing Run <u>2 minutes</u>
Wind Veloc., Metro <u>75</u> Actual <u>50</u>	C-1 Pilot <u>Yes</u>
D.S. <u>142.5</u> Trail <u>50</u> ATF <u>50.7</u>	A-5 Pilot _____
TAN. D. R. Est. <u>70</u> Actual <u>70</u>	Manual Pilot _____

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Controlled by radio

NAVIGATION DATA:

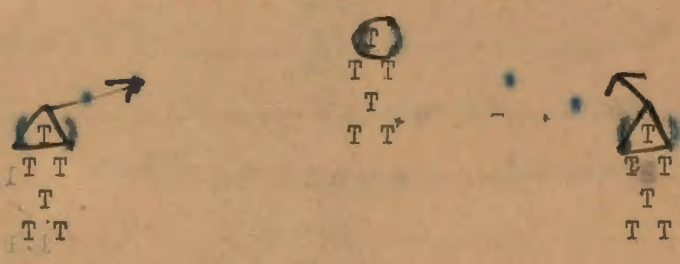
MEAN TEMP.

METRO 30 ACTUAL 30

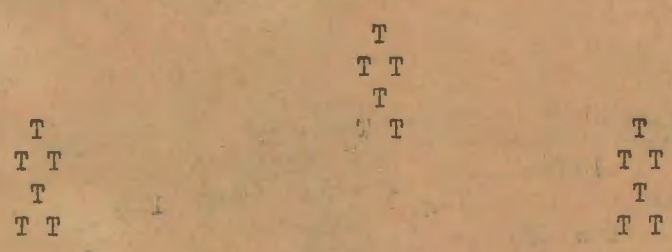
WINDS


ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000	30	30	30	30	30	30
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. 

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

A.P.O. 634
24 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39765 returned early because Radio Operator became ill.

b. Airplane No. 42-31037 returned early for the reason the # 4 oil pressure dropped to 45 and oil temperature was above 80. Subsequent ground check and run-up revealed no malfunction.

c. Airplane No. 42-3507 returned early for the reason the # 3 engine was running rough and # 2 fuel pressure was up to 20. Subsequent ground check and test flight revealed no malfunction.

d. Airplane No. 42-31202~~8~~ returned early because Pilot could not find formation.

2. Battle Damage.

a. 42-97440 - 3" X 2" flak hole in leading edge of right wing, between fuselage and # 3 nacelle, damaging brace; 2" flak hole in leading edge of left wing, near station 18.

b. 42-31116 - Small flak hole in left bomb bay door; Two small flak holes near leading edge of right wing, near station 18; 4" flak hole, tear in left wing fairing; 2" flak hole in top of left horizontal stabilizer, near fuselage.

c. 42-31891 - Flak hole in right horizontal stabilizer, near station 62, in bottom, out top tearing stiffener; Flak hole through rudder trim tab, near station 5;

d. 42-39837 - Flak hole in main entrance door, out left side of fuselage between station 6k and 7; Flak hole in bottom of right horizontal stabilizer, near station 229.3; Flak hole in right side of fuselage, near station 66.

e. 42-31496 - Flak hole on top of inspection plate of # 4 oil cooler; Flak hole top of left wing between station 1 and 2; Flak hole in top of left wing, near station 22; Flak hole in bottom of left wing around station 21.

SUBJECT: Missi Summary Report (contin

f. 42-39943 - Flak hole in right side of nose section; Flak hole in top of # 2 nacelle; Flak hole on top of left wing, near station 21; Right aileron punctured by .30 cal, near station 23.

g. 42-40050 - Flak hole on left side of chin turret; 20mm hole through right horizontal stabilizer and elevator, station 163, requires replacement.

h. 42-31662 - Flak hole on bottom fuselage, station 30, severed bomb bay catwalk diagonal brace; .50 cal hole in gun mount left side of fuselage; Exploding shell damaged right side of nose section at station 2A; Flak hole in vertical stabilizer, near station 10.

i. 42-37843 - Large flak hole through right wing tip; Three flak holes in bottom of right wing, inner panel, tokio tank punctured; 2" flak hole in left side of plexiglas nose section; Small flak hole in bottom of # 3 accessory cowl; Small flak hole in bottom of fuselage, behind bomb bay; 3" flak hole in right side of stabilizer, under stabilizer.

j. 42-31486 - Two small flak holes through right wing, outer panel; Small flak hole in bottom of right wing, behind # 3 nacelle; Three small flak holes in bottom of left wing; Small flak hole through right stabilizer; Two small flak holes through left stabilizer and elevator; 2" flak hole in left side of # 1 nacelle.

k. 42-39873 - Several flak holes in outer panels of left and right wings; Small flak hole in left side of fuselage, above wing; Small flak hole, rip, in right side of rudder.

l. 42-37833 - Small flak hole in bottom of right wing into feeder tank; Small flak hole in bottom of right wing, between # 1 and # 2 nacelles; Small flak hole in bottom of # 1 engine cowl; Small flak hole in left side of fuselage, above Ball Turret; Small flak hole in right side of fuselage, rear of waist position.

m. 42-39932 - 2" flak hole in top of right wing and out flaps; Small flak hole in # 4 ring cowl; Small flak hole in plexiglas nose; Slight flak damage to leading edge of left wing, between fuselage and # 2 engine.

n. 42-31072 - Two small flak holes in right elevator; Small flak hole in top of fuselage, near radio compartment; Two small flak holes in leading edge of left wing, near tip; Flak hole in right bomb bay door; Flak hole in fairing of left wing, near trailing edge.

o. 42-31081 - 20mm entered left side of vertical stabilizer and exploded, causing numerous small holes in right side of fuselage and tearing away fin fairing and breaking internal structure; Small flak hole in plexiglas nose section.

SUBJECT: Mission Summary Report (continued)

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK & FIGHTER</u>
15	1	14	11	4

CHARLES W. HUNT
1st Lt., AirCorps,
Group Engineering Officer

HEADQUARTERS
401st BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
24 February, 1944

SUBJECT: Armament Narrative, Mission No. 27, 24 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 24 February, 1944

<u>A/C No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-40050	Upper Turret -	Out in Azimuth	Equipment
42-31662	Upper Turret -	Left trigger switch broken	Equipment
42-31081	Upper Turret -	Slow in elevation	Equipment
42-97440	Ball Turret -	Clutch would not remain engaged.	Equipment

BOMB RACK MALFUNCTIONS

a. 42-37833 - Station 42 did not release electrically, and was salvaged.

b. 42-31369 - Bomb Bay Doors did not open completely; Pilot salvaged by emergency release.

