

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

A.P.O. 557  
24 May, 1944

**SUBJECT:** Mission Summary Report

**TO :** Group Operations, Station 128, APO 557.

**1. Abortives.**

**a.** Airplane No. 42-106992 - Returned early with a crew member sick.

**b.** Airplane No. 42-39873 - Returned early because of failure of vickers motor in the top turret, rendering turret inoperative.

**c.** Airplane No. 42-31315 - Returned early because of a broken external line, oil, to the propeller governor. This line had broken inside of the fitting on the governor, probably due to vibration crystallization.

**d.** Airplane No. 42-107113 - Returned early because of erratic action of # 3 engine. At 9000 feet, with the airplane climbing, at 2100 RPM and 30" Hg., the oil temperature rose to 110 degrees, the oil pressure dropped to 60 pounds per square inch, the cylinder head temperature remained normal. A ground check showed no metal on the sump plug or in the cano, and no malfunction on ground run-up. This plane was then test flown to 15000 feet, with no evidence of the previous malfunction.

**2. Battle Damage.**

**a.** 42-107084 - 4" skin hole in leading edge of left horizontal stabilizer caused by flak; 3" skin hole in bottom of left horizontal stabilizer, caused by flak; 1" skin hole in bottom of right wing, outer panel, caused by flak.

**b.** 42-97322 - 4" flak hole through bottom tip of right horizontal stabilizer, cutting stiffener, change necessary; 3" skin hole in right side of fuselage, rear of co-pilot's window; 2" skin hole in top of fuselage, forward of pilot's windshield, caused by flak.

**c.** 42-102393 - Flak hole in left wing behind tokio tanks, near station 18; Flak hole in vertical stabilizer, near station 5.

**d.** 42-102398 - Flak hole in leading edge of left wing at station 25.5.; Flak hole in top of left wing, station 26, midway; Flak hole in right side of dorsal fin station 7a.

**SUBJECT: Mission Summary Report. (continued)**

**e. 42-31662 - Flak hole in vertical stabilizer, station 11; Large hole through right horizontal stabilizer between station 130 and 149; Flak hole through rudder at station 6; Flak hole through dorsal fin at station 6k.**

**f. 42-31730 - 6" X 8" flak hole through bottom of left elevator, change necessary; 1" X 8" flak tear in bottom of right wing, outer panel, behind # 4 nacelle; Small flak hole in right side of fuselage at station 6D; Small flak hole in bottom of vertical stabilizer; Small flak hole in fuselage, tail section.**

**g. 42-102674 - Small flak hole in plexiglass nose section; Two small flak holes in left side of fuselage, beneath pilot's window; 2" flak hole in left side of fuselage at station 4; Prop blades nicked by flak on # 3 engine; Small flak hole in leading edge of right horizontal stabilizer.**

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MI NOR DAMAGE</u>	<u>BY FLAK</u>
7	0	7	7

**CHARLES W. HUNT  
 Capt., AirCorps,  
 Group Engineering Officer**

HEADQUARTERS  
AAF STATION 128  
APO 557

24 May, 1944

SUBJECT: B-4 Combat Mission Report on Mission 24 May, 1944.

TO : Commanding Officer, 1st Bombardment Division, APO 557,  
ATTN: Statistical Control Officer.

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

Bomb Bay Door Inoperative (1) Flaps Creep (2)  
Oxygen Leak (1) A.F.C.E. Aileron Out (1)  
Primer Pump Leak (1) Gyro Compass Out (1)  
Landing Gear Light Out (1)

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

Bomb Bay Motor Solenoid Burned Out (1)  
Booster Motor Burned Out (1)  
Bearing Out in Drive Motor (1)  
Vickers Unit Motor Failure (1)

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

Heater Out (1)

CHARLES W. HUNT  
Capt., Air Corps,  
Group Engineering Officer

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

A.P.O. 557  
 24 May, 1944

SUBJECT: Armament Narrative on Mission 24 May, 1944

TO : Commanding Officer, 401st Bombardment Group (H),  
 APO 557, U.S. Army.

1. The following Armament malfunctions were reported at the conclusion of the mission of 24 May, 1944.

<u>A/C No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-31863	Upper Turret	Right gun booster motor burned out.	Equipment
42-107084		Bomb Bay motor solenoid burned out.	Equipment
42-37843	Upper Turret	Bearing out in drive motor.	Equipment
42-31862	Ball Turret	Vickers unit motor failure.	Equipment

BOMB RACK MALFUNCTIONS

Negative bomb rack malfunction reports is submitted for the mission of 24 May, 1944.

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

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 567  
U. S. ARMY

(D-J-5)

24 May 1944.

SUBJECT: Comments of Crews Participating in Mission to BERLIN, this date.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 567, U. S. Army.

1. A/C 012 - Major McCree, Co-Pilot, - Wing Leader did not follow flight plan and never got into Division formation. Wing Leader's IAS was too fast and wing outran wings ahead.
2. A/C 084 - Lt. R. C. Fisetto, pilot - Unusually good leadership and formation - especially good evasive action.
3. A/C 496 - Lt. J. W. Myrtetus, pilot - Low Squadron too far behind.
4. A/C 462 - Lt J. P. Lipka, pilot - #3 Lead Element did not hold position and made it tough for us.
5. A/C 863 - Lt R. P. Walsh - pilot - Evasive action when bombing over Berlin caused confusion.
6. A/C 674 - Lt E. A. Post, - Had to walk to chow last 8 or 10 times - mere cookies in lunch. T/Sgt. C. F. Casner, RWG - wants 2 chutes for chaff. Lt. B. H. Hirsch - Why can't I have A/C with Gee in it when only 1 box is flying?
7. A/C 0050 - S/Sgt. H. L. Eames, RWG - Radio System in this A/C has been reported out twice and is still defective. Transportation has met this crew at A/C only once.
8. A/C 398 - Lt. G. E. West, pilot - we were first to land and had to wait 1 1/2 hours for truck. Crew was on guard duty last night.

