

REPORT OF OPERATIONAL
DAY

MISSION No. **30**

Date: **3 MAR. 44**

TO: **WILHELMSHAVEN, GER.**

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

4 March 1944

SUBJECT: Leader's Narrative, Mission of 3 March 1944.

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

1. The 401st Group was the high box of the 94th Wing which led the Division as well as the 8th Air Force. Take Off and assembly was as briefed with the 401st making a buncher assembly over Deenethorpe. The 351st made a normal assembly over Polebrook and picked up the high box over Deenethorpe. The 457th was supposed to have joined the Wing there but failed to do so. The 1st Sombat Wing joined the 94th CBW as briefed. The two Wings proceeded on course abreast and on time as briefed. The 457th still had not joined the Wing. At the time of departure from the coast there were 21 airplanes in the high box.

2. A front was encountered over the North Sea. The Division Leader decided to climb over it, but after reaching 28,000 feet saw that it would be impossible to bomb the primary target as there were higher clouds ahead. Airplanes were having difficulty at that altitude holding formation. The Wing Leader announced that he would find a target of opportunity, at which time he turned to the right and bombed Wilhelmshaven. The secondary target and all surrounding territory were overcast.

3. After the bomb run the Wing turned to the right again and took up a heading for home. The front had increased and the Wing was forced to make a penetration. After the penetration the high box proceeded to the base alone, being unable to locate the Wing Leader.

4. No enemy fighters were encountered. Many friendly were observed. Flak over and around the target was meager. No other flak was observed.

5. The 457th Group failed to join the 94th Wing at any time during the mission. Only 14 airplanes in the lead box and 12 in the high box bombed the target of opportunity. The high box dropped bombs on the flares of the lead box.

CARL C HINKLE, JR.,
Captain, Air Corps,
Group Leader.

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

E-C-7

3 March 1944

SUBJECT: Operational Narrative, Mission No 30, 3 March 1944.

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

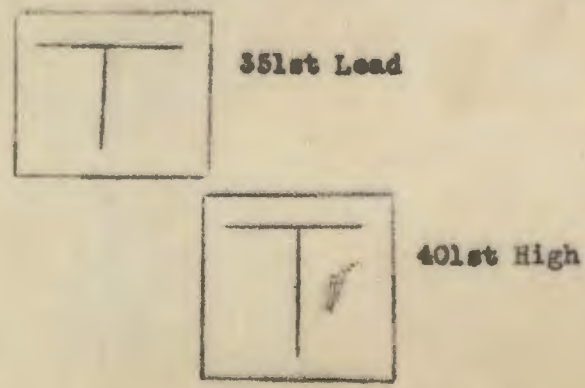
1. GENERAL NARRATIVE: The 401st Group furnished 22 ships, including spares, for the high box of the 94th Wing formation. Two additional ships scheduled never took off due to mechanical difficulty. Assembly was as briefed over X buncher. Wing assembly was accomplished just after leaving point X, although the low box was not seen again after leaving point X. Division assembly was accomplished with a two box wing. Upon nearing the Danish Coast, very poor weather was encountered. The formation was forced to fly at 28,000 feet and still could not clear the tops of the clouds. The briefed mission was abandoned, and a target of opportunity was attacked by PFF. The route out was not as briefed (see Navigator's log) and return was through another small front. The formation was split up at this point and returned from over the North Sea by individual ships, elements, and squadrons. All ships returned to the home base.

2. A/C NOT ATTACKING: Six ships aborted from the formation, leaving the box strength at 16. Of these, two were due to personnel error and four were due to mechanical error.

3. A/C LOST: Enemy action consisted of flak over and around the area of the target of opportunity. No E/A were encountered, and no ships were lost due to enemy action.

4. FORMATION:

- a. Take-off and Cruise
- b. Over Target (16)
- c. The 401st Group was high box in the 94th Wing formation.



5. BOMBING: PFF on a target of opportunity. Results unobserved.

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

Combat Flight Leader

CAPT HINKLE

3 Mar 44

Deputy Flight Leader

LT OWENS

Date

~~Group Call Sign~~

~~Fighter Call Sign~~

GROUND CONTROL

614 SQDN

CHAPMAN (HINKLE)

435

612th SC PATEHTIC
613th IN SILVERWARE
614th IW CARMICHAEL
615th II F'LANJE

401ST GP HIGH BOX FORMATION
AT TAKEOFF AND ON CRUISE

STINE

OWENS

433 (abort)

369

DAVES

440

PETERSON

SHARP

620

602

612 SQDN

615 SQDN

FOX

GRINHAM

891 (abort)

730

DUNAWAY

JOHNSON

FERDIN

OTTON

033

979

619

833

SMITH, SE

WYSOCKI

050

069

CHRISTENSEN

KUHN

BYRD

SCHARFF

067

034 (N.T.O)

077

202 (abort)

VOKAFY

SPARES

607

STELZER

FITCHETT

LENKETT

226 (returned)

374

943

LEW

837 (abort)

Combat Flight Leader

CAPT HINKLE

3 Mar 44

Deputy Flight Leader

LT OWENS

Date

~~Group Call Sign~~

~~Fighter Call Sign~~

GROUND CONTROL

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

SQDN

CHAPMAN (HINKLE)

485

401ST GP HIGH BOX FORMATION
OVER TARGET

SHARP

OWENS

682

369

DAVES

440

FITCHETT

VOKATY

374

507

SQDN

SQDN

JOHNSON

GRINHAM

979

730

DUNAWAY

FERDYN

033

619

SMITH, SE

WYSOCKI

050

069

CHRISTENSEN

LENKETT

BYRD

OTTO

087

945

077

833

SPARES

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

AAF Station 128
 4 March 1944

SUBJECT: Statistical Summary, 401st High Box, Mission of 3 March 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....22
 Number of Spares..... 3
 A/C Taking Off Less Unused Spares.....22
 Number of A/C Dispatched.....17
 Number of Sorties (E.E.T.).....17
 No. of A/C Returning Early (not E.E.T.) 5
 Number of A/C Attacking.....12
 Number Of A/C Not Attacking..... 5/0

NUMBER OF A/C LOST: None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Num- ber	Bombs			
	Over Target	Bomb- ing		Size	Type	Fusing Nose Tail	
Main Bombfall (Target of Opportunity)	16	12*	123 1	500 500	GP Snake Bomb	1/10	1/40
Other Attacks	--	--	--	--	--	--	--
Bombs on Target			124	500	GP	1/10	1/40
Other Bomb Expenditures			54	x	x	x	x
Bombs Returned			60	x	x	x	x
Total (Loaded on A/C S.O.)			238	500	GP	1/10	1/40

* Note: One A/C dropped 50 bundles of Nickles

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Air Statistical Officer

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

APO 634

SUBJECT: Lead Navigator's Narrative Mission Flown 3 March 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 0750 hours.
 - b. Group formed at 0855 hours at 12500 feet.
 - c. Formed CBW at 0930 hours at 16700 feet.
 - d. Began climb at 0941 hours.
 - e. Reached altitude at 1111 hours.
 - f. Weather encountered over England:
 - (1) Clouds 3 /10ths
 - (2) Visability 10 miles
 - (3) Wind at altitude 325 degrees, 27 Knots per hour.
 - g. Means of navigation over England.
Gas Radio Pilotage
 - h. Means of checking Metro Winds
Gas Double Drift Drift Meter
 - i. Joined task force at 0930 hours at Splasher #5.
(Splasher, City or Coord)
 - j. Departed English Coast at 0930 hours.
Arrived at Enemy Coast at 1145 hours.

k. Fighter Rendezvous:

- (1) Going in 1051 hours.
- (2) Coming back _____ hours.

l. Wind used for bombing:

- (1) 98 degrees.
- (2) 50 knots per hour.
- (3) NOV DIRECTION

Drift and Electro

m. Description of Bomb Run and Method of target Identification

- (1) Reached IP at _____ hours. (Target of Opportunity used)
- (2) Mag heading over target 180 degrees.
- (3) Altitude over target 26700 feet.
- (4) Time bombs away 1146 hours.
- (5) Method of target Identification and weather over target.

PTV

Solid Undercast

n. Difficulties encountered with Radio, Compass, and Special equipment.

NONE

o. Gas:

- (1) Coordinates of furthest fix 54 17 N 03 45 W.
- (2) Time 1015 hours.