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

SECRET

FORM 00-AMM-2A

MISSION REPORT - AMMUNITION

AAF STATION NO. 128

DATE 24 FEBRUARY 1944

GROUP 401ST BOMB GROUP (H)

TYPE AIRCRAFT B-17D

I - AIRCRAFT: DEPARTED 21
 RETURNED EARLY 4
 ATTACKING TARGET 17
 LOST _____

	SIZE	QUANTITY	FUZING
II - BOMBS: INITIAL LOAD (TOTAL)	<u>5000# G.P.</u>	<u>238</u>	<u>1/10-1/100</u>
EXPENDED (ON TARGET)	<u>"</u>	<u>190</u>	<u>SAME</u>
(JETTISONED)		<u>0</u>	
RETURNED	<u>"</u>	<u>48</u>	<u>SAME</u>
UNACCOUNTED FOR			

III - FLARES: LANDING, BOMBING & PHOTOFLASH CARRIED _____

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

POSITION	CAL.	NO. OF GUNS	AMMUNITION EXPENDED	
			CAL. .30	CAL. .50
CHIN TURRET	<u>.50</u>	<u>34</u>		<u>1195</u>
LEFT NOSE	<u>"</u>	<u>13</u>		<u>170</u>
RIGHT NOSE	<u>"</u>	<u>17</u>		<u>260</u>
UPPER TURRET	<u>"</u>	<u>34</u>		<u>820</u>
LOWER TURRET	<u>"</u>	<u>34</u>		<u>1035</u>
RADIO GUN	<u>"</u>	<u>17</u>		<u>205</u>
LEFT WAIST	<u>"</u>	<u>17</u>		<u>375</u>
RIGHT WAIST	<u>"</u>	<u>17</u>		<u>445</u>
TAIL GUNS	<u>"</u>	<u>34</u>		<u>695</u>
TOTALS		<u>217</u>		<u>5250</u>

(OVER)

SECRET

S E C R E T

TOTAL A/C REPORTED BY GUN POSITION:

CAL..30 _____ RDS.

CAL..50 5250 RDS.

TOTAL EXPENDED IN ADAPTIVE A/C:

CAL..30 _____ RDS.

CAL..50 _____ RDS.

EXPENDED A/C LOST OR MISSING:

CAL..30 _____ RDS.

CAL..50 _____ RDS.

GROUP TOTALS:

CAL..30 _____ RDS.

CAL..50 5250 RDS.

V - REMARKS:

(SIGNED) *JMB*
STATION OFF OR ASSIST

S E C R E T

HEADQUARTERS
1ST BOMBARDMENT GROUP (H)
OFFICE OF THE COMMUNICATIONS OFFICER

(J-A-1)

24 FEBRUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 27.
(REFERENCE FIELD ORDER 289)

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 873 OBTAINED 1 BEARING FROM DEENETHORPE.

3. HF/DF BEARINGS.

SHIP 873 OBTAINED 1 BEARING FROM ~~SECTION~~ POLE BROOK

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
4	3	B	1	4	15
5	5				
6	12				
7	7				
8	4				
16	2				

7. INFORMATION ON MEACONING.

NONE.

8. USE OF GEE.

MAXIMUM RANGE OBTAINED:
NORMAL - 0520E 5235N SHIP 662.

COMMUNICATIONS REPORT, OPERATIONAL MISSION 27, CONTD.
(REFERENCE FILED ORDER 289)

9. BREACHES OF RADIO DISCIPLINE.

NONE.

10. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
943	INTERPHONE - PILOT'S MIKE BUTTON STICKS.
496	INTERPHONE - BALL TURRET OUT.
081	INTERPHONE - BALL TURRET OUT AT ALTITUDE.
846	INTERPHONE - COPILOT SIDE PUSH BUTTON MISSING. COMMAND - COPILOT COULD NOT RECEIVE.
837	COMPASS - NEEDLE OFF.
662	LIAISON - ANTENNA BROKEN.

11. GEE EQUIPMENT DEFICIENCIES.

843 - INVERTER MOVED FROM POSITION.

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. SHIP 873 OBTAINED ONE HOMING.

15. REMARKS.

NONE.

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

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

DATE: 24 FEBRUARY 1944

SHIP NO: 485

NAME: ROBERT B. PYLE

NO OF QDM'S: 0

NO OF FIXES: 0

NO OF SOS'S: 0

AIR DIV CALLSIGN:	<u>7MT</u>	A/C CALLSIGN	: <u>LHTX</u>
MR/DF STATION CALLSIGN:	<u>BIS</u>	AIR DIV COLLECTIVE C/S:	<u>SWVC</u>
BASE HF/DF CALLSIGN	: <u>DZB</u>	CBW COLLECTIVE C/S	: <u>XNCC</u>
		GROUP COLLECTIVE C/S	: <u>SUPC</u>