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

*Threw - 2-3*

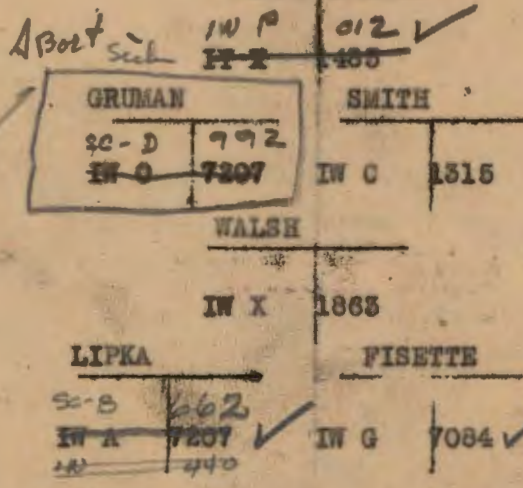
*Lo. 20 20 20*

LOW BOX 94th CW

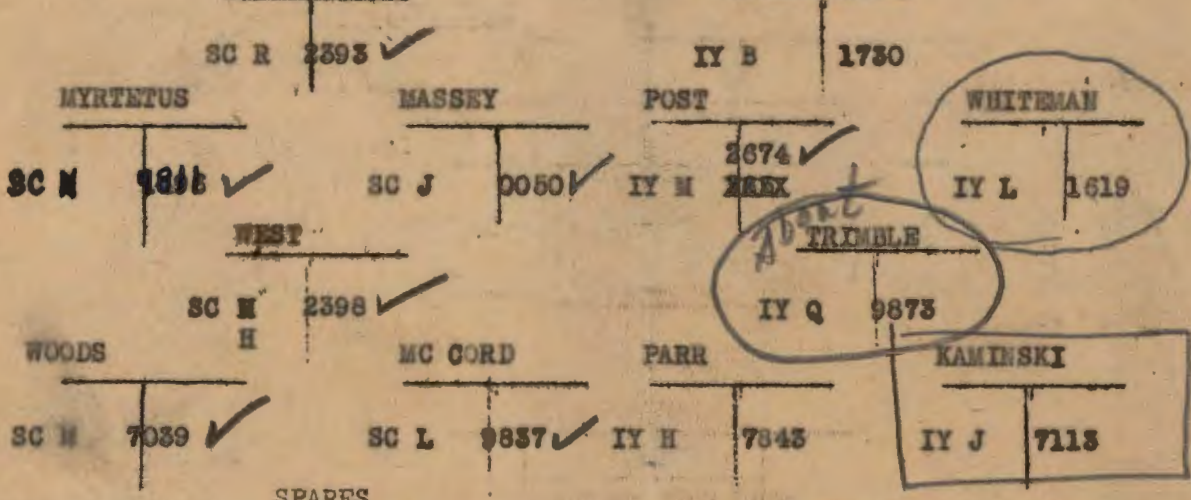
Combat Flight Leader MAJOR MC CREE Date 24 May 1944  
 Deputy Flight Leader Lt SMITH  
 Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 Ground Control \_\_\_\_\_

*10/100 Gt 10/100  
 32 M47A1 B  
 per chart 5  
 Max gas load*

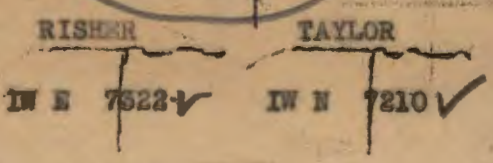
614 SQDN  
 GOODMAN (MC CREE)  
 612th SC JAWOCK  
 613th IN MACRO  
 614th IW GOLFCUB  
 615th IY BUZZARD



612 SQDN  
 JOHNSON  
 615 SQDN  
 LEWIS



SPARES



~~Spare lead IW P 2912~~  
~~Grnd spares SC B 1662~~  
~~SC D 6992~~

039 - #2 Woods Checks Rt. wheel stop  
Manifold pres. oscillated about 3-4 "Hg.

084 - Fisette Bomb bay doors inoperative

674 - Post Flaps creep. Co. Pilas Oxygen System has  
leak in system: (Check T.I. reset)

662 - Lipka O.K.

012 - Goodman Premier lab: AFCE fish tails

830 - McCord Gyro compass out

210 - Taylor Landing gear light out

322 - Bishop O.K.

398 - West AFCE Aileron out, Flaps creep

393 - Johnson Light indicator sluggish, check controls  
and wing surfaces, fan over stress  
pilot claims High Speed stall:

811 - #1 Myrtetus R.P.M. need adj. #1 throttle needs  
adj.

050 - #2 Massey throttle needs synchronizing, Water  
out

Pilots failing to report

- Smith - 315
- Walsh - 863
- Lewis - 730
- Parr - 843

24 May '44

410 - Table Talk  
846 - Pt Aileron  
485 - T.I. Valve  
496  
207 - 1 Manifold Pump

612TH BOMBARDMENT SQUADRON (H)  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE ENGINEERING OFFICER  
STATION 128  
APO 557

24 May 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H),  
Station 128, APO 557, 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
42-39837	1. Negative
42-107039	1. Negative
42-40050	1. Negative
42-97811	1. Negative
42-102393	1. Flak hole in left wing behind tokyo tanks near station 18. 2. Flak hole in vertical stabilizer near station 5.
42-102398	1. Flak hole in leading edge of left wing at station 25.5 2. Flak hole in top of left wing station 26, midway. 3. Flak hole in right side of dorsal fin station 7a.
42-31662	1. Flak hole in vertical stabilizer station 11. 2. Large shell hole through right horizontal stabilizer between station 130 and 149. 3. Flak hole through rudder at station 6. 4. Flak hole through dorsal fin at station 6k.

2. No personnel were injured on any of the damaged airplanes.

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



HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)

E- -5

24 May 1944.

SUBJECT: Wing Leader's Narrative, 94th "A" Wing, Mission of 23 May, 1944.  
TO : Commanding Officer, 401st Bombardment Group (H).

1. Assembly and route over England was as briefed.
2. Route over continent into target was briefed.
3. Cloud cover over the primary was such that it could not be bombed on the first run, but the lead bombardier thought he could hit it with a different angle of attack. Hence a second run was made and the bombs of the lead box were dropped on what the bombardier, at first, thought was the primary. Actually it was a similar target very close to the primary. Fair results were obtained.
4. The high and low boxes each made three runs on the primary without success. The Wing Leader then assembled the wing and told the high and low box leaders he would take them to a target of opportunity on the way home. Being thirty five minutes late, the wing leader had no intention of going to secondary, as fighter cover had departed some time before.
5. The high and low box leaders informed the wing leader that there gas supply was so low it was necessary that they drop their bombs very soon. The "Micky Operator" picked up a large blank spot in his screen south of Verdun and the bombs of the high and low boxes were dropped there on the wing leader's command.
6. The only flak encountered was on the route in about two thirds of the way to the target. It was moderate and only fairly accurate. No enemy fighters were seen. Fighter cover was excellent.
7. All ships of the lead and low boxes returned safely to base. The tail gunner of the lead ship observed that a ship of the high box was lagging considerably but he was escorted by four fighters. This ship disappeared from view shortly after the target.
8. VHF discipline of the 94th "B" Wing was very bad.

JERE W MAUPIN,  
Major, Air Corps,  
94th "A" Wing Leader.

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)

E- -5

24 May 1944.

SUBJECT: Group Leader's Narrative, 401st Low Box, Mission of 23 May 1944.