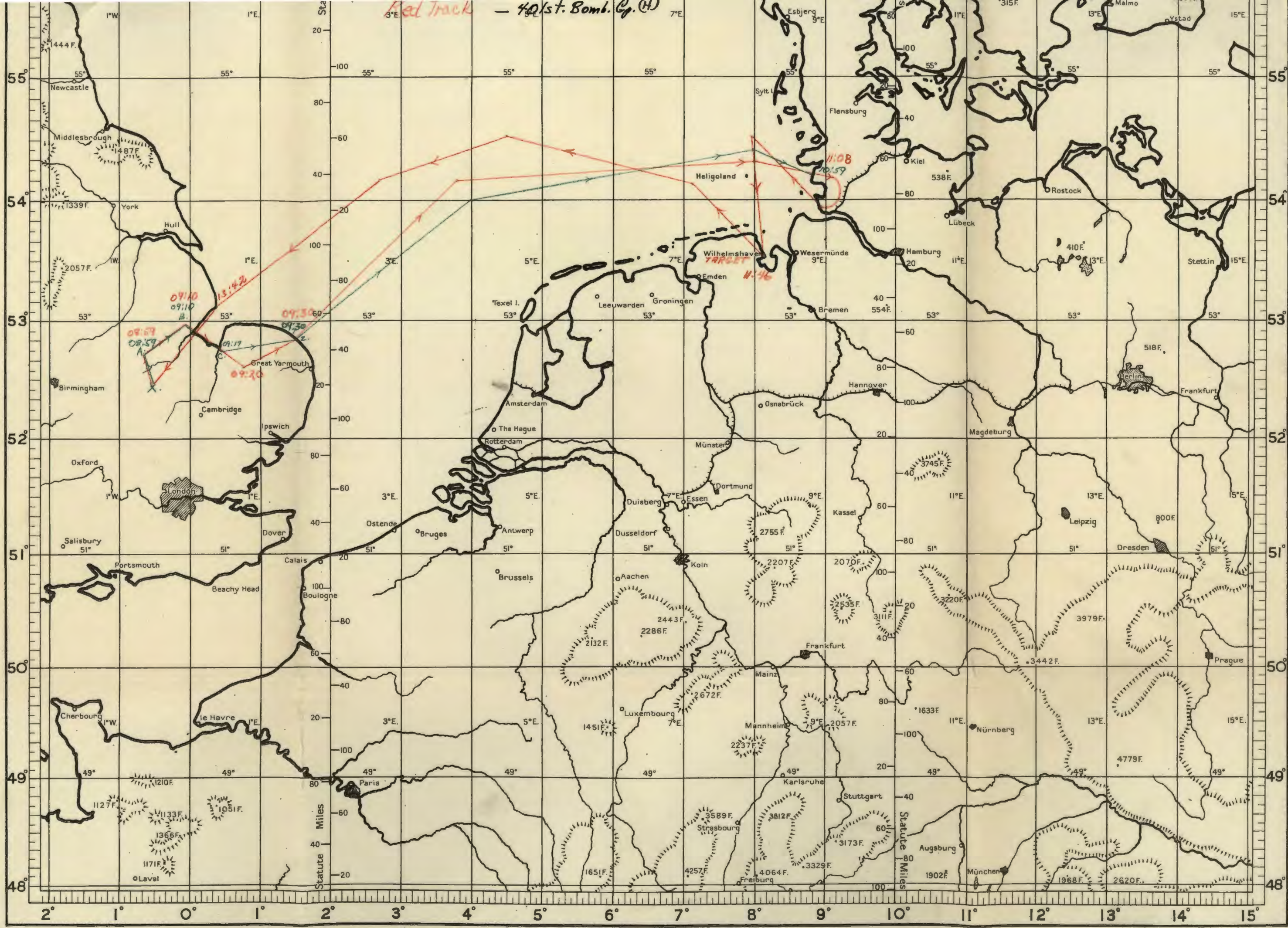
p. Comments:

NONE

SIGNATURE _____



Red track - 40/1st. Bomb. Gr. (H)



FLIGHT PLAN

PILOT 1st Lt. A. E. Hansen NAVIGATOR S. Smith, C.M. 1st Lt. L. A. AC DATE 3/3/44

STATIONS	0620	ENCINES	0730	TAXI	0735	T.O.	0750
LEAVE BASE:	0632						
COAST OUT:	0730						
ENEMY COAST:	1059						
I.P.:	1130						
TARGET:	1140						
ENEMY COAST:	1535						
English Coast	1602						
Flares	351st - Red Yellow 401st - Green 457th - Red						

ZERO 0930
 PFF - Good Day
 Visual - Hot Plate

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

Let down on Base Luncher 0900

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT FT.	TRUE HDNC.	VAR	MAG. HDNC.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
Base	310	11000	155	157	350	-2	348	11	359	126	15	7	0852	
Gottemore	31	-19	134										0859	
52 14N 00 39E	355	13500	150		050	-12	046	11	057	150	26	10	0910	
52 30N 00 02E	330	13000	150	160	150	-4	126	10	136	192	21	06	0917	Control
52 15N 00 23E	330		157	166	078	-11	067	10	077	174	37	13	0930	Eng Coast out
52 52N 01 20E	310	21000	157	169	050	-11	040	9	049	160	115	43	1043	
54 00N 04 00E	86	-33	130										1051	
54 26N 08 00E		-40	134										1059	Enemy Coast
55 13N 08 50E					112	-8	104	6	110	250	32	08	1103	1 8P P-47's
55 14N 12 00E					118	-5	113	5	118	262	120	29	1128	1113 1 8P P-38's
55 58N 13 20E					100	-10	098	4	102	256	51	12	1150	1 8P P-38's 1159
Target					155	A2	167	4	171	252	55	08	1148	107.
52 26N 13 13E	310	13000	170	180	205	A20	225	4	229	186	95	31	1219	
52 00 12 40E	66		148											
50 10N 11 21E	310		157	166	248	A19	267	4	271	150	34	25	1244	1 8P P-47's 1359
50 31N 07 10E	60				267	A14	282	6	287	118	104	02	1406	1 8P P-47's 1357
50 32N 05 21E					267	A15	302	7	308	120	65	33	1442	1 8P P-47's 1408
52 07N 08 40E	330				290	A8	298	8	306	137	112	33	1534	Enemy Coast out
52 07N 08 40E	35												1553	5 8P Spite
Clouston	310	15000	170	170	308	A6	314	9	323	115	60	28	1602	English Coast
Clouston	31	8000	144											
Clouston	350	8000	165	152	303	A6	309	10	319	137	77	31	1636	Base
														See - Northern Utah Sted #1 S. Wyoming Sted #A Area Fighter Support (Frusella)
Late Take Off														
Base	310	0	150	118	78	-11	61	10	71	146	76	31	0855	
52 07N 08 40E	28	15000											0930	

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS TAKE OFF 0750	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
0752			350	000			140						
0757			350	000	See 52 13N 00 40E		122	-10					
0805			350	000			4300						
0812			170	180	Over Base Circling		6500						
0818					Circling to Form Group		10000						
0835	250	A18	270	260	Rollie Drift		12500	-12					
0843	307	A8	335	345			12500						
0852			310	350	See 52 39N 00 35E Leaving Base		12500						
0855					"S" ing to get behind lead group Group Formed		12500						
0900			000	010	Turning to "S" Commence Climb 52 53N 00 30E		150						
0901	055	-15	050	060			150						
0910			126	136	Four Miles left Base "S" to get behind lead Can't get in formation Continual "S"		150	14000					0917
0920					See 52 49N 00 45E								
0926					See 5.60 Unable to get wind		155						
0930					See 52 34N 01 12E Leave English Coast		130	-34					
							130	16700					

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAG HDNG	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.
0930		310/86	030	040	Wing Formed	G.S. 160	155	16700			115	43	1013
0941	043	-13	030	040	Geo 53 17N 02 00E		155 130	17200					
0947	043	-13	030	040	Geo 53 20N 02 17E	Geo Wind 305/30K G.S. 160							
0958	045	-9	036	043	Geo 3.10 41.95	Geo Wind 325/27K G.S. 164 19500	150 130	-42 19500	170	3 78		11	1012
1010	050	-9	084	089	B-17 in our Group Alerts		150 130	21500					
1015	045	-12	133	042	Geo 54 17N 03 15E	G.S. 164		23000		125		46	
1015	087	-7	080	089	Geo Wind at 19000 325 @ 27K	G.S. 198		23000 -50	184		150		1102
1030	084	-7	078	083	D.J. 54 15N 05 12E			25000	184	50	100	15	1102
1040	089	-7	082	090	Drift on Waves Controls forming	G.S. 202		25000	188	103	49	30	1100
1045	090	-7	083	090	DR 54 19N 06 10E			26000 -54	190				1055
1051	085	-7	078	083	B-47 Escort			26300	160	121	29	8	1059
1059	090	-7	083	090	5 mi north Heligoland	54 20N 08 00E	145	-56 26500	106				
1059	118	-4	114	120	Turned to Enemy Coast		145 126		186		31		11074
1108					Enemy Coast 54 19N 08 50E 10E			27000	188		41	11	
1111	114	-5	109	113	Turning Back from Primary	54 10E 09 05E							
1111	312	42	314	320				27500 -56	188	30			
1121					Wing								
1127					Turning to left to best target of opportunity								
1134	173	45	170	183	Flk over Island								
1145	173	45	170		Flak		133 130	26700					
1146	169	44	173	180	Bombs Away	Wilhelmshaven	130			68			
1146	323	0	323	330	*B* North and back to	300 54 10N 07 06E	130						
1205	323	0	323	330	Following Volstrook								
1215	288	45	293	300			170	23000					
1225				300			170 158	23000					
1232				300	54 20N 05 10E		180	18400		70			
1232	264	48	272	280			158	11400	170				
1247	287	45	292	300	He is boxing on B pip			17500					
1255	322	0		210	2.60								
1301	309	42	311	320	Average heading (310)	Considerable W'ing		18000			334	14	
1305				270	B-120 42.50			18500					
13104				270	54 00N 02 10E Geo		170 148	17000					
1314	290	A10	240	350	53 53N 02 12E Geo		160 138	16500					
1314					Geo 53 42N 01 53E			16000					
1324	220	A15	235	245	Geo 53 20N 02 33E			14000					
1329			250	260	Geo 53 22N 01 30E			18000					
13361			260	270	Geo 53 12N 00 16E			11000					
1338				290									
1401					Over Flak								
					Landed 1410								

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
AAF Station 128

4 March 1944

SUBJECT: Group Bombardier's Narrative, Mission of 3 March 1944.