TIME	TO	FROM	REMARKS (OR) TRAFFIC
0820			START #1 ENGINE
0835			TAXI
0850			TAKE OFF-IFF DET PLUG IN
0900		7MT	7MT-6-V'S-X445-0904A AR
0930		7MT	7MT-5-V'S-X445-0934A AR
1000		7MT	7MT-3-V'S-X445-1004A AR
1030		7MT	7MT-7-V'S-X445-1034A AR
	JJKM	7MT	R - K
	JJKM	7MT	X575-AA-BT K
1038	JJKM	7MT	R-NR1 - K
1052	X	7MT	R-NR1 - K
	MTLD	7MT	-R-K
	7MT	MTLD	-R-NR1-OP-GR3-GZYQ ZZSJ ZX - 1052 AK
	MTLD	7MT	-R-NR-K
1054	7MT	MTLD	-R-AR
	KSZP	7MT	-R-NR1-K
	7MT	NRGO	X259 K
	NRGO	7MT	-R-K
	7MT	NRGO	R-NR1-P-Y-GR3-WBZX XQMB MRUM - 1057A K
	NRGO	7MT	-R-NR1 K
1100	7MT	NRGO	-R-AR
	7MT	7MT	7MT-9-V'S-X445-1104A AR
	7MT	UZ XV	-X259 K
	UZ XV	7MT	-R-K
	7MT	UZ XV	-R-NR1-P-Y-GR1-UUQR-1057A K
	UZ XV	7MT	-R-NR1-K
1107	7MT	UZ XV	-R-AR
1130		7MT	7MT-6-V'S-X445-1134A AR (VERY WEAK)
1200			(COULD NOT HEAR DIVISIONS BROADCAST)
1230		7MT	7MT-8-V'S-X445-1234A AR (VERY WEAK)
1300		7MT	7MT-7-V'S-X445-1304A AR
1305			FIGHTER ATTACKS
1340			BOMBS AWAY
	7MT	UZ XV	X259 K
	7MT	UZ XV	X259 K
1352	7MT	UZ XV	-R-NR2-P-Y-GR2-KKAD XQKC 13 0A K
1500			(COULD NOT HEAR DIVISION BROADCAST)
1502			IFF ON AND CHECKED
1530	SWVC	7MT	NR1-F-GR3-XKKW KBWW MCDS UXKC FZ - 1430A AR
			DECODED AND GAVE TO PILOT
1537			IFF CHECK-OK
1604			LANDED, IFF OFF, DET OUT
1625			DISPERSED
1626			CUT ENGINES
1630			EQUIPMENT OFF AND CHECKED
1632			OFF WATCH

T/SGT ROBERT B. PYLE

S-2 STATISTICAL REPORT

24 February

Mission of SCHNEIFURT
Target _____

Time of Preparation 1830
Telephoned to A-2 1840

- (1) Designation of Group 401st
- (2) Total No. of A/C 21
airborne, incl. spares _____ (SPARES 3)
- (3) Total No. of A/C 17
Dispatched 17
- (4) No. of A/C Attacking _____
- (5) No. of A/C Dispatched 0
but not Attacking _____

- Due to:
- (a) Mechanical Failure _____
 - (b) Weather _____
 - (c) Enemy Action _____
(lost before target)
 - (d) Other _____

- (6) No. of A/C Lost 0

- Due to:
- (a) Anti-aircraft fire _____
 - (b) Enemy fighters _____
 - (c) Flak and fighters _____
 - (d) Accident _____
 - (e) Reasons Unknown _____

- (7) Times of Attack 1541

- (8) Altitudes of Attack 21,000

- (9) Bombs on Each Target (r) 100 * (b) Size 500 (c) Type GP's
2 Smoke Markers

- (10) Personnel Casualties _____

- Type:
- (a) Number Killed _____
 - (b) Number Wounded _____
 - (c) Number Missing _____

- (11) A/C Suffering Battle 17
Damage _____

- Category:
- (a) Minor 16
 - (b) Major 1
 - (c) Salvage 0

REMARKS: * 12 JETTISONED
OVER T/O LEICHTERSBACH

Preparing, Officer

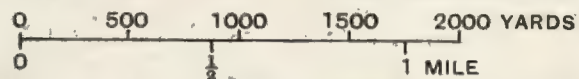
(12) CLAIMS: 0-0-1

(13) LEAFLETS: U. S. G. 23 - 42 Parcels

Target No.
4 (a) 7

KUGELFISCHER, Etc. — SCHWEINFURT (GERMANY)

Illustration No.
4 (a) 7/9



Photographed 19 August 1942

(1 : 32,000) approx.

Issued February 1944



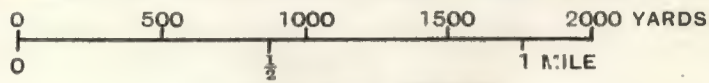
- A. KUGELFISCHER.
- B. FICHEL & SACHS A.G.
- C. V.K.F. (WERK II).
- D. DEUTSCHE STAR.
- E. V.K.F. (WERK I).

Illustration No.
4 (a) 7/9

Target No.
4 (e) 12

ERNST LEITZ G.m.b.H. — WETZLAR (GERMANY)

Illustration No.
4 (e) 12/2



(1 : 24,500) approx.

Photographed 16 May 1940
Issued April 1943



A.I.3c(1)

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 634
U. S. ARMY

D-P-5

24 February 1944.

SUBJECT: Enemy Opposition and Tactical Analysis Report.

TO : Commanding General, 1st Bombardment Division (H), APO 634.

1. Enemy Aircraft attacking our planes during the mission of 24 February 1944 were few in number. Estimates of total enemy aircraft seen averaged no more than twenty. Only two types of enemy aircraft were reported, ME-109's and FW-190's. More ME-109's than FW-190's were reported.

2. Enemy aircraft were reported as attacking in groups of 2 to 8. No unusual tactics were noted. The attacks were made mostly from 10 to 2 o'clock and high.

3. Color markings of FW-190's were described as follows:

- a. Black
- b. Yellow cowling and red nose
- c. Black on top; silver bellies; black line on wing underside.

4. Various color markings of ME-109's were described as follows:

- a. Black stripe around green fuselage with red spinner
- b. Green
- c. Yellow and black
- d. Black with white belly
- e. Blueish light gray, with swastikas.

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

S E C R E T

Report on A. A. Cuntze.

401st BOMBARDMENT GROUP (H)

Assigned..... Schweinfurt

1. Target: Bombed..... "

of Mission 24 Feb 44

2. Route as Flown:- Close to Briefed, from A/C to I.P., slightly N. I.P. (8016 - 1108E). From target out, slightly N. Of course. English coast S. of course (No. Foreland.)

3. Weather conditions: (a) At target CAVU
 (b) En route..... CAVU

4. Were our A/C "Seen" or "Unseen" targets? (a) At target..... Seen
 (b) En route..... Seen
 Any Condensation trails?..... No

5. Description of Flak at Target, including METHOD OF FIRE CONTROL
 Moderate over target; scattered barrage; Good for height and deflection. Bursts black, white (high) and a few red. Few ground rockets in I.P. and Target area.

6. Flak encountered or observed en route. (In the order experienced).
 Moderate to meager en route. 5234 - 0737E (Poor); Kassel (Good); Koln (Fair); Bohn (Fair); Liege (Good - Barrage); AACHEN (Poor); Ostend (Good); Chadlerci (Poor); Koblenz (Poor).