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

1. The 401st Group furnished the Lead and Low boxes of the 94th "A" Combat Wing. The High Box was furnished by the 457th Bomb Group.
2. Assembly by the Low Box was as briefed at 12,000 feet. All ships were in formation twenty minutes prior to the departure of the Wing from the field. No difficulty was experienced in forming the Wing over the field.
3. The route over England was as briefed. No difficulty was experienced throughout the entire course on account of weather.
4. The route over the channel, over France, and to the I.P. was as briefed.
5. The Low Box uncovered at the I.P. and proceeded on the bombing run. Due to an undercast the bombardier was unable to drop his bombs. Since there were breaks in the clouds and since there was a possibility that the target might be open on a second run we made a 360° to the left and made a second run. Once again the target was obscured. The bombs were not dropped on the primary target.
6. The wing was reformed. The Wing Leader called to see if we had dropped our bombs. He decided to have us drop the bombs in an open field by using PFF. We dropped our bombs on command from the Wing Leader. The bombs dropped in the vicinity of Verdun. No results of our bombing were seen due to undercast.
7. We proceeded to our base on course as briefed except that we gained 3,000 feet prior to departing the enemy coast. On reaching the English Coast the boxes were instructed to return to base in individual boxes.
8. Since the low box got back to the base first we landed first, making a normal peel-off landing.
9. No flak was encountered at the enemy coast. Moderate flak was encountered at one place in France.. No flak was encountered at the I.P., the Target, or at any place on the way back. The planes suffered no damage from flak.
10. No enemy fighters were encountered throughout the entire mission.
11. The whole Wing held an excellent formation throughout the entire mission.

LEON STANN,  
Major, Air Corps,  
Low Box Leader.

Classification  
**S E C R E T**  
RESTRICTED by [unclear] of

CO AAF Sta 128 by  
JACKSON M. PHIPPS,  
Captain, Air Corps  
Adjutant.

# "MISSION SUMMARY"

MISSION NO. 74  
24TH. MAY, 1944

94TH. COMBAT BOMB WING  
401ST. BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL  
DAY

MISSION No. **74**

Date: **24 MAY 44**

TO: **BERLIN , GER.**

# OPERATIONAL ROUTE FORECAST

DATE 24 May 1944  
 PERIOD 0500 - 1400  
 AG P BR HQ SOS 122929

	A Base to continental Coast	B Continental Coast to Target to Continental Coast	C Continental Coast to Bases	D
WEATHER	Partly Cloudy with Haze Becoming Cloudy	Cloudy	Cloudy with Haze over England.	
CLOUDS	3-5/10 Stratocumulus Base 3-4,000 Tops 5-6,000 Bkg. 5-8/10 Over North Sea. 2-4/10 Altostratus Base 7,000 Tops 8,000 Bkg. 4-6/10 At 10,000 Tops 12,000 At 06 Deg. East Descending to Nil at Continental Coast. Nil High Cloud Bkg. 4-6/10 Cirrus Above 25,000 At 06 Deg. East and Nil at Continental Coast.	6-8/10 Cumulus and Stratocumulus Base 2-3,000 Tops 6-8,000 Bkg. 5-7/10 Island.	Same As A2 To English Coast, Cloud Over England Bkg. 6-8/10 Cumulus and Stratocumulus Base 3-4,000 Tops 6-8,000.	Notes: 1. Very Weak Warm Front at About 06 Deg. East. 2. Moderate Persistent Contrails Above 25,000 feet.
ICING	5,000 ft. Nil.	2-3,000 ft. Nil.	5,000 ft. Nil To Light Haze.	
VISIBILITY	1-2 Miles Bkg. 5-10 Miles in Haze up to 20,000 and Unrestricted Above.	Unrestricted.	Unrestricted Above 20,000 Bkg. 5-10 Miles in Haze Below 20,000 ft. and 4-6 Miles at the Surface.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Haze to 03' East 330 15	03' East to Target 340 15	Winds: 06	
5,000 FT	330 20	330 25	Mirus 04	
10,000 FT	330 25	330 30	- 12	
15,000 FT	330 30	320 35	- 19	
20,000 FT	340 35	320 45	- 30	
25,000 FT	340 40	320 50	- 40	
30,000 FT	340 45	310 55	- 47	

BASE ALTIMETER SETTING 30.24 TARGET SURFACE TEMP. Plus 05 TARGET MEAN TEMP. Mirus 17.0 Mirus  
 TEMP. AT 25,000 FT. Mirus 40 TARGET SURFACE (PRESSURE-ALT) 185  
 At Sea Level

DECLASSIFIED PER ANN/D 245003  
 BY AD2 NARA DATE 1/22/11

100  
401STATION WEATHER OFFICE  
AAF STATION 123  
APO 557 - U.S. ARMY

24 May 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 24 MAY 1944.

BASE ON TAKE-OFF: 0700. Nil low or middle cloud. 1/10 cirrus high cloud. Visibility 2500 yards with haze.

ROUTE OUT: Nil low cloud becoming near 04 degrees East 8-10/10 strato-cumulus tops 5-6000' and breaking to 6-9/10 cumulus tops 8-10000' over continent. Nil middle cloud becoming 8-10/10 altostratus tops 14-16000' near 06 degrees East and decreasing to nil at continental coast. Nil-2/10 cirrus above 25000'. Visibility becoming unrestricted at operational altitude.

TARGET (BERLIN AREA): 1111. 8/10 cumulus tops 8-10000'. Nil middle or high cloud. Visibility unrestricted horizontally, 5-10 miles downward.

RETURN ROUTE: Reverse of Route Out except 4-7/10 cumulus tops 6-7000' over England. Visibility unrestricted at altitude decreasing to 5-10 miles on descent.

BASE ON RETURN: 1520. 5/10 cumulus base 3-4000' tops 6-7000'. Nil middle cloud. 2/10 cirrus above 20000'. Visibility 7 miles with haze.

REMARKS: Dense persistent contrails above 20000' eastward from 05 degrees East. Heavy haze over England and North Sea becoming light over continent. Temperatures 5-8 degrees warmer than forecast, e.g., 22000' -29, 20000' -22, 12000' -8. Forecast winds reported good for navigational purposes; no examples.

*Walter J. Saucier*  
WALTER J. SAUCIER  
1st Lt., Air Corps  
Weather Officer

STATION WEATHER OFFICE

1. Target, Berlin, Germany.

MPI is center of city again. Quote Gen. Williams " And I mean the center of the city."

Altho this area has been plastered time and time again, recent photo coverage shows some of the important buildings still standing.

2. All CBW from this Div will be aiming on the same target and MPI. This Gp will be flying low box in the Wing and the Wing will be 5th. over the target.

In addition, there will be 4 CBW from the 3rd. Div. following you on the same target.

3. As for Diversions, 28 Sq of the 2nd. Div will attack A/D in France (Melun and Bretigny, near Paris)

2 Gps of 24's from 3rd. Div will also attack A/D in the Paris area (Guyancourt and St. Cyr)

4. No secondary targets are given.
5. Last resort targets, any military objective in Germany that can be bombed without disrupting fighter support.

6. Show route on Map 1:500,000

*8 Gps = direct escort.*

7. Show Fighters

2 Gps 51'n 5420-0820  
2 Gps 51'n 5334-1100  
1 Gp 51'n + 1 Gp 38'n 5-250-1340

1 Gp 38'n 5316-1200  
1 Gp 47'n 5345-1020

*1 Gp 47'n at 5-345-1020 15' after 3rd div. passes for struggles of 1st 3rd*

8. Show Flak

Over water 50% of time  
May pick some up at landfall, but it should be meager.  
May pick some up over the Kiel Canal, but again it should be only meager.  
Coming in, you will be skirting the bad areas of Lubeck and Hamburg - you will be coming down the lane between any heavy areas.  
Over the target itself, you may expect moderate to intense fire, as the total number of guns has been reduced by 100.  
You will be in the flak area for about 8 min.  
All A/C will release chaff 1min after IP, and as you are the 5th. over, it should have a definite effect on the flak you will encounter.  
Coming out, the picture will be the same.