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

1. Seventeen aircraft, comprising the high box of the 94th CBW, crossed the enemy coast. Eight of these carried 12 x 500# GP bombs; Seven carried 10 x 500# GP bombs; One carried 11 x 500# GP bombs and one smoke flare; And one A/C carried 50 bundles of nickles.

DISPOSITION OF BOMBS

2. Eleven aircraft dropped 123 x 500# GP bombs and 1 smoke flare. One ship dropped 50 bundles of nickles. Four aircraft salvaged 44 x 500# GP bombs in the channel and the North Sea to lighten their loads. One aircraft returned its load of 12 x 500# GP bombs, their windows were frosted so that the crew was unable to see the rest of the formation so did not know when to drop them. The bombs were dropped by PFF on a target of opportunity selected by the Wing Leader.

3. Bombs were dropped at an altitude of 27,00 feet, but results were unobserved due to 10/10 undercast. It was thought that the bombs were dropped in the vicinity of Wilhelmshaven.

JULIUS PICKOFF
Major, Air Corps
Group Bombardier

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
APO 634

3 March 1944.

SUBJECT: Lead Bombardier's Narrative, Mission of 3 March 1944.

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

1. We were leading the High Box of the 94th Combat Bombardment Wing. Over England the weather looked perfect but just as soon as we got out in the North Sea we could see a front ahead of us with the top about 30,000 feet. The Wing Commander decided that we could not fly over the stuff so we picked a target of opportunity in Germany.

2. The Combat Wing Commander announced the I.P. and said the bombing would be PFF. On the signal flares of the PFF ship we dropped our bombs on a magnetic heading of 180° and bombs were away at 1146. We toggled our bombs in a maximum train. No results were noted.

3. Meager flak was encountered and very little damage was caused.

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

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 66660 DATE _____
 PILOT 1st Lt. F. M. Deville TAKE OFF 2-3-44
 NAVIGATOR 1st Lt. A. J. Champagne LANDED 0750
 ORGANIZATION 1st Lt. C. H. Smith AIRPLANE 1110
 SQUADRON 401st GROUP _____
 OBJECTIVE _____
 AIMING POINT (MPI) Target of Opportunity (Believed to be Wilhelmshaven)
 INITIAL POINT FWF
 METHOD OF ATTACK On North Sea st
 Individual Flight Squadron Group Wing
 NUMBER OF ATTACKING A/C IN GROUP _____ COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING (LOCATION): FWF
 DEFLECTION AND RANGE SIGHTING, GROUP _____ COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 BOMBS, TYPES AND SIZES _____
 NUMBER OF BOMBS LOADED 500# GP RELEASED _____
 FUZING, NOSE 223 500# GP 1 smoke bomb TAIL 224
 SYNCHRONIZATION 1/10 _____ 1/40 _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	Mag. Head. Order	Actual
True Altitude above target	True Heading	180
Ind. Altitude	Drift, Est.	175 actual
Pressure alt of target	True Track	10 R 42
Altimeter setting	Actual Range	169
C.E.A.S.	B.S. Type	
T.A.S.	Time of Release	Not used
G.S., Est.	Intervalometer setting	1146
Wind Direc. & Metro	Length of Bombing Run	Min
Wind Veloc., Metro	C-1 Pilot	4 min
D.S. Trail	A-5 Pilot	
TAN. D. A. Est.	Manual Pilot	YES

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Not seen (Underwater)

NAVIGATION DATA:

MEAN TEMP.

METRO

-20

ACTUAL

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP. C.

Metro

Actual

Metro

Actual

Metro

Actual

1000
 5000
 10000
 15000
 17000
 19000
 20000
 25000
 28000
 30000

390

98

45

50

-29

-52

METHODS OF BOMBING

	T		FFF BOMBING
	T T		
	T		
T	T T		T
T T			T T
T			T
T T			T T

COMPOSITE GROUPS

	T	
	T T	
	T	
T	T T	
T T		
T		
T T		

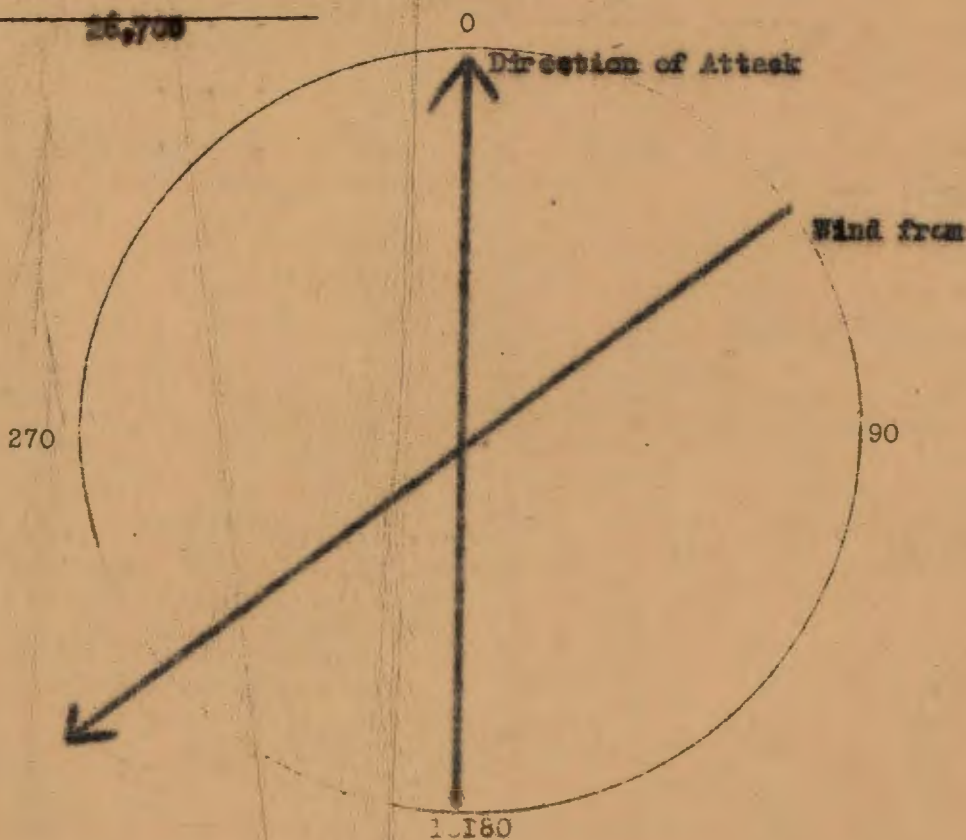
- Bombardier making complete sighting operation
- Bombardier making range operation only
- Bombardier dropping on leader, with arrow indicating leader's position.

BOMBARDIER'S INDIVIDUAL PLOT

Target Target of Opportunity (Wilhelmshaven)

Method of Bombing ---

Altitude 26,700



PLOT

Wind Direction ---

Wind Velocity 90

Direction of attack 50
100

REMARKS - - - - -

- 500# GP bombs were carried
- 4 a/c salvaged bombs in the channel to lighten load
- 6 a/c loaded with 12 bombs dropped on the T of O
- 4 a/c loaded with 10 bombs each dropped on the target of Opportunity
- 1 a/c loaded with 11 bombs dropped on the target of Opportunity
- 1 a/c loaded with Nickles dropped on the T of O

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

A.P.O. 634
3 March, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-31488 returned early because of failure of # 2 engine. The # 1 piston had broken through the side of the cylinder. It is believed that this is a materiel failure possibly caused by some previous condition of overboost.

b. Airplane No. 42-31891 returned early because of a loose gas cap on an outboard wing tank. After landing the tank cap was tightened and 10 minutes remained before final take-off time.

c. Airplane No. 42-39820 returned early because of inoperative guns in the tail, top turret and nose turret and the oxygen line to the ball turret frozen. A ground check by Armament personnel revealed that gun malfunctions could have been corrected in flight. The ball turret oxygen system contained 425 lbs on landing.

d. Airplane No. 42-39837 returned early with reported malfunction of superchargers. # 2 supercharger could not be set and # 3 supercharger could not be controlled. Ground check revealed no apparent malfunction. Further report will be made after a high altitude test flight has been made.

e. Airplane No. 42-31226 returned early because the oxygen pressure in the pilots and co-pilots system dropped to 250 lbs. A ground check was made and no leaks found. The system was then serviced to 400 lbs, and after standing for six (6) hours had dropped approximately 10 lbs.

f. Airplane No. 42-31202 returned early because the # 2 and # 4 engines were reported running rough. A ground check was made and then the airplane was test flown to an altitude of 27,000 feet. No roughness or malfunction occurred on any of the engines.

2. Battle Damage.

a. 42-97440 - 4" X 4" flak hole through Dorsal Fin, above waist position, severing oxygen line.

b. 42-31619 - Small flak hole in top of left aileron. Small flak hole in bottom of left horizontal stabilizer.

c. 42-31485 - Two small flak holes through rudder; Two small flak holes in top of right aileron; 3" rip in top of right wing, outer panel; Small flak hole in top of left wing, outer panel.

d. 42-31730 - Two small flak holes in bottom of fuselage, near nose; Small flak hole in right side of fuselage, above wing.

SUBJECT: Mission Summary Report (continued)

e. 42-40050 - Flak hole in bottom of horizontal stabilizer near station 78, cutting stiffener; Flak hole in right bottom side of fuselage near station 2d; Flak hole in bottom left corner of front escape hatch, tearing fuselage adjoining door; Flak hole in left side of chin turret; Flak hole in bottom of left wing, near station 20.

f. 42-39979 - Two small flak holes in bottom of right wing near station 21.

g. 42-31087 - Flak hole in bottom of left wing near station 21; Flak hole in de-icer boot and leading edge of left wing between # 1 & # 2 engines, cutting hole in main spar.