7. Was CHAFF carried? No
 How discharged?

8. Position of Group / Low Box - 84th C.W. (5th over target).

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
401st	17	17	0	1341	1341	21,000	257° M	2 min.
Totals	17	17	0					

10. Comments - Phenomena:- (1) On bomb run, ran into something that looked like a "swarm of bees" about the size of a barrel, hanging in the air. No apparent movement up or down. Reddish-brown in color. Appeared like a "swarm of bees" working in a bunch. Nothing emanated from it, being in sight until passed by formation.
 (2) At 1225 at 5228 - 0740E, exceptionally large burst of flak reported. Brown-gray in color.

S E C R E T

1. Target

1. Target as a whole comprises 5 individual works (Kugulfischer)-all mfg. ball bearings. ~~Production is now back to 75% of normal after damage done last fall.~~ Intelligence reports that the supply of this product is strained in Germany and the Jerries have been pressed to placing orders with Sweden and Switzerland.

~~All in all, the target constitutes the most important mfg. center of this product in Germany.~~

2. Your MPI is a complete mfg. unit, mfg. all types of ball bearings and other A/C component parts and is estimated to produce 24% of the total Axis supply. This plant employs 11,000 persons and the works cover an area of 50 acres.

3. Considerable quantities of oil and inflammable material are stored used and stored in the works which, if hit, will further the damage done by bombing.

4. Some of the buildings in this area are painted to simulate damage and others are camouflaged with disruptive painting.

2. While you are hitting this target, the other divisions will be striking at Gotha and Tutow in Germany and the 3rd. Div. will be in Posen, Poland.

3. Show route on Map 1:500,000

1. There will be a "spoof" diversion with planes operating mandrel equipment to foul up the enemy Radar.

From 0700, A/C will fly up and down the English coast to screen the take-off and assembly. ~~XXXXXXXX~~

To-day the Jerry Radar should be all snaffooed and they shouldn't have a chance to get set for you in any one place.

4. Fighter Support

1. Going In

2 Gps 47's 5236-0437 to 5234-0630

3 Gps " 5234-0630 to 5233-0750

3 Gps " 5233-0750 to 5210-0845

2 Gp 51's 5210-0845 to 5105-1005

2 " 38's 5105-1005 to 5030-0740

2. Going out

3 Gps 47's 5030-0740 to 5029-0610

2 " " 5029-0610 to 5033-0510

2 " " 5033-0510 to limit range.

3. One Gp 51's will sweep area S of Brussels; 8 Sq Spits will cover from 5040-0450 to coast.

5. Flak and Flak Map

1. General, going in.

The route, if followed as outlined, should be relatively free of flak except for a little at the target. The areas to skirt on the way in are Osnabruck and Hannover and Kassel.

2. Flak over the target area itself should be moderate to meager. There are only 44 guns within range and you are going in on the number 1 priority and leaving on the number 2 path. *In area 4 min.*

3. Coming out of the target, the best possible route is a sharp turn North. The heaviest concentration of batteries being on the SW edge of town.

4. Particularly avoid Frankfurt and Koblenz coming home.

5. The route out should ~~xxxx~~ be kept well S of Happy Valley, Laege and Ostend on the coast.

2.

6. Chaff will be carried by the lead CBW and the lead groups of each following wing.

7. Smoke screens are known to be at the target, with most of the installations on the S and SW side of the target.

a. The wind is 10 MPH from 270 degrees which means smoke, if used, will be blowing across the target on your approach.

6. Show nite target chart.

a. Considerable snow is expected to be on the ground in this area which should help in picking out landmarks.

7. Show MPI on photo 1:32,000

8. Secondary Targets

1. Recommended

1. Wetzlar-Optical Works (Show photo 1.32,000)

2. Dollbergen-Oil Refinery. About 20 mi NE of Hannover.

2. For all CBW, any military objective definitely identified as being in Germany (Without disrupting fighter support)

3. No targets will be bombed in enemy occupied territory.

9. Special Instructions.

1. P/W

If forced down in Germany travel at nite. Make sure you have your escape kit and food with you as it is inadvisable to contact the people and because of snow, it is impossible to live off the land.

Head for France or Belgium.

Each man be sure to empty his pockets of identifying material/Have your passport photos with you and carry your GI shoes because of the snow.

2. Friendly A/C

a. P-38's painted silver-no camouflage.

b. P-47's with red, yellow and blue noses.

3. Landing in neutral countries

a. Switzerland-

Destruction of plane and equipment

SOP re attack by Swiss A/C

4. DON'T MENTION THE TARGET AFTER LEAVING THIS ROOM.

Lt. F.H. Rea

8-3

612th BOMBARDMENT SQUADRON
 401st BOMBARDMENT GROUP
 Office of the Operations Officer
 APO 634

24 February 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bomb. Gp., APO 634

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

Plane 42-97496

P	2nd Lt.	Hagan	Marion	O. Jr.	0-803190	612th
CP	2nd Lt.	Dunn	John	B. Jr.	0-690067	"
N	2nd Lt.	Cordell	Wilbur	F.	0-811569	"
B	2nd Lt.	Graham	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	Sgt.	Parker	Harry	C.	39030361	"
LWG	Sgt.	Huston	Arthur	A.	37264453	"
RWG	Sgt.	Stone	James	A.	37129780	"

Plane 42-39837

P	1st Lt.	Sellers	William	D.	0-666363	"
CP	1st Lt.	George	Jack	E.	0-747545	"
N	2nd Lt.	Shapiro	Aaron	(NMI)	0- 747545 1284591	612th
B	2nd Lt.	Rementeria	David	A.	0-744333	"
RO	T/Sgt.	Lehr	Jesse	H.	34473124	"
TTG	T/Sgt.	Parrish	Donald	C.	16109825	"
BTG	S/Sgt.	Mace	Kenneth	I.	12163700	"
TG	S/Sgt.	Rishel	Dale	E.	32580316	"
LWG	S/Sgt.	Judd	Loyde	J.	31152069	"
RWG	Sgt.	Daniel	James	P.	34142912	"