*1 Gp 38'n will be at 5-300-0900 when 1st div. at 6°E & sweep areas of the coast & then will join to give area support.*

9. Epitiascope procedure (Lead Bombardier, Capt. Woodhouse)

10. Special Instructions

No convey expected. - Photos of Lead Box -  
Emergency landing field, Langham 5257-0058  
P/W instructions (Denmark - Baltic Ports - Holland)  
Security (Photos - Log Copy - Sidhar)  
*Keep maintain target.*

Lt. F.H. Rea

*Bomb alt. = 26,000  
Lead =  
miscal (GP 47'n + 1 B.P.)  
10 1st GP 47'n  
22 1 B.P.*

*3rd div will have:  
2 Gps 38'n  
3 Gps 47'n  
4 Gps 51'n*

S E C R E T

Report on Gunfire.

401 BOMBARDMENT GROUP (H)

Assigned . . . Berlin . . . . .  
 Target: Date of Mission 24 May 44  
 Bombed . . . Berlin . . . . .

Route as Flown: - 1015 Hrs. (54 12 - 08 50E) 1104 Hrs. (52 30 - 12 58E) Berlin  
then 180 deg. heading for 10 miles - then to Orainsburg - 1142 hrs. (52 57 - 13 10E)  
1250 Hrs. (54 14 - 08 38E)

Weather conditions: (a) At target .9/10 . . . . .  
 (b) En route .9/10 to 10/10 undercast to 25,000 . . . . .  
 Were our A/C "Seen" or "Unseen" targets? (a) At target Unseen . . . . .  
 (b) En route Unseen . . . . .  
 Any condensation trails? Not at bombing altitude . . . . .

Description of Flak at Target, including METHOD OF FIRE CONTROL  
1111 Hrs. Berlin 25,000 feet Intense good - good - black & White - Barr & P.O.

Flak encountered of observed en route. (In the order experienced)			
<u>1140 Hrs. (52 55 - 13 30E)</u>	<u>21,000</u>	<u>Mag.</u>	<u>Good Fair Black Following</u>
<u>1230 " Hamburg</u>	<u>20,000</u>	<u>"</u>	<u>Poor Poor Black Observed</u>
<u>1011 and</u>			
<u>1307 Hrs. Helgoland</u>	<u>20,000</u>	<u>"</u>	<u>Good Good Black Following</u>

Was CHAFF carried? X as . . . . .

How discharged? As briefed . . . . .

Position of Group Low box . . . . .

Details:-

up	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
<u>401</u>	<u>16</u>	<u>7</u>	<u>0</u>	<u>11 11</u>	<u>11 11</u>	<u>25,000</u>	<u>70 N</u>	<u>FFF</u>

Crew who has been to Berlin 4 times says the flak was 4 times as intense as any previous trip.

Three ground rockets at target area good alt. poor deflection.

Lt. D. J. Sutherland

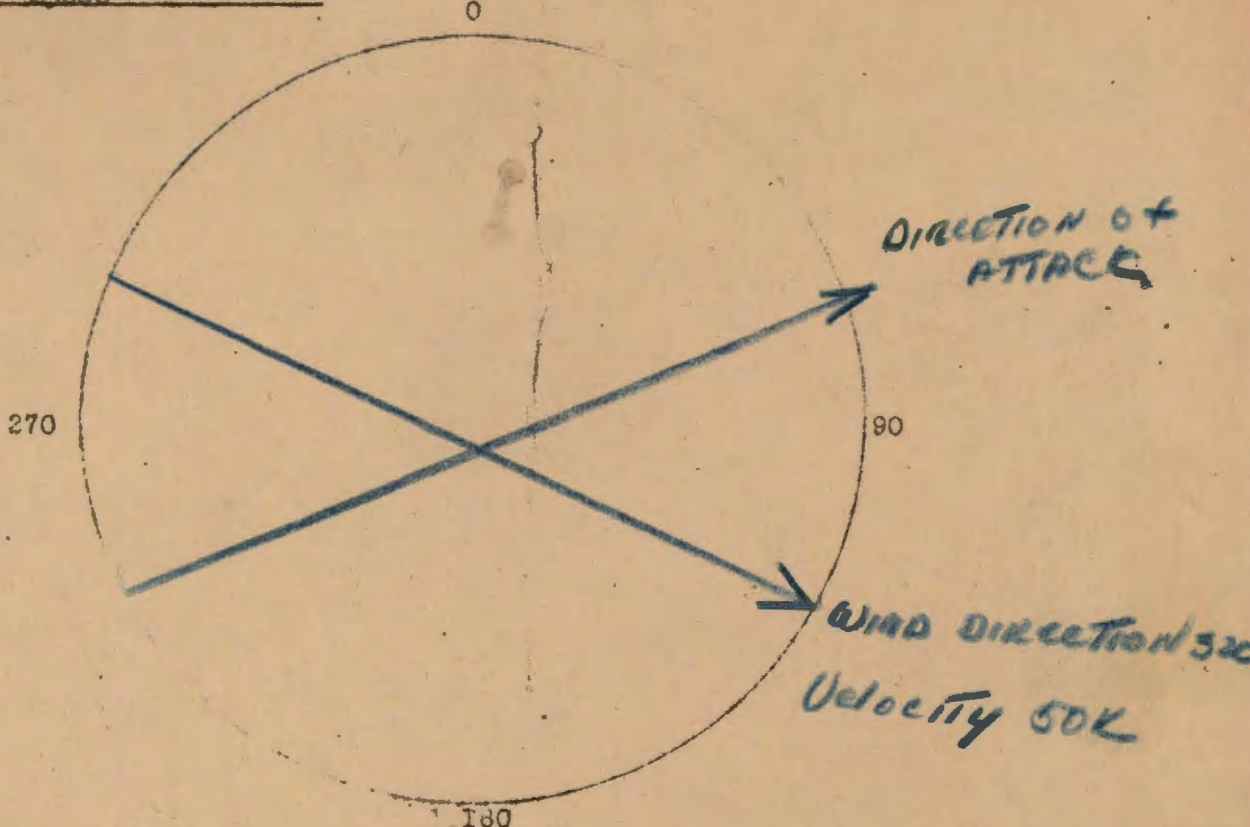


BOMBARDIER'S INDIVIDUAL PLOT

Target Berlin

Method of Bombing PF

Altitude 25000



PLOT

Wind Direction 320

Wind Velocity 50

Direction of attack 72

REMARKS - - - - -

14 A/C dropped 433X 100 M 47 IB and 140 X 100 M 30 GP Bombs were dropped on primary, 1A/C dropped 32 X M 47 and 10 X M 30 Bombs on Kyritz, Germany, 1 A/C dropped 32X M 47 and 10 X M 30 bombs on an unknown Target of opportunity.