<u>TOTAL NO OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>
7	0	7	7

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
3 March, 1944

SUBJECT: Armament Narrative, Mission No. 30, 3 March, 1944.

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 3 March, 1944.

<u>A/G No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-39943	Chin Turret	Froze at Altitude	
42-31619	Chin Turret	Froze at Altitude	

BOMB RACK MALFUNCTIONS

a. 42-40050 - Bomb Bay Doors would not open electrically. This was due to a short circuit in wiring.

b. 42-31730 - Lock Salvo Bar would not work freely due to binding of micardo blocks.

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

MISSION REPORT - AMMUNITION

AAF STATION NO. 128

DATE 3 MARCH 44

GROUP 401ST BOMB GROUP (H)

TYPE AIRCRAFT B-17 G

I - AIRCRAFT: DEPARTED 21
 RETURNED EARLY 5
 ATTACKING TARGET 12 DID NOT ATTACK 4
 LOST 0

	SIZE	QUANTITY	FUZING
II - BOMBS: INITIAL LOAD (TOTAL)	<u>M64</u>	<u>238</u>	<u>1/10, 1/40</u> <i>(incl 1 smoke bomb)</i>
EXPENDED (ON TARGET)	<u>M64</u>	<u>123</u>	<u>SAME</u> <i>1 smoke bomb</i>
(JETTISONED)	<u>M64</u>	<u>54</u>	<u>SAME</u>
RETURNED	<u>M64</u>	<u>60</u>	<u>SAME</u>
UNACCOUNTED FOR	<u>M64</u>	<u>0</u>	<u>SAME</u>

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>42</u>		<u>680</u>
LEFT NOSE		<u>18</u>		<u>215</u>
RIGHT NOSE		<u>21</u>		<u>250</u>
UPPER TURRE		<u>42</u>		<u>535</u>
LOWER TURRE		<u>42</u>		<u>500</u>
RADIO GUN		<u>21</u>		<u>250</u>
LEFT WAIST		<u>21</u>		<u>275</u>
RIGHT WAIST		<u>21</u>		<u>255</u>
TAIL GUNS		<u>42</u>		<u>500</u>
TOTALS		<u>270</u>		<u>3460</u>

(OVER)

S E C R E T

TOTAL A/C REPORTED BY UN POSITION:

CAL..30 _____ RDS.

CAL..50 3460 _____ RDS.

TOTAL EXPENDED FROM ARTICLES 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 3460 _____ RDS.

V - REMARKS:

James C. David

(SIGNED) **JAMES C. DAVID, CAPT., ORD. DEPT.**
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-2

3 MARCH 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 30.
(REFERENCE FIELD ORDER 294)

TO : COMMANDING OFFICER, 401ST BOMB GP (H), AAF STA 128,
APO 634.

1. USE OF VHF SET.

CHANNELS A, B, C-AMERICAN & BRITISH, & D AVAILABLE.
ROUTINE FORMATION MESSAGES ON CHANNEL A.

2. VHF/DF BEARINGS.

~~NONE.~~ FOUR. SHIP 943

3. HF/DF BEARINGS.

087 & 371 EACH OBTAINED 2 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
4	9	B	1	3	1
5	15			4	16
6	5			6	1
7	2				
16	5				

7. INFORMATION ON MEACONING.

NONE.

8. USE OF GEE.

MAXIMUM RANGE OBTAINED:
NORMAL - 069, 0413E 5226N

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 30, 3 MAR 44.

9. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
913	INTERPHONE - NAVIGATORS RECEPTION POOR. COMPASS - ERRATIC, BAD RESULTS, CHECK OPERATION & BEARING.
050	INTERPHONE - CHECK BALL TURRET MIKE BUTTON, CHECK PILOTS & CO-PILOTS JACK BOX. COMPASS - INTERFERENCE COMING HOME, CHECK.
033	INTERPHONE - BAD AT ALTITUDE (OVER 25,000) CHECK ALL POSITIONS.
507	INTERPHONE - NAVIGATORS MIKE BUTTON OUT. COMPASS - HUNTED EXCESSIVELY.
369	INTERPHONE - PILOTS MIKE BUTTON.
1485	INTERPHONE - CHECK NAVIGATORS JACK BOX, PLUG KEPT FALLING OUT.
833	COMMAND - ERRATIC ON TRANSMITTER #2.
662	VHF - COULDN'T TRANSMIT ON "T" POSITION OF TOGGLE SWITCH.
077	COMPASS - OUT ON WAY BACK, MAY BE COLD WEATHER.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

12. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

13. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. NAVIGATORS
GENERALLY REPORTED POOR RESULTS BECAUSE OF INTER-
FERENCE BY A GERMAN AND COMMERCIAL STATION.

14. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

IN OPERATION ENTIRE MISSION. ^{FOUR} ~~THREE~~ HOMINGS GIVEN. *TO THE A/C*

15. REMARKS.

NONE.

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

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

DATE: 3-3-44

HIP NO. 231185

NAME: HAROLD COOK

NO QDM'S: 0
 NO OF FIXES: 0
 NO OF SOS'S: 0

NOTE: THE ABOVE IS TO BE FILLED IN AFTER LANDING

LIATSON SET: OK INTERPHONE: OK AVAILABILITY DINGHY RADIO: OK
 COMPASS SET: OK IFF: OK AVAILABILITY FREQ. METER: OK
 COMMAND SET: OK VHF: OK ON WATCH: 0120
 SBA: : GEE: OK

AIR DIV CALLSIGN: 7MT A/C CALLSIGN: UNZY
 MF/DF STATION CALLSIGN: B19 AIR DIV COLLECTIVE C/S: SWVC
 BASE HF/DF CALLSIGN: DZB CBW COLLECTIVE C/S: XNDC
 HF/DF ALONG COAST: : GROUP COLLECTIVE C/S: SUPC

TIME	TO	FROM	REMARKS (OR) TRAFFIC
0720	DZB		#1 ENG STARTED
0730			TAXIED
0730			LISTENING OUT ON DZB FOR WX
		DZB	AR
0750			TAKE OFF
0755			DETONATOR PLUG IN
	DZB	BBB	TNT QSA K
		DZB	AR
		DZB	AR
		DZB	AR
		DZB	AR
0915		DZB	NR1 F GR5 BT 9902 FBLB EYXC LPES LP BT 0901A AR
			OFF WATCH - LATRINE
		DZB	AR
	AAA	DZB	AR
0950	AAA	DZB	R QDM 0952A K
1015			OFF WATCH - WORKING ON GUN
1032			ON WATCH - LISTENING TO 7MT
1100		7MT	5 QWT 1101A AR
	7MT	ROHF	QTC K
1107		7MT	R K

DID YOU SIGN OFF WATCH??????????

TIME	TO	FROM	REMARKS (OR) TRAFFIC
		ROHF	R TNT 2 TMT K
		7MT	R 2 09 K
		ROHF	R NR2 Y GR1 BT CXWB BT 1110
		7MT	R NR2 AR
	7MT	PUHO	QTM K
		7MT	R K
		PUHO	R NR1 Y GR2 BT BGCX MX BT 1125A K
		7MT	R NR1 AR
	7MT	WSZD	QTC K
		7MT	R K
		WSZD	R NR3 Y GR2 BT BGCX MS BT 1125A K
		7MT	R NR3 AR
1130		7MT	7 QWT 1134A
1134	SWVC	7MT	AS F NR1 Y GR3 BT UOGG ADLG UKCX BT 1134A K DECODED & GAVE TO PILOT
1141	XNCC	7MT	QTC F NR1 Y GR3 BT UCFN UKFY EHCX BT 1150A K BOMB RUN - STARTED THROWING CHAFF
1146			BOMBS AWAY - CAMERA FROZEN
1146			CAMERA TURNED ON - DID NOT WORK
1156			STOPPED THROWING CHAFF
1158	7MT	PSFQ	QTC K
		7MT	R K
		PSFQ	R NR2 Y GR2 BT GIDP ZZFY BT 1214A K
	7MT	MTTT	QTC K
		7MT	R K
			TNT QDB AT 1130A K
		7MT	TMT
	7MT	WBZD	QTC K
	MJJT	7MT	TMT K
	7MT	MJJT	QTC K

DID YOU SIGN OFF WATCH??????????

TIME	TO	FROM	REMARKS (OR) TFFIC
		7MT	R K
1215	7MT	MRPK	R NR1 QTO K
		7MT	R K
		MRPK	R NR2 ER3 BT CXGP XYOP LS BT 1217A K
		7MT	R NR2 AR
	MAJT	7MT	K
	MAJT	7MT	NN TMT GRU K
	7MT	WSZD	QTC K
	AA	7MT	TMT K
	MAJT	7MT	TMT QTC K
1230	SWVC	7MT	QTC 10 F NR3 AS F GR5 BT CZBQ OKSK FIGF SJIT OF 1230A (WX REPORT) FAIR HT OF CL BASE 1000 FT VIS 1/4 MILES
1236			GAVE TO PILOT
1300	SWVC	7MT	QTC NR3 F GR5 BT CZBQ OKSK FIGE SJIT OF BT 1230A
1303			LISTENING OUT ON DZB
1315			IFF ON
			IFF CHECKED
	DZB	BAZK	TMT QDM K
		DZB	R K
	DZB	WLKE	QDM K
	CTM	DZB	R NR4 Y GR5 BT CA KJXF ADZU ADIG IN BT 1330A K
			WX-----31 SURFACE WINDS 14 MPH WNW NO CLOUD BELOW 10,000 FEET VIS--1/4
1340			LIAISON ANTENNA BROKE
1407			IFF OFF - DETONATOR PLUG OUT
1410			LANDED
1421			DISPERSAL AREA
1421			EQUIPP CHECKED & OFF
1425			ENGINES CUT

DID YOU SIGN OFF WATCH??????????