Plane 42-39765

P	2nd Lt.	West	George	E.	0-802628	"
CP	2nd Lt.	McKinnon	Douglas	H.	0-752008	"
N	2nd Lt.	Nutter	Lloyd	A.	0-752502	"
B	2nd Lt.	Montgomery	Thomas	B.	0-686111	"
RO	T/Sgt.	Andrus	Robert	L.	32583791	"
TTG	T/Sgt.	Russell	Francis	L.	17154673	"
BTG	S/Sgt.	Womble	John	L.	34355686	"
TG	S/Sgt.	Lefkin	Michael	(NMI)	32496129	"
LWG	Sgt.	Russell	Hugh	D.	15019006	"
RWG	S/Sgt.	Morini	Alfred	J.	32492617	"

Plane 42-31662

P	2nd Lt.	Bingham	George	F.	0-679033	"
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	T/Sgt.	McCawley	Fred	E.	38321224	"
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.	Sierra	Charles	P.	12155142	"

Plane 42-39943

P	2nd Lt.	Tanner	John	R.	0-803901	612th
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	Phillip	C.	39151877	"
LWG	S/Sgt.	Daniel	Edward	P.	39251499	"
RWG	S/Sgt.	Francis	Raymond	R.	39038724	"

Plane 42-40050

P	2nd Lt.	Johnson	Benjamin	H. Sr.	0-72583	"
CP	2nd Lt.	Waller	Jack	E.	0-121813	"
N	2nd Lt.	Fishbeck	Howard	D.	0-68730	"
B	2nd Lt.	Musso	David	M.	0-682584	"
RO	S/Sgt.	Brandt	Malvin	A.	37318955	"
TTG	S/Sgt.	Sellitto	John	A.	32425913	"
BTG	S/Sgt.	Schaefer	Donald	E.	36704434	"
TG	Sgt.	Blaugh	Joseph	M.	35598397	"
LWG	S/Sgt.	Shannon	James	L.	13047826	"
RWG	S/Sgt.	Litchfield	Russell	E.	37371053	"

8-3

613th BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER

24 FEBRUARY 1944

SUBJECT : Loading List.

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

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

Plane # ~~42-31085~~ 42-31081

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQ.
P -	1st Lt.	JONES	DONALD	E.	613th.
CP -	2nd Lt.	O'NEIL	EDWARD	T.	"
N -	1st Lt.	BENNETT	CYRUS	P.	"
B -	1st Lt.	GRATE	LOUIS	B.	"
RO -	T/SGT.	SCHENBERGER	NICHOLAS	D.	"
TT -	T/SGT.	URMSON	THOMAS	(NMI)	"
BT -	PVT.	BRANDT	GORDON	F.	"
TG -	S/SGT.	DE CINQUE	LOUIS	A.	"
LWG -	S/SGT.	SCHAIR	ARTHUR	(NMI)	"
RWG -	S/SGT.	FERLAND	ARTHUR	W.	"

Plane # 42-31072

P -	2nd Lt.	VOKATY	ALFRED	E.	"
CP -	2nd Lt.	GAMBRELL	WILLIAM	L. JR.	"
N -	2nd Lt.	SCHACHTER	SHEA	(NMI)	"
B. -	2nd Lt.	STRODE	CHARLES	R.	"
RO -	S/SGT.	HALPIN	RONALD	C.	"
TT -	S/SGT.	BOROS	JOSEPH	J.	"
BT -	SGT.	CRULL	HOWARD	M.	"
TG -	SGT.	CANTER	WARREN	(NMI)	"
LWG -	SGT.	SANDERS	ROY	G. JR.	"
RWG -	PVT.	CAMPBELL	JOHN	F.	"

Plane # 42-3507

P -	2nd Lt.	SHEAHAN	WILLIAM	C.	"
CP -	2nd Lt.	OGDEN	ELLIOTT	B.	"
N -	2nd Lt.	DAVIS	ROBERT	O.	"
B. -	2nd Lt.	CONWAY	DOUGLAS	M.	"
RO -	S/SGT.	SILVERSTEIN	DONALD	W.	"
TT -	S/SGT.	RICKEY	RICHARD	W.	"
BT -	SGT.	JUSTICE	HAROLD	(NMI)	"
TG -	SGT.	O'MARA	JOHN	W.	"
LWG -	S/SGT.	FALK	SEYMOUR	(NMI)	"
RWG -	SGT.	TOMLINSON	ROSCOE	P.	"

8-3

SIX HUNDRED AND FOURTEENTH BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

24 February 1944

SUBJECT: Loading List.

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

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

*Plane # ~~42-31100~~ 42-31485

DUTY	RANK	FULL NAME	SQUADRON
P -	1st Lt.	CHAPMAN, ALVAN H. Jr.	614th
CP -	Capt.	GARLAND, WILLIAM C.	"
N -	1st Lt.	SMITH, CHARLES M.	"
B -	1st Lt.	DEVILLE, FRANK M. Jr.	"
RO -	T/Sgt.	Pyle, Robert B.	"
**TT -	T/Sgt.	Wilson, George S.	"
BT -	Sgt.	Risi, John M.	"
TG -	2nd Lt.	HARRINGTON, DENNETH G.	"
LNG-	S/Sgt.	Dayton, James E.	"
RWG-	Sgt.	DeGraff, Andrew D.	"

*Plane # 42-31116

P -	1st Lt.	CAMMACK, VERNON E.	"
CP -	2nd Lt.	HARGER, ROBERT W.	"
N -	2nd Lt.	HASKINS, CECIL A.	"
B -	2nd Lt.	WHITE, WILLIAM C.	"
RO -	T/Sgt.	Timme, Glenn A.	"
**TT -	T/Sgt.	Slate, Chester A.	"
BT -	S/Sgt.	Ames, Ensign S.	"
TG -	Sgt.	Smith, Glen W.	"
LNG-	Sgt.	Thill, Richard S.	"
RWG-	S/Sgt.	Harlow, Clevy D.	"

*Plane # 42-51202

P -	2nd Lt.	SHAW, FRANCIS L.	"
CP -	2nd Lt.	SCHULZ, JOHN	"
N -	2nd Lt.	ENGELHARDT, ELMER W.	"
B -	2nd Lt.	AUTRY, ALFRED E.	"
RO -	Sgt.	Terroux, Kenneth A.	"
**TT -	S/Sgt.	Macomber, Richard W.	"
BT -	Sgt.	Hurd, John L.	"
TG -	Sgt.	Kneese, Howard S.	"
LNG-	Sgt.	Seagren, Carl K.	"
RWG-	Sgt.	Bailey, Frank O.	"

** Designates Engineer

Loading List Cont'd.