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt R. Woodhouse DATE 24 May 1944  
 PILOT Capt Goodman TAKE OFF 0700  
 NAVIGATOR Lt. H.G. Tomlinson AIRPLANE B-17-G  
 ORGANIZATION \_\_\_\_\_ SQUADRON \_\_\_\_\_ GROUP 101 LANDED 1537  
 OBJECTIVE \_\_\_\_\_ (MPI) \_\_\_\_\_  
 INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK \_\_\_\_\_  
 Individual Flight Squadron Group X Wing

NUMBER A/C IN GROUP 14 over target COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: None

DEFLECTION AND RANGE SIGHTING, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES M-47 100# I.B., 100 # GP Bombs

NUMBER OF BOMBS LOADED 651 M 47 RELEASED 433 M 47  
218 M-30 140 M 30

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION X  
 On Fast Slow

INFORMATION AT RELEASE POINT: PTF

Altitude of target <u>11.5</u>	Mag Head, order <u>124</u>	Actual <u>72</u>
True Altitude above target <u>24300</u>	True Heading _____	
Ind. Altitude <u>25000</u>	Drift, Est. <u>68</u>	Actual _____
Pressure alt of target <u>-68</u>	True Track _____	
Altimeter setting <u>29.92</u>	Actual Range <u>14.6000 EST</u>	
C.I.A.S. <u>140</u> I.A.S. <u>140</u>	B.S. Type <u>M-9</u>	
G.S., Est <u>278</u> Actual _____	Time of Release <u>1111</u>	
Wind Direc. Metro <u>32</u> Actual <u>320</u>	Intervalometer Setting <u>100ft</u>	
Wind Veloc. Metro <u>50</u> Actual <u>50</u>	Length of Bombing Run _____	
D.S. <u>123</u> Trail <u>120</u> ATF <u>43.08</u>	C-1 Pilot _____	A-5 _____
Stan. D.A. Est. <u>.65</u> Actual _____	Manual Pilot _____	

THREE FOUR NAIVE

POINT OF IMPACT IF SEEN \_\_\_\_\_

NAVIGATION DATA:

MEAN TEMP. METRO -18 ACTUAL -18

WINDS


ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000	320		50		-40	
17000						
19000						
20000						
25000	—					
28000						
30000						


METHODS OF BOMBING


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COMPOSITE GROUPS

	T	
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T T		T T
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T T		T T

Bombardier making complete sighting operation 

Bombardier making range operation only 

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

HEADQUARTERS  
401st Bombardment Gp(H)  
APO 557, U.S. Army

25 May 1944

SUBJECT: Lead Bombardier's Narrative, 401st Low Box, Mission to Berlin  
24 May 1944

TO : Commanding Officer, 401st Bombardment Gp(H), APO 557, U.S. Army.

1. LEADING RUN AND APPROACH:

WC approached the target from the IP about 20° South of briefed heading. There did not seem to be a straight run for sighting at any time of more than 30 seconds. - Due to intense flak the Wing Formation was rather scattered at Bombs away.

2. INFORMATION AT RELEASE POINT:

I released my bombs on the Dep Wing Leader and several other ships of lead group. I believe only some of the low group a/c released on my bombs. After making three 90° turns the remainder of the lead group dropped their bombs and the rest of the Low Group dropped theirs. Large fires were seen burning in heart of city as results of previous wings bombing.

3. DISPOSITION OF BOMBS:

Of the sixteen aircraft entering enemy territory 14 a/c attacked the primary and dropped a total of 433 x 100# M 47 IB and 140 x 100# M 30 GP bombs on the city. One a/c encountering engine trouble dropped 32 x 100# M47 IB and 10 x 100# M-30 GP bombs on a target of opportunity, Kyritz, Germany. One a/c also encountering mechanical difficulty dropped 32 IB and 10 GP Bombs on an unknown target in Germany ( further data not available as a/c is missing.)

RONALD WOODHOUSE  
Capt, Air Corps  
Low Group, Lead Bombardier

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

24 May 1944

SUBJECT: Lead Navigator's Narrative

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

- 1. Flight plan, Log, and Track Chart Attached.
- 2. Narrative:

- a. T/O at 0700 hours; Land at 1537 hours.
- b. Group formed at 0756 hours at 8000 feet.
- c. Formed CBW at 0801 hours at 8000 feet.
- d. Began climb at 0913 hours; reached alt. at 1052 hours.
- e. Weather encountered over England:
  - (1) Clouds        / 10th - Visability 1-3 miles.
  - (2) Wind at altitude 320 degrees, 48 Knots.
- f. Means of navigation over England, Geo Pilotage Radio.
- g. Means of checking Metro Winds Geo.
- h. Joined task force at 0834 hrs. at Gromer  
(Splasher, City, Coord.)
- i. English Coast out at 0834 hrs.; Enemy Coast in at 1025 hrs.
- j. Fighter Rendezvous:
  - (1) Going in 1021 hrs.
  - (2) Coming back as briefed hrs.
- k. Wind used for bombing:
  - (1) 320 degrees, 50 Knots.
  - (2) Determined by Metro  
(Method)
- l. Bomb run and Method of Target Identifications:
  - (1) Reached IP at 1104 hrs.
  - (2) Mag. heading over target 72° & 360° degrees.
  - (3) Altitude over target 23600 feet.
  - (4) Bombs away at 1111 hrs.
  - (5) Method of target identification and weather over target:  
Pilotage 3-5/0
- m. Geo:
  - (1) Coordinates of furthest fix 51 20 N, 06 58 E.
  - (2) Obtained at 1003 hours.
- n. Difficulties encountered with special equipment.
  - Difference of heading with Mag & Flux gate compass.
  - Mechanical failur of Geo Box.

COMMENTS:

SIGNATURE  
W.G Tomlinson 1st Lt AC

VIII BOMBER COMMAND - PROPOSED GENERAL PLAN

TARGET

Primary BERLIN, GERMANY  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

TRACK CHART

DATE MAY 24, 1944

GREEN  
RED

Route followed by	<u>BRIEFED COURSE</u>
.. ..	<u>401st B.G. (H)</u>
.. ..	_____
.. ..	_____
.. ..	_____
.. ..	_____



**FLAK**  
 HEAVY 4  
 LIGHT 4

**COMBATS**  
 FW 190 ○  
 ME 109 ○  
 JU 88 ○  
 ME 110 ○  
 DO 217 ○

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 DATE \_\_\_\_\_

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 LIGHT 4 ME 109 ○  
 JU 88 ○  
 ME 110 ○  
 DO 217 ○

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 DATE \_\_\_\_\_

DECLASSIFIED PER NND 74503  
 BY A2 NARA DATE 1/22/11



Target Nos.  
6 (d) (vi) 70

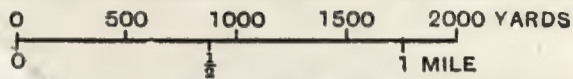
TEMPELHOF MARSHALLING YARD, Etc. — BERLIN (GERMANY)

Illustration Nos.  
6 (d) (vi) 70/8

6 (d) (v) 17

FRIEDRICHSTRASSE STATIONS, Etc. — BERLIN (GERMANY)

6 (d) (v) 17/6



Photographed 1942

(1:32,000) approx.