SS Form 90

S-2 STATISTICAL REPORT

Mission of 3 March 1944

Time of Preparation 1700

Target Wilhelmshaven

Telephoned to A-2 1730

(1) Designation of Group 401

(2) Total No. of A/C
airborne, incl. spares 19 (SPARES) 3

(3) Total No. of A/C
Dispatched 17

(4) No. of A/C Attacking 12

(5) No. of A/C Dispatched
but not Attacking 5

Due to:

- (a) Mechanical Failure 1
- (b) Weather 4
- (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 1146

(8) Altitudes of Attack 26,700

(9) Bombs on Each Target (a) 123 (b) Size 500 (c) Type G.P. Skymarker

(10) Personnel Casualties 0

Type:

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

(11) A/C Suffering Battle
Damage 7

Category:

- (a) Minor 7
- (b) Major _____
- (c) Salvage _____

(12) Claims 0-0-0

(13) Leaflets 50 parcels, G-26 - Wilhelmshaven

REMARKS: _____

Lt. McCallum
Preparing Officer

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

D-6-1

3 March 1944.

SUBJECT: Comments of Crews Participating in Mission of 3 March 1944.

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

1. Lt. Joseph E. Ferdyn (Pilot) A/C 1619; "Oxygen would never have lasted had we gone to primary target; neither would have fuel supply been sufficient".

2. A number of crew members criticized the formation.

3. Lt. Walter J. Otton (Pilot) A/C 7833 criticized cooking of eggs served in combat mess served for breakfast. Lt. Jay A. Wade (Navigator) A/C 7833; "We had difficulty in contacting the Deenethorpe buncher".

4. Lt. Victor S. Reese (Navigator) A/C 0050, deplores being sent up on a mission with no hope of getting to the target.

5. Lt. Eric C. Owens, Jr. (Pilot) A/C 1369 was loud in his praise of Pvt. James J. Murphy, his ball turret gunner, whose head was injured when the ball turret spun on him. Pvt. Murphy insisted on staying in the turret. T/Sgt. Bert W. Stimmel, ROG A/C 1369, stated that chaff is packaged in bundles which are too small, suggesting that chaff could be dispensed faster if bundles were larger.

6. Lt. James G. Sharp (Pilot) A/C 1662; "Lights in tents should be lighted before daylight so we can dress in them".

7. Lt. Alfred E. Vokaty (Pilot) A/C 1507 says that he might have experienced difficulty because he was carrying two extra bombs (1,000 pounds extra weight) instead of the usual the ten bomb load.

8. Lt. Lawrence N. Fitchett (Pilot) A/C 1374 suggested better order in turning around, mentioning fact that elements of group seemed to be milling around.

9. Lt. Benjamin H. Johnson, Jr. (Pilot) A/C 9979 stated that cockpit windows and nose of plane frosted badly.

W. B. FRY

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

DISTRIBUTION:

- 1 - Gp. C.O.
- 1 - Gp. Air Executive
- 1 - Gp. Operations Officer

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

D-J-1

3 March 1944.

SUBJECT: Enemy Opposition or Tactical Analysis Report, for 3 March 1944.

TO : Commanding General, 1st Bombardment Division, APO 634, U.S. Army.
(Attention: A-2.)

1. No enemy opposition or unusual tactics were encountered by this Group on the mission of 3 March 1944.

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

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

1. Target: Assigned . . . ~~Not to be used~~ Date of Mission 3/3/44 . .
 Bombed . . . Wilhelmshaven

2. Route as Flown:-
 See Track Chart - Lead ship gives following lgg points.
(5412-0850E) (5405-0905E) 360° turn (5429-0757E) Wilhelmshaven to (5322
5352-0745E

3. Weather conditions: (a) At target . 10/10

(b) En route . . 10/10

4. Were our A.C "Seen" or "Unseen" targets? (a) At target . Unseen

(b) En route . . Unseen

Any Condensation trails? . . Yes

5. Description of Flak at Target, including METHOD OF FIRE CONTROL

Believed to be Wilhelmshaven, moderate, black and red, good for ix altitude, fair for deflection. Unseen following. Puffs seemed unusually large.

6. Flak encountered or observed en route. (IN the order experienced)

5410-0750E - Meager - black - fair for altitude and deflection!
5335-0822E - " " " " " " "
Heligoland Island " " " " " "

In addition there was flak reported between the following times, place being unknown. 1112 hours to 1140 hours.

7. Was CHAFF carried? . . Yes

How discharged? . . . Chutes and windows as briefed.

8. Position of Group . . High box.

Details:-

Group	A/C over enemy territory	A/C Damaged	A/Clost to Flak	Time over Target	Time of Bomb Away	Height	Axis of Attack	Bomb Run
401	17	7	0	1152	1152	26500	180°E	3 min. PFF
Totals								

10. Comments - Phenomena:-
None

Lt. Sutherland.

1. Target

Same as yesterday, the target being a plant mfg. special types of ball bearings. Located about 16 miles SE of the big city.

It is one of Germany's most modern plants, having been constructed since the war began, and covers an area of about 25 acres which is larger than any area covered by plants in Schweinfurt.

~~XX~~

The target consists of 4 large machine shops, a large packing and despatch center, a power house and numerous office bldgs.

This plant is capable of producing 30,000 ball bearings a day which is estimated to be over 7% of the total Axis production.

It is 5th. on the priority list of ball-bearing targets in Germany following Schweinfurt and Cannstadt. The total output of this one plant is estimated to be almost equal to the total production of either France or Italy.

The layout and rather close grouping of the machine shops make this target particularly vulnerable to precision attack.

Your MPI is the center bldg of the group and is about 300 x 500'.

2. While you are hitting here, the 2nd. and 3rd. Div will be hitting other targets in the city itself.

3. There will be no diversions.

4. Show route in on Map 1:500,000

5. Fighter support

- 2 Grs. - 47's - (area)
- 2 Grs. - 47's (")
- 1 Sp. - 47's (Range)
- 1 Sp. - 47's (")
- 1 Sp. - 51's - (")
- 1 Sp. - 51's - (")
- 1 Sp. - 38's - (")
- 2 Grs. - Ref 51's (area)
- 1 Sp. - 47's (Range)
- 1 Sp. - 38's - (area)
- 1 Sp. - 47's (Range)

6 Grs. hits (area)
1 Sp 47's

25-9
25-2

6. Show route and flak on map 1:250,000

- a. Route and axis of attack.
- b. Flak

Going in over the coast you are apt to encounter meager to moderate fire. The remainder of the route in and out should be relatively free of flak if the briefed course is followed. The area to avoid are Lille, Brussels, the S tip of the Ruhr, Kassel and Magdeburg.

Over the target itself there are no A/A, altho you will skirt the envelope of fire from 450 guns in the city itself. Your are going in and coming

out just on the frim of range of these guns.

You will be going in on a course of 305 and if you begin a sharp left turn att the bomb release line, you should clear the majority of the guns.

Going out, the flak picture will be the same.

Chaff will be carried by the first wing over and by the lead group of each succeeding wing so the A/A guns should be well snaffooed by the time you go over.

7. Show nite target chart

a/ Most likely snow at the target.

8. Show MPI on photo

a/ Some of the buildings are camouflaged with disruptive painting.

9. Show Goerling perspectives. (2)

10. There will be no Secondary Target-the same MPI being bombed for either visual or PFF attack.

11. Last resort targets will be any military target, positively identified as beining in Germany , that can be attacked without disrupting fighter support.

12. Special Instructions.

a. There will be one convoy in the channel on the way out, S bound.

b/ If you are unable to drop your leaflets over the target, drop them any where in Germany.

c. Friendly A/C

Some B-17's are completely silver-no camouflagé paint, altho they will have distinctive marking. Also some of our ships still have the old red border, as well as the new blue, around the Division ~~marking~~.

Remember tht the 47's have green, yellow, red and blue noses.

d. Men taking pictures be sure to call it in to the Nav. so we can get the time. place and alt. Also try to get shots of bombs away and strike photos with K-20's if possible.

e. In all Hot News reports, report sightin gs if fixed by D.R. or Gee.

f. P/W

If forced down going in, head into France, Belgium or Holland.

If deeper in German , head for Holland or France, but avoið Alsace-Lorraine as it is well guarded and there is a 3 mile forbidden area here.

If over the target, head for Denmark and don't try to travel by rail here without Danish help.

Be sure you have your dog tages and passport photos.

DON'T MENTION THIS MISSION OR TARGET WHEN YOU LEAVE THIS ROOM .

All A/C damaged or short on gas will land at Esfl's Colne if possible.

STATION WEATHER OFFICE
AAF STATION 128
APO 634
U.S. ARMY

3 March 1944.

SUMMARY OF WEATHER INTERROGATION FOR MISSION OF 3 MARCH 1944.

BASE AT TAKE OFF: (0750) Clear. Visibility 3 miles.