*Plane # 42-30440

			Grade
P	1st Lt.	DARMS, WILLIAM R. Jr.	614th
CP	2nd Lt.	FRATT, JOHN D.	"
H	2nd Lt.	SCHUBERG, JOHN A.	"
B	2nd Lt.	VAN NOY, RUSSELL E.	"
RO	Sgt.	Cronson, Arlyn C.	"
**TY	T/Sgt.	Morell, Olie A.	"
BT	T/Sgt.	LaFountain, Louis M.	"
IG	S/Sgt.	Gentry, Ray A.	"
LWG	S/Sgt.	Keel, Oliver E.	"
RWC	S/Sgt.	Nooney, William H.	"

*Plane # 42-50045

P	1st Lt.	KIRKHOFF, DONALD V.	"
CP	2nd Lt.	SUDNAR, SCHEER W.	"
H	2nd Lt.	FIERCK, MYRON E. Jr.	"
B	1st Lt.	MONTGOM, LIMER J.	"
RO	T/Sgt.	Cook, Harold (NMI)	"
**TY	S/Sgt.	Nicholas, Charles L.	"
BT	S/Sgt.	Herritt, William E.	"
IG	S/Sgt.	Cohn, Leroy (NMI)	"
LWG	S/Sgt.	Nichol, Delmar E.	"
RWC	S/Sgt.	Rochler, Earl E.	"

*Plane # 42-50032

P	1st Lt.	SMITH, WALLACE R. Jr.	"
CP	P/O.	PAULMANN, DONALD A.	"
H	2nd Lt.	CRASE, HENRY V.	"
B	2nd Lt.	LEVY, JAMES G.	"
RO	S/Sgt.	Gastronova, Salvatore L.	"
**TY	S/Sgt.	Fair, Charles H.	"
BT	S/Sgt.	McKendry, Daniel C.	"
IG	S/Sgt.	Sundbert, David C.	"
LWG	S/Sgt.	Roberts, Marion E.	"
RWC	S/Sgt.	Gatzmayer, Gerald E.	"

*Plane # 42-51009

P	2nd Lt.	OWENS, EARL C. Jr.	"
CP	2nd Lt.	BERGSON, CLIFFORD C. Jr.	"
H	2nd Lt.	HOLTE, EDWARD F.	"
B	2nd Lt.	PHYCHEL, ROBERT G.	"
RO	T/Sgt.	Stissel, Bert W.	"
TY	T/Sgt.	Spaack, Anthony V.	"
BT	Pvt.	Murphy, James J.	"
IG	Sgt.	Frager, Gilbert (NMI)	"
LWG	S/Sgt.	Parratt, John L.	"
RWC	S/Sgt.	Wolf, William G.	"

8-3

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 Office of the Operations Officer
 AAF Station 128 - APO 634

24 February 1944

SUBJECT: Loading List.

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

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

PLANE # 42-37843

DUTY	RANK	LAST (NAME)	FIRST	(MI)	(ASN)	SQUADRON
P -	1st Lt.	Christensen	Ellsworth	E.	0-801598	615th
CP -	2nd Lt.	Rustand	Ronald	L.	0-753816	615th
N -	2nd Lt.	Wong	Delbert	E.	0-750236	615th
B -	1st Lt.	Dolan	William	W.	0-741142	615th
RO -	S/Sgt.	Mehlmann	Raymond	G.	32438897	615th
TT -	T/Sgt.	Agee	Jack	D.	6962724	615th
BT -	Sgt.	Warlow	Charles	R.	16051863	615th
TG -	Sgt.	Ross	Harry	A.	13146460	615th
LWG-	S/Sgt.	Pacely	Charles	L.	16085841	615th
RWG-	Sgt.	Meeks	Ralph	W.	13133967	615th

PLANE # 42-37833

P -	1st Lt.	Wysocki	Stephen	(NMI)		615th
CP -	2nd Lt.	Shelton	Horace	H.		615th
N -	2nd Lt.	Wade	Jay	A.		615th
B -	2nd Lt.	Gurgin	Robert	M.		615th
RO -	S/Sgt.	Kenny	Gerald	M.		615th
TT -	Sgt.	Gould	George	F.		615th
BT -	S/Sgt.5	Clare	David	E.		615th
TG -	Sgt.5	Cumpton	John	A.		615th
LWG-	S/Sgt.	Koon	Ernest	H.		615th
RWG-	S/Sgt.	Ostrowski	Julius	F.		615th

PLANE # 42-39873

P -	1st Lt.	Post	Edwin	A.		615th
CP -	Captain	Gould	George	(NMI)		615th
N -	2nd Lt.	Cummings	Lawrence	T.		615th
B -	2nd Lt.	Chambers	Edward	C.		615th
RO -	S/Sgt.	Casner	Charles	F.		615th
TT -	T/Sgt.	Rosano	Emanuel	L.		615th
BT -	Sgt.	Brennan	Lawrence	F.		615th
TG -	Sgt.	Asbell	William	T.		615th
LWG-	S/Sgt.	Cameron	William	G.		615th
RWG-	Sgt.	Bunger	Alva	L.		615th

PLANE # 42-

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 Office of the Operations Officer
 AAF Station 128 - APO 634

24 February 1944

SUBJECT: Loading List

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

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

PLANE # 42-31037

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	2nd Lt.	Kelb	Claude	M.	615th
CP -	2nd Lt.	Brown Jr.	Fred	(NMI)	615th
Eng-Lt.	2nd Lt.	E'Del	Ralph	R.	615th
Eng-L	2nd Lt.	Lots	Robert	F.	615th
RO -	S/Sgt.	Wallach	Edward	(NMI)	615th
TT -	S/Sgt.	Webb	Fred	H.	615th
BT -	Sgt.	Lutzi	Frank	R.	615th
Tgt.	Sgt.	Pedlasek	Lee	A.	615th
LWG-	Sgt.	Raymer -	Luther	A.	615th
RWG-	Sgt.	Conerty	Clarence	S.	615th

PLANE # 42-31891

P -	2nd Lt.	Lozinski	Stephen	J.	615th
CP -	2nd Lt.	Mitchell	Lewis	A.	615th
E -	F/O.	Rush	Louis	R.	615th
B -	2nd Lt.	Hughes	Harold	E.	615th
RO -	S/Sgt.	Weber	Bernard	J.	615th
TT -	S/Sgt.	Mercuria	Michael	J.	615th
BT -	Sgt.	Keller, Jr.	James	F.	615th
TG -	Sgt.	Friedman	Irvin	I.	615th
LWG-	S/Sgt.	Powell	Gerald	J.	615th
RWG-	Sgt.	Williams	John	A.	615th

PLANE # 42-

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

24 February 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 24 FEBRUARY 1944

TAKE-OFF: 0850. Nil clouds. Visibility 3500 yds.