Issued November 1943



- A. FRIEDRICHSTRASSE MAIN LINE AND UNDERGROUND STATIONS.
- B. AIR MINISTRY.
- C. FOREIGN OFFICE, MINISTRY OF PROPAGANDA, THE CHANCELLERY, AND GESTAPO H.Q.

Illustration Nos.  
6 (d) (vi) 70/8  
6 (d) (v) 17/6



**SUBJECT: Mission Summary Report (cont'd)**

**g.** 42-31662 - Flak hole in left side of fuselage at station 6 entered radio room through right side of bulkhead # 5; out right bomb bay door; Flak hole in # 1 nacelle, 3 o'clock; Oil tank change; Flak hole in left side of fuselage station 6j; Flak hole in bottom of left horizontal stabilizer near station 94; Flak hole in left elevator near station 62; Flak hole in right side of fuselage station 6b, out left side at station 6d; Flak hole in top of left wing, trailing edge near station 24; Flak hole in top left side of fuselage near station 5e.

**h.** 42-102393 - Flak hole in left wing outer panel near station 22; Flak hole in vertical stabilizer station 5 midway; Flak hole in belly of ship at station 11a; Flak hole in # 1 oil cooler fairing; Flak hole in left side life raft release inspection plate.

**i.** 42-31730 - 20mm entered behind tail gunners right window and out left side of fuselage, causing numerous small holes and damaging # 11 bulkhead; Cal. 303 hole through rudder; 2" flak hole in leading edge of left wing, just outboard of # 1 nacelle, and top of wing; Cal. 303 hole in bombardier's sighting glass.

<u>TOTAL NO OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FIGHTER</u>	<u>BY FLAK &amp; FIGHTER</u>
9	1	8	4	1	4

CHARLES W. HUNT  
 Capt., Air Corps,  
 Group Engineering Officer

HEADQUARTERS  
 401ST BOMBARDMENT GROUP  
 APO 857, US ARMY

25 May 1944.

SUBJECT: Statistical Summary, 401st Group, Mission of 24 May 1944.

TO : Commanding Officer, 401st Bomb Group, APO 857.

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 Sorties (E.B.T.).....16  
 Number of A/C Returning Early (Not E.B.T.) ..4  
 Number of A/C Attacking.....16  
 Number of A/C Not Attacking..... 4

Number of A/C Lost:

Reasons Unknown - 1

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs			
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail
Main Bombfall	15	14	(433 (140	100# 100#	M47A1 M30	-- 1/10 1/100
T. of Op: Kyritz, Germany	(1)	1	( 32 ( 10	100# 100#	M47A1 M30	-- 1/10 1/100
T. of Op: Unknown (Germany)	1	1	(32 (10	100# 100#	M47A1 M30	-- 1/10 1/100
Total Bombs on Targets			(497 (160	100# 100#	M47A1 M30	-- 1/10 1/100
Other Expenditures			(32 (10	100# 100#	M47A1 M30	-- 1/10 1/100
Bombs Returned			(122 ( 40	100# 100#	M47A1 M30	-- 1/10 1/100
Total (Loaded on A/C Taking Off)			(651 (210	100# 100#	M47A1 M30	-- 1/10 1/100

For the Operations Officer:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer

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

A.P.O. 557  
 28 May, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 557

1. Abortives.

a. Airplane No. 42-107039 - Returned early because excessive oil from # 4 engine was pouring on the exhaust and burning. The propeller would not feather but the engine was cut-off and wind-milled until the airplane reached the base. Further inspection showed that # 8 cylinder was cracked completely around the base and allowed the engine oil to flow out.

2. Battle Damage.

a. 42-31081- Two flak hole in left side of elevator; Small flak hole in top of left wing, outer panel; 20mm through leading edge of left horizontal stabilizer and out elevator, stabilizer and elevator change necessary.

b. 42-107043 - Small flak hole in left side of fuselage, beneath Navigator's window; Small flak hole in bottom of fuselage, near station 3; 10" flak rip in top of right elevator.

c. 42-31983 - 3" flak hole in leading edge of right horizontal stabilizer, damaging main spar and stringers; Cal. 303 hole through left wing, behind # 1 nacelle, puncturing # 1 main fuel tank and damaging flap; Cal .303 hole through left wing, damaging feeder tank and # 7 tokiu tank; Cal. 303 hole through fuselage, near station 9, damaging oxygen system.

d. 42-107092 - 2" flak hole through left elevator trim tab; 3" flak hole in leading edge of right wing, outer panel.

e. 42-102674 - 3" flak hole through right wing, near tip; 2" flak hole in bottom of right wing, outer panel; 3" flak hole in bottom of left wing, outer panel damaging main front spar; 20mm hole through ball turret; 2" flak hole in main entrance door.

f. 42-102468 - Cal .303 hole in right side of fuselage, above Navigator's window; Cal. 303 hole through vertical fin, near station 7; Cal 303 hole in left side and out bottom of fuselage, near tail.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)  
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)  
 Office of the Operations Officer  
 AAF - Sta - 123 - APO - 557

24 May 1944

SUBJECT: Loading List

TO : Operations Officer, 401st Bomb Gp (H), APO # 557.

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

PLANE # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	Captain	Lewis	Clyde	A.	615th
CP -	2nd Lt.	Maloney	Milton	F.	615th
H -	1st Lt.	Wong	Delbert	B.	615th
B -	1st Lt.	Reynolds	Herbert	A.	615th
RO -	T/Sgt.	Binkin	Nathan	C.	615th
TT -	T/Sgt.	Weber	Melvin	C.	615th
BT -	S/Sgt.	Howell	James	B.	615th
TG -	S/Sgt.	Cushing	Leonard	H.	615th
LWG-	S/Sgt.	Tosh	William	A.	615th
RWG-	S/Sgt.	Jackson	Harry	B.	615th

PLANE # 42-31619

P -	2nd Lt.	Whiteman	John	S.	615th
CP -	2nd Lt.	Shelton	Horace	H.	615th
H -	2nd Lt.	Ringle	Seymour	(NMI)	615th
B -	2nd Lt.	Stevenson	James	A.	615th
RO -	S/Sgt.	Munn	William	G.	615th
TT -	S/Sgt.	O'Bannon, Jr.	Richard	H.	615th
BT -	Sgt.	Liddle	Heath	H.	615th
TG -	Sgt.	Gulleton	Jack	(NMI)	615th
LWG-	Sgt.	Yenna	Orlando	J.	615th
RWG-	Sgt.	Curroway	Marvin	H.	615th

PLANE # 42-102463

P -	2nd Lt.	Gillespie	Elmer	C.	615th
CP -	2nd Lt.	Chapman	Theodore	(NMI)	615th
H -	2nd Lt.	Mason	Hodge	B.	615th
B -	W/O JG	Thibodeaux	Nolan	L.	615th
RO -	S/Sgt.	McFall	Charlie	A.	615th
TT -	Sgt.	Zirbel	Don	D.	615th
BT -	Sgt.	Browning	Elmer	(NMI)	615th
TG -	Sgt.	Dickson, Jr.	Jefferson	D.	615th
LWG-	Sgt.	Bush	Robert	J.	615th
RWG-	Sgt.	Lambert	Thomas	H.	615th