ROUTE OUT: Nil cloud over England becoming 8-10/10 building cumulus off Coast of England over North Sea, tops 6-8000ft., building up to 16-20,000 ft. 10/10 cirrus, 23-25000ft tops, from 02 degrees E to 04 Degrees E. Probably associated with cumulus development. Clouds further building up above 28,000 ft. over Danish Peninsula. Visibility $\frac{1}{4}$ mile in high cloud and good above cloud.

TARGET: (1145) (08°05'E 53°30' N) 10/10 building cumulus, tops 20-23,000 ft. Visibility good above clouds.

RETURN ROUTE: Similar to route out except 1-3/10 cumulus, base 3-4000ft., tops 5000' over England. Visibility good except 1-3miles between 1-3000 ft.

BASE ON RETURN: (1355) 1-3/10 cumulus, base 2000 ft., tops 3-4000 ft. Visibility 5 miles.

REMARKS: Contrails from 02 degrees E and beyond; non-persistent between 18-20,000 ft., thick from 20-30,000 ft. plus. Winds: Forecast direction compared favorably with actual, however forecast velocity was greater than the actual velocity, (18,000 ft- 325° 21 knots; 25,000 ft- 315° 75 knots). The temperature was considerably lower than forecast, reports of minus 60 degrees at 27,000 ft.

Walter A. Hurley
WALTER A. HURLEY,
1st Lt., Air Corps,
Station Weather Officer.

ROUTE FORECAST

DATE... 3 March 1944

PERIOD... 0630 - 1900

	(A) Base to 09 degrees E.	(B) 09 degrees E to Target to 09 degrees E	(C) 09 degrees E to Base	(D)
WEATHER	(1) Clear to partly cloudy with base being cloudy with snow showers over North Sea...	(1) Cloudy with snow showers	(1) Cloudy with snow showers being partly cloudy with base...	
CLOUDS	(2) 0-3/10 stratocumulus base 2000 ft tops 3000 ft increasing to 6-8/10 cumulonimbus at 02 degrees East base 2000 ft tops 8-10000 ft. Tops rising over Eastern North Sea to 16-18000 ft occasionally 20000 ft.	(2) 6-8/10 cumulonimbus base 2000 ft tops 16-18000 ft occasionally 20000 ft. Tops lowering to 10-12000 over Target and to 09 degrees East. Nil middle and high cloud...	(2) 6-8/10 cumulonimbus base 2000 ft tops 10 to 12000 ft to English Coast being 3-5/10 swelling cumulus base 2000 ft tops 4-6000 ft over England. Nil high and	(2) middle cloud being 2-4/10 cirrus base 20,000 ft top 26000 ft over England....
FREEZING LEVEL AND INDEX	(3) Nil middle and high cloud.. 1000 ft - light clear over England being heavy clear in cloud over North Sea....	(3) 1000 ft - Heavy clear in cloud....	(3) 1000 ft - heavy clear being light clear in cloud over England....	(3) NOTE: LIGHT NON-PERSISTENT CUMULUS ABOVE 20000 FEET...
VISIBILITY	(4) 2-4 miles being unrestricted above cloud....	(4) Unrestricted above cloud...	(4) Unrestricted above cloud being 2-4 miles at base on return....	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE (5)	Base to 06 degrees East / 360 15 Knots	06 degrees East to Target 330 15 Knots	TEMPERATURES Plus 2	
5000 FT (6)	350 20	320 30	Minus 6	
10000 FT (7)	340 30	310 40	Minus 18	
15000 FT (8)	330 35	310 60	Minus 29	
20000 FT (9)	330 45	310 85	Minus 40	
25000 FT (10)	320 65	310 90	Minus 49	
30000 FT (11)	320 80	300 100	Minus 53	

BASE ALTIMETER SETTING 29.81..... TARGET SURFACE TEMP Plus 2..... TARGET MEAN TEMP Minus 20 TARGET SURFACE PRESSURE 10.10..

PLEASE COMPLETE REVERSE SIDE AND RETURN AT INTERROGATION

Hq SOS USAPP 11-43/15M/17999

DECLASSIFIED PER NND 745007
 BY 135 NARA DATE 07/27/11

8-3

612TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 A PO 634

AAF Station 128
 3 March 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bombardment Group, (H),
 AAF Station 128, APO 634

Plane 42-38033

P	Dunaway, John A.	2nd Lt.	612th
CP	Kane, Henry (NMI)	2nd Lt.	"
N	Mock, William J.	2nd Lt.	"
B	Krol, Theodore J.	2nd Lt.	"
RO	Mastronardi, Francis J.	S/Sgt.	"
TTG	Horst, Harry C.	S/Sgt.	"
BTG	Rusch, Walter C.	Sgt.	"
TG	Benz, Marvin H.	Sgt.	"
LWG	Crowley, John W.	Sgt.	"
RWG	Katsaros, John (NMI)	Sgt.	"

Plane 42-31891

P	Fox, Gaston M.	1st Lt.	"
CP	Blaise, Gerald L.	1st Lt.	"
N	Wilson, Darrel D.	2nd Lt.	"
B	Mendelson, Leonard J.	2nd Lt.	"
RO	Brandt, Duane G.	T/Sgt.	"
TTG	Brown, Allen D.	T/Sgt.	"
BTG	VanBooven, Donald W.	Sgt.	"
TG	Estess, Cecil C.	S/Sgt.	"
LWG	Gallas, Joseph (NMI)	S/Sgt.	"
RWG	Sierra, Charles P.	S/Sgt.	"

Plane 42-40050

P	Smith, Stuart E.	1st Lt.	"
CP	Chmura, Stanislaw R.	2nd Lt.	"
N	Reese, Victor S.	2nd Lt.	"
B	Graham, Fred E.	2nd Lt.	"
RO	McCawley, Fred E.	T/Sgt.	"
TTG	Carr, Maruce E.	T/Sgt.	"
BTG	Davies, Leonardo F.	S/Sgt.	"
TG	Henson, William W.	Sgt.	"
LWG	Socichitano, Frank J.	S/Sgt.	"
RWG	Stone, James A.	Sgt.	"

Plane 42-39979

P	Johnson, Benjamin H. Jr.	2nd Lt.	"
CP	Waller, Jack E.	2nd Lt.	"
N	Fishbeck, Howard D.	2nd Lt.	"
B	Musso, David M.	2nd Lt.	"
RO	Brandt, Melvin A.	S/Sgt.	"
TTG	Sellitte, John N.	S/Sgt.	"
BTG	Schaefer, Donald E.	Sgt.	"
TG	Blaugh, Joseph M.	Sgt.	"
LWG	Shannon, James H.	S/Sgt.	"
RWG	Litchfield, Russell E.	Sgt.	"

Subj. Loading List; dd. 3 March 1944; 612th Sq., Contd.

Plane 42-31087

P	Christensen, Mervin J.	2nd Lt.	612th
CP	Kleppe, Fred H.	2nd Lt.	"
N	King, Paul J.	2nd Lt.	"
B	Weiman, Karl K.	2nd Lt.	"
RO	Barr, Martin A.	s/Sgt.	"
TTG	Flagg, Robert W.	s/Sgt.	"
BTG	Nalbach, Paul L.	Sgt.	"
TG	Lopez, Juan C.	Sgt.	"
LWG	Coluccio, Anthony D.	Sgt.	"
RWG	Maleh, Ervin L.	Sgt.	"

Plane 42-31034

P	Kuhl, Frank O.	2nd Lt.	"
CP	Czapryk, Edward J.	2nd Lt.	"
N	Sussman, Armand M.	2nd Lt.	"
B	Urry, William C.	2nd Lt.	"
RO	Shaw, Edward (NEI)	s/Sgt.	"
TTG	Robinson, Charles E.	Sgt.	"
BTG	Dziedzic, Ray P.	Sgt.	"
TG	Rister, Kenneth A.	Sgt.	"
LWG	Funk, Robert D.	s/Sgt.	"
RWG	Terwiske, James G.	Sgt.	"

RICHARD H. HOYT
1st Lt., Air Corps
Actg. Operations Officer

8-3

619TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OFFICER
 AAF STATION 128, APO 634

3 March 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.

NAME
 Duty Rank Last Name First (MI)

Plane # 42-31226

P	-	1st Lt.	Stelzer	Robert	L.
CP	-	2nd Lt.	Johnson	Wendell	T.
N	-	2nd Lt.	Hobbs	Herbert	L.
B	-	2nd Lt.	Warren	Robert	(NMI)
RO	-	T/Sgt.	Hecker	Donald	A.
TT	-	T/Sgt.	Rack	Jesse	O.
BT	-	S/Sgt.	Blask	James	P.
TG	-	S/Sgt.	Nicely	John	H.
LWG	-	S/Sgt.	Rice	Edward	J.
RWG	-	S/Sgt.	Holland	Thomas	H.

Plane # 42-31874

P	-	2nd Lt.	Fitchett	Lawrence	E.
CP	-	2nd Lt.	Campbell	Bruce	M.
N	-	2nd Lt.	Pfeiffer	Lawrence	W.
B	-	2nd Lt.	Sanchez	Louis	T.
RO	-	T/Sgt.	Bergener	Max	H.
TT	-	T/Sgt.	Parsloe	Bertram	(NMI)
BT	-	S/Sgt.	Sassi	Louis	M.
TG	-	S/Sgt.	Rose	Anthony	F.
LWG	-	S/Sgt.	Hannabury	Ralph	A.
RWG	-	S/Sgt.	Petro	John	(NMI)

Plane # 42-31507

P	-	2nd Lt.	Vokaty	Alfred	E.
CP	-	2nd Lt.	Gambrell	William	L. Jr..
N	-	2nd Lt.	Schachter	Shea	(NMI)
B	-	1st Lt.	Strode	Charles	R.
RO	-	S/Sgt.	Halpin	Ronald	C.
TT	-	S/Sgt.	Tryba	Alexander	F.
BT	-	Sgt.	Crull	Howard	M.
TG	-	Sgt.	Canter	Warren	(NMI)
LWG	-	Sgt.	Sanders	Roy	G. Jr..
RWG	-	Sgt.	Campbell	John XI	W.

