

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 634

E- -6

8 March 1944

Lt Hunt

SUBJECT: Crew Comments and Suggestions - Mission 8 March 1944.

TO : COMMANDING OFFICER, 401st Bombardment Group (H) ., APO 634.
(Through Lt. Col. Brooks and Lt. Co. Voorhees.)

1. Maj. Julius Pickoff, (lead bombardier) observed that the target had not yet been hit at the time bombs were dropped by the 94th combat wing, that the 401st group hit the target squarely, that bombs dropped by the 351st group were over the target and those by the 457th group fell east of the target.

2. Lt. Myron E. Pierce, (navigator) A/C 2012, was highly pleased at being able to secure an accurate Gee-fix as far away as 0510E.

3. S/Sgt. Charles L. Cartmill, (LWG) A/C 1098, complained that Chaff discharged by this A/C damaged the sight on his gun. Other waist gunners made the same observation, and some radio antenna were fouled.

4. Lt. Jay a. Wade, (Navigator) A/C 1619, suggests installing a retainer of some sort on navigators tables to hold equipment.

5. Lt. Boudinet Stinson, (Pilot) A/C 7440, wondered why the tower allowed A/C to taxi the wrong way, stating that this procedure held his A/C up.

6. Lt. Nyles Busse, (bombardier) A/C 1374, complained that the 613th squadron dressing room has been locked for the last six mornings, while Lt. James C. Sharp, pilot of same A/C stated that there has been no heat in the 613th area for the past week due to the lack of coke.

7. A number of crew members and airplane commanders thought that the route was very well planned from the flak standpoint.

8/ Lt. G. C. Byrd, (Pilot) A/C 7833, thought the formation was poor, while Lt. Stephen J. Losinski, (co-pilot) A/C 1091, observed " a beautiful job of leading this group".

9. Lt. Richard W. Mallen, (co-pilot) A/C 9873, thought the wing formation was poor.

10. Lt. George E. West, (Pilot) A/C 7487, stated that the formation was rough due to "too much swinging in formation."

11. Lt. Vincent J. Kaminaki, (pilot) A/C 9873, stat that discharge of chaff was started too soon by the Glatton Group who started throwing it out a long distance before the IP.

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12. Lt. Robert L. Keith, (pilot) A/C 1202, stated that 28,000 feet was too high to fly for proper A/C performance, making it necessary for him to salvo his bombs in order to keep in formation.

13. Erle G. Owens Jr. (pilot) A/C 1369, observed that some crews are cleaning their guns before coming to interrogation which often results in making the second crew reporting to a particular table have to wait.

14. S/Sgt. Louis M. Sassi, (BTG) A/C 0855, wants larger oxygen bottle in the ball-turret.

15. Lt. John J. Kelly, (bombardier) A/C 2005, states that a better lunch is needed for these long missions.

W. B. Fry,
W.B.FRY..
Maj., Air Corps,
Group S-2 Officer.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H) F-A-1
Office of the Engineering Officer
Station 128

A.P.O. 634
8 March 1944

SUBJECT: 8-4 Combat Mission Report on Mission 8 March 1944.

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

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

Oxygen Systems Out (2); Runaway Superchargers (1)
Runaway Props (1); Free Air Temperature Guage Out (1)

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

Amplidyne Motors Burned Out (2)
Faulty Bomb Racks (2)

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 Armament Officer
Station 128

F-A-1

A.P.O. 634,
8 March 1944

SUBJECT: Armament Narrative, Mission No. 33, 8 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 8 March 1944.

<u>A/C NO.</u>	<u>GUN POSITION</u>	<u>MAJFUNCTION</u>	<u>PERSONNEL OR EQUIPMENT</u>
42-39943	Chin Turret	Asplidyne Motors burned out	Equipment
42-3507	Chin Turret	Asplidyne Motors burned out	Equipment

BOMB RACK MALFUNCTIONS

42-31369	Spline on Worm Gear worn out	Equipment
42-37633	Control Rod Assembly out of adjustment	Equipment

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

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

P-A-1

A.P.O. 634
8 March 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. 42-31049 - Returned early because the Pilot suspected excessive fuel consumption. The aircraft was serviced upon landing and approximately 1200 gallons of fuel required to fill the tanks. This is not considered excessive fuel consumption for the 4 hour, 30 minute duration of the flight, considering the 16,600 lb. gas load and the 2700 lb. bomb load carried at take-off, and the high consumption required to climb to the formation altitude. The tanks were serviced to capacity (2780 gals.) before takeoff.

It was noted on landing that a major part of the crew equipment, flak suits, etc., were loaded aft of the waist position.

2. Battle Damage.

a. 42-97440 - Small flak hole in bottom of left wing tip. 3° flak rip in right side of fuselage, above Navigator's window.

b. 42-31091 - Cal. .303 hole through right elevator. 6° flak rip in bottom of left elevator trim tab.

c. 42-31521 - Cal. .303 hole in top of left wing, outer panel, puncturing tokio tank.

d. 42-39873 - Flak entered No. 3 engine, damaging No. 5 cylinder.

e. 42-31374 - Small flak hole in right wing, outer panel.

f. 42-3507 - No. 2 Supercharger Turbine wheel hit by flak, necessitating change of Supercharger.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>FLAK</u>	<u>FLAK & FIGHTER</u>
6	0	6	4	2

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