PLANE # 42-102574

P -	1st Lt.	Post	Edwin	A.	615th
CP -	2nd Lt.	Ledray	Vincent	L.	615th
H -	2nd Lt.	Hirsch	Bernard	M. H.	615th
B -	2nd Lt.	Walsh	James	V.	615th
RO -	T/Sgt.	Gasher	Charles	F.	615th
TT -	T/Sgt.	Romano	Emmanuel	L.	615th
BT -	S/Sgt.	Lutzi	Frank	R.	615th
TG -	S/Sgt.	Thompson	Walter, Jr.	F.	615th
LWG-	S/Sgt.	Brennan	Larence	(NMI)	615th
RWG-	S/Sgt.	Bunger	Alva	L.	615th

DUTY RANK LAST (NAME) FIRST (MI) SQUADRON

PLANE # 42-31619

*Returned  
 Spare  
 42-102463  
 42-102574*

PLANE # 42-39873

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Trimble	William	W.	615th
CP	2nd Lt.	Shantz	Fred	L.	615th
N	2nd Lt.	Lenke	Beryle	L.	615th
B	1st Lt.	Cury	Edward	C.	615th
RO	T/Sgt.	Mackey	Jack	L.	615th
TT	T/Sgt.	Tracy	Edward	(NM)	615th
BT	S/Sgt.	Schaeffer	John	B.	615th
TG	Sgt.	Armstrong	William	G.	615th
LWG	S/Sgt.	Acker	Joseph	F.	615th
RWG	S/Sgt.	Courtad	Paul	E.	615th

**ABORT**

PLANE # 42-107113

P	1st Lt.	Kaminski	Vincent	J.	615th
CP	2nd Lt.	Ensted	Robert	J.	615th
N	2nd Lt.	Manning	Charles	H.	615th
B	2nd Lt.	Black	J. (io)	Doc	615th
RO	S/Sgt.	Cooper	Larry	R.	615th
TT	T/Sgt.	Kee	Jack	D.	615th
BT	S/Sgt.	Johnson	John	R.	615th
TG	S/Sgt.	Hertzen	Harold	(NM)	615th
LWG	S/Sgt.	May	William	W.	615th
RWG	S/Sgt.	Bushendorf	Everett	W.	615th

**ABORT**

*Handwritten signature*

PLANE # 42-37843

P	2nd Lt.	Farr	Clinton	C.	615th
CP	2nd Lt.	Blevins	Charles	H.	615th
N	2nd Lt.	Hansen	Gerald	E.	615th
B	2nd Lt.	Ridley	John, Jr.	U.	615th
RO	T/Sgt.	Allen	John	H.	615th
TT	S/Sgt.	Bossley	Ederson	B.	615th
BT	Sgt.	Fernhorst	Arthur	(NM)	615th
TG	S/Sgt.	Holland	James	H.	615th
LWG	Sgt.	Daniels	George	C.	615th
RWG	Sgt.	Perez	Louis	M.	615th

PLANE # 42-27010

WAC	S/Sgt.	Walters	Willie	B.	615th
FWC	S/Sgt.	Walters	Willie	V.	615th
LC	S/Sgt.	Walters	Willie	H.	615th
AL	S/Sgt.	Walters	Willie	E.	615th
LA	S/Sgt.	Walters	Willie	C.	615th
SO	S/Sgt.	Walters	Willie	C.	615th
B	1st Lt.	Walters	Willie	V.	615th
A	1st Lt.	Walters	Willie	E.	615th
CB	2nd Lt.	Walters	Willie	B.	615th
S	2nd Lt.	Walters	Willie	V.	615th

PLANE # 42-27010

PLANE # 42-27010

PLANE # 42-27010

PLANE # 42-27010

PLANE # 42-27010

VFA - 42 - 107 - 113 - 378 - 373  
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 DATE 11/22/11 BY 60322





SIX HUNDRED AND FOURTEENTH BOMBARDMENT SQUADRON (H)  
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)  
Office of the Operations Officer

AAF Station # 128  
24 May 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Station # 128 APO # 557

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

PLANE 992

P	1st Lt.	GRUMAN, JAMES A.	614th
CP	2nd Lt.	MELTON, LAVATA A.	"
N	2nd Lt.	GRISSET, JACKUES	"
B	2nd Lt.	ANDREWS, RICHARD J.	"
RO	S/Sgt.	Jacobson, Kenneth M.	"
TT	S/Sgt.	Snyder, Ernest M.	"
BT	Sgt.	Harwell, Wilton W.	"
TG	Sgt.	Ruhmann, Richard R.	"
LWG	Sgt.	Campbell, David H.	"
RWG	Sgt.	Shanks, Herbert H.	"

*Abort*

PLANE 42-31315

P	1st Lt.	SMITH, WALLACE R. JR.	614th
CP	2nd Lt.	FAULHABER, DONALD A.	"
N	1st Lt.	CRANE, RENRO V.	"
B	<del>2nd Lt.</del> 1ST LT.	<del>FRANCIS M. MONTONE</del> EIBER J.	"
RO	T/Sgt.	Castronova, Salvatore L.	"
TT	T/Sgt.	Fair, Charles H.	"
BT	S/Sgt.	McKendry, Daniel C.	"
TG	S/Sgt.	Sundberg, David C.	"
LWG	S/Sgt.	Roberts, Marion E.	"
RWG	S/Sgt.	Gatsemeyer, Gerald R.	"

*ABORT*

PLANE 42-31863

P	1st Lt.	WALSH, ROBERT P.	614th
CP	1st Lt.	Schulz, John	"
N	1ST Lt.	PORTER, GUY R.	"
CTG	S/Sgt.	Peschon, Raymond J.	"
RO	S/Sgt.	Frederick, Eugene D.	"
TT	S/Sgt.	Stallcup, Mose H.	"
BT	S/Sgt.	Michel, Delamr E.	"
TG	S/Sgt.	Cohn, Leroy	"
LWG	S/Sgt.	Cartmill, Charles L.	"
RWG	S/Sgt.	Pearlman, Herman	"



PLANE 42- 662

P	2nd Lt.	LIPKA, JOHN F.	614th
CP	2nd Lt.	FAULKNER, JAMES H.	"
N	<del>ANDERSON</del> 2nd Lt.	ANDERSON, JOSEPH A.	"
<del>EXT B</del>	<del>S/Sgt</del> 2nd Lt.	<del>ANDERSON, JOSEPH A.</del> WILSON, J. H.	"
RO	T/Sgt.	Sugrue, John J.	"
TT	T/Sgt.	Gilbert, John W. .	"
BT	S/Sgt.	Sanders, Valton H.	"
TG	S/Sgt.	Pettit, Gerald N.	"
LWG	S/Sgt.	Nolin, Paul C.	"
RWG	S/Sgt.	Rowley, Charles M.	"