Plane # 42-39943

P	-	2nd Lt.	Lenkeit	Anna	M.
CP	-	2nd Lt.	Irwin	James	R.
N	-	2nd Lt.	Whiting	Myrick	J.
B	-	2nd Lt.	Gober	Dene	C.
RO	-	Sgt.	Fahnestock	James	E.
TT	-	S/Sgt.	Harp	Morris	C.
BT	-	Sgt.	O'Brien	John	D.
TG	-	Sgt.	Street	Victor	P.
LWG	-	Sgt.	Bachler	James	R.
RWG	-	Sgt.	Carpenter	Argold	H.

Continued: Plane # 42-31202

P - 2nd Lt Scharff	Paul	F.
CP - 2nd Lt Eckert	Charles	A.
N - 2nd Lt Schwartz	Bernard	(NMI)
B - 2nd Lt Meadville	Harry	W.
RO - Cpl Strong	Robert	C.
TT - S/Sgt. Earl	Richard	A.
BT - Sgt. Bedell	Charles	H.
TC - Sgt. Smallin	James	H.
LWG - Pvt. Hudsell	David	N.
RWG - Pvt. Pyniger	Frederick	G.

Plane # 42-39837

P - 2nd Lt. Lew	Sandy	(NMI)
CP - 2nd Lt. Priest	Cordon	S.
N - 2nd Lt. Schlieper	Roger	F.
B - 2nd Lt. Kelly	John	J.
RO - T/Sgt. Johnson	Alvin	A.
TT - T/Sgt. Thayer	Bliss	P.
BT - S/Sgt. Franklin	Pat	H.
TC - S/Sgt. Hibbs	Arlie	E.
LWG - S/Sgt. Robinson	Marshall	D.
RWG - Sgt. Martinelli	Alexander	M.

Plane # 42-31662

P - 2nd Lt. Sharp	James	C.
CP - 2nd Lt. Huss	Vincent	J.
N - 2nd Lt. Stephens	David	H.
B - 2nd Lt. Busse	Myles	R.
RO - Pvt. Finnie	Charles	S.
TT - M/Sgt. Older	Harold	K.
BT - Pvt. Sederis	John	J.
TC - Sgt. Fetzer	Elmer	M.
LWG - S/Sgt. Schair	Arthur	(NMI)
RWG - Pvt. Drain	James	A.

J-3

614th Bombardment Squadron (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

5 MARCH 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb GP (I), APO #634.

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

*Plane # 42-31485

DUTY	RANK	LAST, (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	1st Lt.	CHAPMAN, ALVAN E. JR.				614th
CP -	Captain	HINKLE, CARL C.				"
N -	1st Lt.	SMITH, CHARLES M.				"
B -	1st Lt.	DEVILLE, FRANK M. JR.				"
RO -	T/Sgt.	Cook, Harold (NMI)				"
TT -	T/Sgt.	Wilson, George S.				"
BT -	S/Sgt.	Merritt, William E.				"
FG -	2nd Lt.	HARRINGTON, KENNETH G.				"
LWG -	S/Sgt.	Dayton, James E.				"
RWG -	S/Sgt.	Cohen, Franklin C.				"

*Plane # 42-31488

P *	2nd Lt.	STINE, ROBERT G.				614th
CP *	2nd Lt.	KHOS, ROBERT J.				"
N -	2nd Lt.	MILNER, LEE ST. JR.				"
B -	2nd Lt.	EMERIC, WALTER P.				"
RO -	S/Sgt.	Keeney, Frank E.				"
TT -	S/Sgt.	Trump, Paul W.				"
BT -	S/Sgt.	Rial, John M.				"
FG -	S/Sgt.	Prager, Gilbert (NMI)				"
LWG -	S/Sgt.	Thill, Richard G.				"
RWG -	Sgt.	DeGraff, Andrew D.				"

*Plane # 42-31369

P -	2nd Lt.	OWENS, ERLE C. JR.				614th
CP -	2nd Lt.	BERGERSON, CLIFFORD C. JR.				"
N -	2nd Lt.	NOLTE, EDWARD F.				"
B -	2nd Lt.	FITZGERALD, ROBERT G.				"
RO -	T/Sgt.	Stinson, Bert W.				"
TT -	T/Sgt.	Spacek, Anthony V.				"
BT -	Pvt.	Murphy, James J.				"
FG -	Sgt.	Hartwell, Dennis R.				"
LWG -	S/Sgt.	Farratt, John L.				"
RWG -	S/Sgt.	Layland, John M.				"

*Enter complete number of aircraft
 ** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. _____ *

P.
 CP.
 N
 B
 RO
 TT**
 BT
 TG
 LWG
 RWG

Airplane No. 42-39440 *

P	1st Lt.	DAWES, WILLIAM R. JR.	614th
CP	2nd Lt.	PRATT, JOHN D.	"
N	2nd Lt.	SCHUBERG, JOHN A.	"
B	2nd Lt.	VAN NOY, RUSSELL W.	"
RO	Cpl.	Zappala, Vincent (NMI)	"
TT**	T/Sgt.	Horrell, Ollie A.	"
BT	S/Sgt.	Gentry, Ray A.	"
TG	S/Sgt.	Brgeoch, Ludvick J.	"
LWG	S/Sgt.	Teal, Oliver E.	"
RWG	S/Sgt.	Mooney, William R.	"

Airplane No. 42-39820 *

P	2nd Lt.	PETERSON, DALE A.	614th
CP	2nd Lt.	MORSE, GEORGE G.	"
N	2nd Lt.	HOMBEBERGER, HARLEY O.	"
B	2nd Lt.	CREED, ROBERT K.	"
RO	S/Sgt.	Kuntz, John B.	"
TT*	Sgt.	Delgiorno, Robert L.	"
BT	S/Sgt.	Passeno, William W.	"
TG	Sgt.	Smith, Glen W.	"
LWG	Sgt.	Jay, Joseph C.	"
RWG	Sgt.	Bailey, Frank O.	"

Airplane No. 42-39646 *

P	2nd Lt.	SHAW, FRANCIS L.	614th
CP	2nd Lt.	COLE, WILLIAM R.	"
N	2nd Lt.	ENGELHARDT, ELMER W.	"
B	2nd Lt.	AUTRY, ALFRED L.	"
RO	Sgt.	Terroux, Kenneth A.	"
TT**	S/Sgt.	Macomber, Richard W.	"
BT	S/Sgt.	Collie, Perry O.	"
TG	Sgt.	Kneese, Howard S.	"
LWG	Sgt.	Seagren, Carl K.	"
RWG	Sgt.	Gordon, Robert E.	"

(*) ENTER COMPLETE AIRPLANE NUMBER
 (**) DESIGNATES ENGINEER.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP
 AAF - Sta - 128 - APO - 634
 Office of the Operations Officer

3 March 1944

SUBJECT: Loading List

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

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

PLANE # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Grinham,	Fred	D.	615th
CP	2nd Lt.	Brown, Jr.	Fred	(NMI)	615th
NO	2nd Lt.	Whitney,	Ray	P.	615th
B	1st Lt.	Arnold,	Harold	S.	615th
RO	T/Sgt.	Lewis,	Charles	H.	615th
FT	T/Sgt.	Cockerham,	Ray	N.	615th
BT	S/Sgt.	Hardy,	Charles	E.	615th
TO	S/Sgt.	Hamilton,	James	R.	615th
LWG	S/Sgt.	Cummings,	William	T.	615th
RWG	S/Sgt.	Housman,	Herbert	M.	615th

PLANE # 42-31069

CV	1st Lt.	Vysocki,	Stephen	(NMI)	615th
CP	2nd Lt.	Shelton,	Horace	H.	615th
N	2nd Lt.	Taylor,	James	(NMI)	615th
BO	2nd Lt.	Gurvin,	Robert	N.	615th
RO	S/Sgt.	Kenny,	Gerald	N.	615th
FT	S/Sgt.	Weber,	Bernard	J.	615th
BT	S/Sgt.	Clare,	David	(NMI)	615th
TO	S/Sgt.	Finchell,	Shirwyn	(NMI)	615th
LWG	S/Sgt.	Koon,	Ernest	H.	615th
RWG	S/Sgt.	Ostrowski,	Julius	F.	615th

PLANE # 42-51077

P	2nd Lt.	Ryrd,	G. (10)	C.	615th
CP	2nd Lt.	Calfee,	Fred	M.	615th
N	2nd Lt.	Patterson,	Wayne	D.	615th
B	2nd Lt.	Vickrey,	Charles	R.	615th
RO	S/Sgt.	Emowski,	Joseph	C.	615th
FT	S/Sgt.	Patterson,	Delbert	L.	615th
BT	S/Sgt.	Skelton,	Floyd	(NMI)	615th
TO	S/Sgt.	Holzman,	Michael	(NMI)	615th
LWG	S/Sgt.	Muscarella,	Lawrence	(S.)	615th
RWG	S/Sgt.	Whissey,	Wayne	T.	615th

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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PLANE # 42-30019