ROUTE OUT: Nil clouds. Visibility unlimited at flight level.

TARGET: 1341. Nil clouds. Visibility unlimited at flight level.

ROUTE BACK: Nil clouds. Visibility unlimited at flight level.

BASES ON RETURN: 1615. 5/10 cumulus, bases 2500', tops 3000'. Visibility 4 miles.

REMARKS: No contrails from bombers. Dense, non-persistent contrails from fighters at 27-30,000'. Temperatures 3 deg. warmer than briefed; -29 deg. at 21,000'. Winds aloft: Direction as briefed; velocities 5-7 knots less than briefed, 5 deg. E to target.

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

ROUTE FORECAST

DATE 2 February 1944

PERIOD 0800 - 1700 hrs.

	(A) Base to Continental Coast.	(B) Continental Coast to Target to Continental Coast.	(C) Continental Coast to Base.	(D)
WEATHER (1)	Clear with fog in patches becoming partly cloudy with haze	Partly cloudy with haze	Partly cloudy becoming cloudy with haze	
CLOUDS (2)	Nil Low Cloud becoming patchy Strato-cumulus 2-4/10 Base 1500 - 2000ft tops 4-5000ft. Patchy Alto-cumulus Nil to 3/10 base 8000ft tops 9000ft. decreasing to Nil on Route out. Nil High Cloud.	2-4/10 Patchy Strato-cumulus base 1500 tops -2000ft. tops 4-5000ft. becoming Nil - 3/10 Strato-cumulus base 1500-2000ft. tops 4-5000ft. Nil Medium and High Cloud.	2-4/10 Patchy Strato-cumulus base 1500-2000ft tops 4-5000ft. becoming 4-6/10 Strato-cumulus base 2000 tops 5-6000ft. over England. Nil Middle and High Cloud.	None No Contrails at Flight Level.
FREEZING LEVEL AND INDEX (3)	1000 ft. Nil	Surface Nil	Surface becoming 1000ft. Nil.	
VISIBILITY (4)	1-2000 yards becoming 1-2 miles at English Coast becoming 4-6 miles at continental Coast.	4-6 miles becoming unlimited	Unrestricted becoming 3-5 miles at base	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE (5)	Base to OS Day East 130 05	OS Day East to Target 120 05	Temperature -3	
5000 FT (6)	110 10	100 15	-10	
10000 FT (7)	90 25	80 35	-12	
15000 FT (8)	60 40	70 60	-20	
20000 FT (9)	60 45	60 65	-30	
25000 FT (10)	60 50	60 65	-40	
30000 FT (11)	60 55	60 70	-48	

BASE ALTIMETER SETTING 30.36 TARGET SURFACE TEMP -03 TARGET MEAN TEMP -15.2 TARGET SURFACE PRESSURE +310

PLEASE COMPLETE REVERSE SIDE AND RETURN AT INTERROGATION

Hq SOS USAPP 11-43/15M/17999

DECLASSIFIED PER NND 745087
BY 135 NARA DATE 4/2/11

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 634
U. S. ARMY

D+F-4

24 February 1944.

SUBJECT: Comments of Crews Participating in SCHWEINFURT Mission, 24 February 1944.

TO : Commanding Officer, 401st Bomb Group (H), Station 128, (Through Lt Col. Brooks and Lt Col. Voorhees.)

1. A/C #1072 - Lt. Vokaty, pilot, "Leader of Group formation flew too fast (165 to 170), wild climbing. Leader of second element in lead squadron flew too high and too far back. Second element was so far back when we bombed that the bomb pattern could not have been good for squadron."
2. A/C #7843 - Lt Rustand, CP, "P-47 escort was very good." Lt. Christensen, pilot, "Formation Very good."
3. A/C #9837 - Lt Rementeria, Bombardier, "Entirely too much talking on VHF, Glatton in particular."
4. A/C #1891 - F/O Rush, navigator, "Waited forty minutes for truck on landing. Short one map in folder, had two of one kind. Need rubber cups for headsets; bakelite ones become horribly uncomfortable."
5. A/C #9846 - Lt Sobolak, CP, "Triangle 'U' A/C# 231548, call 'U', forced Lt. Dawes out of the formation while Lt. Dawes was feathering an engine. 457th was flying all over the sky."
6. A/C #0050 - Lt Musso, S/Sgt. Shannon and Sgt. Schefer, "Hard earcups hurt."
7. A/C #1081 - Lt. Jones, pilot, "Mess carried out a pan full of eggs after refusing to serve seconds. Arrange for transport for gunners from mess to armament to quarters after Mission." Lt. O'Neill, CP, "Suggest leaving guns in crew chief's tent."
8. A/C #9873 - Lt Post, pilot, "S-2 did very well in briefing - light flak."
9. A/C #1485 - Capt. Garland, Group Lead, "Wing assembly not good: straggling to coast; 457th too high; Good group formation, but didn't fit into Wing. All did good job."
10. A/C #7833 - Lt Wysocke, pilot. "Windshield messed up by de-icing fluid, through no fault of the crew chief."

4344

11. A/C #1369 - Whole crew, "Transportation still poor; caused us to be a little late to plane." Lt. Fitzgerald, bombardier, "Suggest clean rags to clean plexiglass."

12. A/C #9932 - Lt. Levey, bombardier, "Bomb Racks and screws on finest condition I have ever seen." Lt Smith, pilot, "Can't something be done to have trucks meet planes? Late a good half hour on last three Missions."