PLANE # 42-39873

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Trimble	William	W.	615th
CP	2nd Lt.	Shanta	Fred	L.	615th
N	2nd Lt.	Lenke	Beryle	L.	615th
B	2nd Lt.	Gury	Raver	C.	615th
RO	S/Sgt.	Hackey	Jack	L.	615th
TT	S/Sgt.	Tracey	Edward	(MI)	615th
ST	Sgt.	Schaffer	John	(MI)	615th
TG	Sgt.	Asbellow	William	(MI)	615th
LWG	S/Sgt.	Jackson	Harry	E.	615th
RWG	S/Sgt.	Courtad	Paul	K.	615th
B	Sgt. 1st	Atwood	Charles	S.	615th
H	Sgt. 1st	Lippel	John	D.	615th
<u>PLANE # 42-31619</u>					
B	Sgt. 1st	Cutler	Elmer	H.	615th
B	Sgt. 1st	Blak	Wm	C.	615th
P	1st Lt.	Ferdyn	Joseph	E.	615th
CP	2nd Lt.	Enstad	Robert	J.	615th
N	2nd Lt.	Hildinger	Lawrence	J.	615th
BWG	2nd Lt.	Malone	Ralph	B.	615th
RO	T/Sgt.	Hinkin	Nathan	C.	615th
TT	S/Sgt.	Brown	Saul	H.	615th
ST	Sgt.	Johnson	Joe	R.	615th
TG	Sgt.	Hertzman	Harold	(MI)	615th
LWG	S/Sgt.	May	William	M.	615th
RWG	S/Sgt.	Bushendorf	Everett	M.	615th
B	Sgt. 1st	Atwood	Charles	(MI)	615th
H	Sgt. 1st	Lippel	John	(MI)	615th
<u>PLANE # 42-37833</u>					
B	Sgt. 1st	Atwood	Charles	(MI)	615th
<u>PLANE # 42-21083</u>					
P	2nd Lt.	Otton	Walter	J.	615th
CP	2nd Lt.	Mallory	Richard	W.	615th
NWG	2nd Lt.	Wade	Jay	A.	615th
N	2nd Lt.	Lets	Robert	F.	615th
RO	Sgt.	Reddy	Hugh	D.	615th
TT	S/Sgt.	Dragin	Donald	L.	615th
ST	Sgt.	Warlow	Charles	R.	615th
TG	Sgt.	Cumpton	John	A.	615th
LWG	S/Sgt.	Leadholt	Jay	T. Jr.	615th
RWG	S/Sgt.	Powell	Gerald	J.	615th
B	Sgt. 1st	Atwood	Charles	(MI)	615th

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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PLANE # 42-21483

I* Following is the list of names of the personnel assigned to this aircraft on the date indicated above.

10 : (Name of aircraft) (Date) (MI) (Squadron)

REMARKS: (Remarks)

THIS IS THE ORIGINAL COPY OF THE RECORD.

774 - 227 - 722 - 723 - 724

DO NOT WRITE IN THE SPACES BETWEEN LINES.

RE-ENTRANCE TO SERVICE (MI)

3 APR 1950

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

D-G-1

3 March 1944.

St Hunt
Eng

SUBJECT: Comments of Crews Participating in Mission of 3 March 1944.

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

1. Lt Joseph E. Ferdyn (Pilot) A/C 1619: "Oxygen would never have lasted had we gone to primary target; neither would the fuel supply have been sufficient."
2. A number of crew members criticized the formation.
3. Lt. Walter J. Otton (Pilot) A/C 7833 criticized cooking of eggs served in combat mess served for breakfast. Lt. Jay A. Wade (Navigator) A/C 7833; "We had difficulty in contacting the Deenethorpe buncher".
4. Lt. Victor S. Reese (Navigator) A/C 0050, deplores being sent up on a mission with no hop of getting to the target.
5. Lt. Erle C. Owens, Jr. (Pilot) A/C 1169 was laud in his praise of Pvt. James J. Murphy, his ball turret gunner, whose head was injured when the ball turret spun on him. Pvt Murphy insisted on staying in the turret. T/Sgt Bert W. Stimmel, ROG A/C 1369, stated that chaff is packaged in bundles which are too small, suggesting that chaff could be dispensed faster if bundles were larger.
6. Lt. James C. Sharp (Pilot) A/C 1662; "Lights in tents should be lighted before daylight so we can dress in them".
7. Lt. Alfred E. Volaty (Pilot) A/C 1507 says that he might have experienced difficulty because he was carrying two extra bombs (1,000 pounds extra weight) instead of the usual ten bomb load.
8. Lt. Lawrence E. Pichett (Pilot) A/C 1374 suggested better order in turning around, mentioning fact that elements of group seemed to be milling around.
9. Lt Benjamin H. Johnson, Jr. (Pilot) A/C 9979 stated that cockpit windows and nose of plane frosted badly.

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

DISTRIBUTION

- 1- Gp C.O.
- 1 - Gp Air Executive
- 1 - Gp Operations Officer
- 4 - each squadron c. o.
- 1 - Gp Engineering

4804

HEADQUARTERS
STATION NO. 128
APO 634

3 March, 1944

SUBJECT: S-4 Combat Mission Report on Mission 3 March, 1944.

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

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

Tachometer Out (2) Leaking Propeller Governor (1)
Cylinder Head Temperature Gauge Out (1)
Bomb Bay Doors Inoperative Electrically (2)
Runaway Superchargers (1)

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

Chin Turrets Frozen at Altitude (2)
Lock Salvo Bar faulty due to binding of Micardo Blocks (1)

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

Heated Suits Burned Out (1)

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
3 March, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-31488 returned early because of failure of # 2 engine. The # 1 piston had broken through the side of the cylinder. It is believed that this is a materiel failure possibly caused by some previous condition of overboost. E

b. Airplane No. 42-31891 returned early because of a loose gas cap on an outboard wing tank. After landing the tank cap was tightened and 10 minutes remained before final take-off time. E

c. Airplane No. 42-39820 returned early because of inoperative guns in the tail, top turret and nose turret and the oxygen line to the ball turret frozen. A ground check by Armament personnel revealed that gun malfunctions could have been corrected in flight. The ball turret oxygen system contained 425 lbs on landing. P

d. Airplane No. 42-39837 returned early with reported malfunction of superchargers. # 2 supercharger could not be set and # 3 supercharger could not be controlled. Ground check revealed no apparent malfunction. Further report will be made after a high altitude test flight has been made. E

e. Airplane No. 42-31226 returned early because the oxygen pressure in the pilots and co-pilots system dropped to 150 lbs. A ground check was made and no leaks found. The system was then serviced to 400 lbs, and after standing for six (6) hours had dropped approximately 10 lbs. E

f. Airplane No. 42-31202 returned early because the # 2 and # 4 engines were reported running rough. A ground check was made and then the airplane was test flown to an altitude of 27,000 feet. No roughness or malfunction occurred on any of the engines. E

2. Battle Damage.

a. 42-97440 - 4" X 4" flak hole through Dorsal Fin, above waist position, severing oxygen line.

b. 42-31619 - Small flak hole in top of left aileron. Small flak hole in bottom of left horizontal stabilizer.

c. 42-31485 - Two small flak holes through rudder; Two small flak holes in top of right aileron; 3" rip in top of right wing, outer panel; Small flak hole in top of left wing, outer panel.

d. 42-31730 - Two small flak holes in bottom of fuselage, near nose; Small flak hole in right side of fuselage, above wing.

SUBJECT: Mission Summary Report (continued)

e. 42-40050 - Flak hole in bottom of horizontal stabilizer near station 78, cutting stiffener; Flak hole in right bottom side of fuselage near station 2d; Flak hole in bottom left corner of front escape hatch, tearing fuselage adjoining door; Flak hole in left side of chin turret; Flak hole in bottom of left wing, near station 20.

f. 42-39979 - Two small flak holes in bottom of right wing near station 21.

g. 42-31087 - Flak hole in bottom of left wing near station 21; Flak hole in de-icer boot and leading edge of left wing between # 1 & # 2 engines, cutting hole in main spar.

<u>TOTAL NO OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>
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CHARLES W. HUNT
 1st Lt., Air Corps,
 Group Engineering Officer

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 126

A.P.O. 634
3 March, 1944

SUBJECT: Armament Narrative, Mission No. 30, 3 March, 1944.

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 3 March, 1944.

<u>A/G No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-39943	Chin Turret	Froze at Altitude	
42-31619	Chin Turret	Froze at Altitude	

BOMB BAY MALFUNCTIONS

a. 42-40050 - Bomb Bay Doors would not open electrically. This was due to a short circuit in wiring.

b. 42-31730 - Lock Salvo Bar would not work freely due to binding of micro blocks.

SAM P. BROOKHALL 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

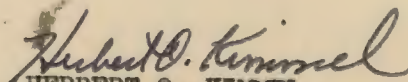
3 March 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
42-40050	1. Flak hole in bottom of horizontal stabilizer near station 78, cut stiffener. XX XX
	2. Flak hole in right bottom side of fuselage near station 2d.
	3. Flak hole in bottom left hand corner of front escape hatch, also tore fuselage adjoining door.
	4. Flak hole in left side of chin turret.
	5. Flak hole in bottom of left wing near station 20.
42-89979	1. Two small flak holes in bottom of right wing near station 21.
42-31087	1. Flak hole in bottom of left wing near station 21. 2. Flak hole in de-icer boot and leading edge of left wing between # 1 & 2 engines. Cut hole in main spar.
42-31662	1. Negative
42-39837	1. Negative
42-39943	1. Negative
42-38033	1. Negative
42-31891	1. Negative


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