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

HEADQUARTERS
STATION NO. 128
APO 634

24 February, 1944

SUBJECT: B-4 Combat Mission Report on Mission 24 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 inoperative (3) Generators Out (1)
Oxygen Guage Out (1) Carburetor air temperature Guage Out (1)

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

Upper Turret inoperative in Azimuth (1)
Trigger switch broken (1)
Upper Turret slow in elevation (1)
Ball Turret clutch would not remain engaged (1)
Failure of Bomb Rack to release electrically (1)
Bomb Bay door electrical mechanism inoperative (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
24 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39765 returned early because Radio Operator became ill.

b. Airplane No. 42-31037 returned early for the reason the # 4 oil pressure dropped to 45 and oil temperature was above 80. Subsequent ground check and run-up revealed no malfunction.

c. Airplane No. 42-3507 returned early for the reason the # 3 engine was running rough and # 2 fuel pressure was up to 20. Subsequent ground check and test flight revealed no malfunction.

d. Airplane No. 42-31202~~6~~ returned early because Pilot could not find formation.

2. Battle Damage.

a. 42-97440 - 3" X 2" flak hole in leading edge of right wing, between fuselage and # 3 nacelle, damaging brace; 2" flak hole in leading edge of left wing, near station 18.

b. 42-31116 - Small flak hole in left bomb bay door; Two small flak holes near leading edge of right wing, near station 18; 4" flak hole, tear in left wing fairing; 2" flak hole in top of left horizontal stabilizer, near fuselage.

c. 42-31891 - Flak hole in right horizontal stabilizer, near station 62, in bottom, out top tearing stiffener; Flak hole through rudder trim tab, near station 5;

d. 42-39837 - Flak hole in main entrance door, out left side of fuselage between station 6k and 7; Flak hole in bottom of right horizontal stabilizer, near station 229.3; Flak hole in right side of fuselage, near station 66.

e. 42-31496 - Flak hole on top of inspection plate of # 4 oil cooler; Flak hole top of left wing between station 1 and 2; Flak hole in top of left wing, near station 22; Flak hole in bottom of left wing around station 21.

SUBJECT: Mission Summary Report (continued)

f. 42-39943 - Flak hole in right side of nose section; Flak hole in top of # 2 nacelle; Flak hole on top of left wing, near station 21; Right aileron punctured by .30 cal, near station 23.

g. 42-40050 - Flak hole on left side of chin turret; 20mm hole through right horizontal stabilizer and elevator, station 163, requires replacement.

h. 42-31662 - Flak hole on bottom fuselage, station 30, severed bomb bay catwalk diagonal brace; .50 cal hole in gun mount left side of fuselage; Exploding shell damaged right side of nose section at station 2A; Flak hole in vertical stabilizer, near station 10.

i. 42-37843 - Large flak hole through right wing tip; Three flak holes in bottom of right wing, inner panel, tokio tank punctured; 2" flak hole in left side of plexiglas nose section; Small flak hole in bottom of # 3 accessory cowl; Small flak hole in bottom of fuselage, behind bomb bay; 3" flak hole in right side of stabilizer, under stabilizer.

j. 42-31485 - Two small flak holes through right wing, outer panel; Small flak hole in bottom of right wing, behind # 3 nacelle; Three small flak holes in bottom of left wing; Small flak hole through right stabilizer; Two small flak holes through left stabilizer and elevator; 2" flak hole in left side of # 1 nacelle.

k. 42-39873 - Several flak holes in outer panels of left and right wings; Small flak hole in left side of fuselage, above wing; Small flak hole, rip, in right side of rudder.

l. 42-37833 - Small flak hole in bottom of right wing into feeder tank; Small flak hole in bottom of right wing, between # 1 and # 2 nacelles; Small flak hole in bottom of # 1 engine cowl; Small flak hole in left side of fuselage, above Ball Turret; Small flak hole in right side of fuselage, rear of waist position.

m. 42-39932 - 2" flak hole in top of right wing and out flaps; Small flak hole in # 4 ring cowl; Small flak hole in plexiglas nose; Slight flak damage to leading edge of left wing, between fuselage and # 2 engine.

n. 42-31072 - Two small flak holes in right elevator; Small flak hole in top of fuselage, near radio compartment; Two small flak holes in leading edge of left wing, near tip; Flak hole in right bomb bay door; Flak hole in fairing of left wing, near trailing edge.

o. 42-31081 - 20mm entered left side of vertical stabilizer and exploded, causing numerous small holes in right side of fuselage and tearing away fin fairing and breaking internal structure; Small flak hole in plexiglas nose section.

SUBJECT: Mission Summary Report (continued)

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK & FIGHTER</u>
16	1	14	11	4

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

HEADQUARTERS
401st BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
24 February, 1944

SUBJECT: Armament Narrative, Mission No. 27 , 24 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 24 February, 1944

<u>A/C No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-40050	Upper Turret -	Out in Azimuth	Equipment
42-31662	Upper Turret -	Left trigger switch broken	Equipment
42-31081	Upper Turret -	Slow in elevation	Equipment
42-97440	Ball Turret -	Clutch would not remain engaged.	Equipment

BOMB RACK MALFUNCTIONS

a. 42-37833 - Station 42 did not release electrically, and was salvaged.

b. 42-31369 - Bomb Bay Doors did not open completely; Pilot salvaged by emergency release.

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

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

24 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
42-31891	1. Flak hole in rt. horizontal stabilizer around station 62, in bottom out top. Tere stifener. 2. Flak hole thru rudder trim tab, around station 5.
42-39837	1. Flak hole in main entrance door. Went out left side of fuselage between station 6K and station 7. 2. Flak hole in bottom of rt. horizontal stabilizer around station 229.3. 3. Flak hole in bottom of fuselage, rt. side around station 6G.
42-31496	1. Flak hole on top inspection plug of No. 4 oil cooler. 2. Flak hole on top of left wing between station 1 and 2. 3. Flak hole on top of left wing around station 22 4. Flak hole on bottom of left wing around station 21.
42-39943	1. Flak hole in rt. side of nose section 2. Flak hole on top of # 2 nacelle 3. Flak hole on top of left wing station 21 4. Right aileron punctured by 30 caliber station 23
42-40050	1. Flak hole on left side of chin turret. 2. 20 mm hole thru rt. horizontal stabilizer and elevator, station 168; requires replacement
42-31662	1. Flak hole on bottom fuselage, station 3G. Severed bomb bay catwalk diagonal brace. 2. 50 cal. hole in gun mount left side of fuselage

3. Exploding shell damaged rt. side of nose section station 2A.
4. Flak hole vertical stabilizer station 10.

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