PLANE 42-107084

P	2nd Lt.	FISETTE, ROBERT L.	614th
CP	2nd Lt. -	THOMPSON, CHARLES F.	"
N	<del>ANDERSON</del> F/O.	RHINEHART, WILLIAM E.	"
B	2nd Lt.	FULGIM, WILLIAM P.	"
RO	T/Sgt.	Crites, Emory	"
TT	T/Sgt.	Garlin, Harry C. Jr.	"
BT	S/Sgt.	Mack, Allen W.	"
TG	S/Sgt.	Long, Albert D.	"
LWG	S/Sgt.	Tollefson, Lawren M.	"
RWG	S/Sgt.	Wright, Dale L.	"

PLANE 107322

P	1st Lt.	RISHER, JAMES F.	614th
CP	2nd Lt.	FEFENNING, JACK L.	"
N	2nd Lt.	RICKS, FRANK W.	"
B	2nd Lt.	BROWN, VINCENT E.	"
RO	S/Sgt.	Mussetter, William M.	"
TT	Sgt.	Ockerman, Robert H.	"
BT	Sgt.	Baker, Harry R.	"
TG	Sgt.	Baker, James T.	"
LWG	S/Sgt.	Miller, Jennings F. Jr.	"
RWG	Sgt.	Croce, Rudolph M.	"

PLANE 42-107210

P	2nd Lt.	TAYLOR, FRED M.	614th
CP	2nd Lt.	ROESKE, WARREN A.	"
N	2nd Lt.	COYNE, VAUGHN B.	"
CTG	S/Sgt.	Dondeville, Clem N.	"
RO	S/Sgt.	Steuhing, Ephraim G.	"
TT	S/Sgt.	Sullivan, Harry L.	"
BT	S/Sgt.	Ellsworth, Kenneth E.	"
LWG	S/Sgt.	Modling, Odom W.	"
RWG	S/Sgt.	McMahon, James F.	"
TG	S/Sgt.	Leiferman, Gerals J.	"

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

24 May 1944

SUBJECT: Leader's Narrative, Mission of 24 May, 1944.

TO : Commanding Officer 401st Bombardment Group (H)

1. Assembly over Deenethorpe buncher was somewhat complicated because of groups from other wings encroaching on the 94th CBW assembly area. However, wing assembly was effected satisfactorily and the three groups left together two minutes early.

2. The wing leader did not fly the course over England as briefed, so that more time was gained as we progressed. This caused the wing to join the division assembly line early, since the wing was ahead of its proper place. However, as we progressed a thick haze and dense contrails severed all visual contact between wings of the division.

3. At the target flak was moderate but extensive in area. The bombs were dropped on the wing leader through broken clouds. Large fires were observed in the metropolitan area.

4. The flight back was again complicated by the unfavorable weather which at times split the wing. However, all ships returned safely with the exception of one which is thought to have gone to Sweden.

DONALD G. MC CREE  
Major, Air Corps  
Low Box Leader.

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

B-C-1

24 May 1944

SUBJECT: Operational Narrative, Mission No 74, 24 May 1944. (Low Box)

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

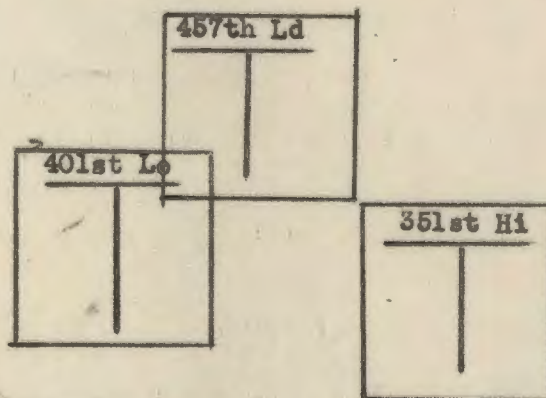
1. The 401st Group furnished twenty one (21) aircraft, including three spares, for the low box of the 94th Combat Wing formation. Takeoff and assembly were as briefed. For the route in, bombing, and route out see the Box Leader's narrative and the Navigator's leg.

2. Five (5) ships returned early. One was a spare and four were abortives. Two were due to mechanical failure and two were due to personnel failure. One spare filled in and sixteen ships comprised the attacking force.

3. Enemy action consisted of intense, accurate flak over the target. No attacks by enemy aircraft were reported. One ship, hit by flak, continued on under control and is believed to have headed for neutral territory.

4. Formation:

- a. At takeoff and cruise (diagram attached).
- b. Over the target (diagram attached).
- c. The 401st Group was Low in the 94th CBW formation:



5. Bombing was PFF in Wing formation on the primary. Results were observed through broken clouds to have hit in the built-up area north-east of the assigned MPI.

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

LOW BOX 94TH CBW

Combat Flight Leader MAJ MC CREE Date 24 May 1944

Deputy Flight Leader LT SMITH

Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_

Ground Control \_\_\_\_\_

614 SQDN

GOODMAN (MC CREE)

012

GRUMAN

SMITH

992(abort)

315(abort)

WALSH

863

LIPKA

FISETTE

662

084

612th SC JABWOCK  
613th IN MACRO  
614th IW GOLFCLUB  
615th IY BUZZARD

401ST LOW BOX FORMATION  
AT TAKEOFF AND ON CRUISE

612 SQDN

615 SQDN

JOHNSON

LEWIS

393

730

MYRTEUS

MASSEY

POST

WHITEMAN

811

050

674

619

WEST

TRIMBLE

398

873(abort)

WOODS

MC CORD

PARR

KAMINSKI

039

837

843

113(abort)

SPARES

GILLESPIE

468(returned)

RISHER

TAYLOR

322

210

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 887  
U. S. ARMY

(D-J-5)

24 May 1944.

SUBJECT: Comments of Crews Participating in Mission to BERLIN, this date.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 887, U. S. Army.

1. A/C 012 - Major McCree, Co-Pilot, - Wing Leader did not follow flight plan and never got into Division formation. Wing Leader's IAS was too fast and wing outran wings ahead.
2. A/C 084 - Lt. R. C. Pisette, pilot - Unusually good leadership and formation - especially good evasive action.
3. A/C 496 - Lt. J. W. Myrtetus, pilot - Low Squadron too far behind.
4. A/C 662 - Lt. J. P. Lipka, pilot - #3 Lead Element did not hold position and made it tough for us.
5. A/C 868 - Lt. R. P. Walsh - pilot - Evasive action when bombing over Berlin caused confusion.
6. A/C 674 - Lt. E. A. Post, - Had to walk to chew last 8 or 10 times - more cookies in lunch. T/Sgt. C. F. Casner, RWG - wants 2 chutes for chaff. Lt. B. M. Hirsch - Why can't I have A/C with Gee in it when only 1 box is flying?
7. A/C 0050 - S/Sgt. H. L. Eames, RWG - Radio system in this A/C has been reported out twice and is still defective. Transportation has not this crew at A/C only once.
8. A/C 398 - Lt. G. E. West, pilot - We were first to land and had to wait 1½ hours for truck. Crew was on guard duty last night.

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

SECRET

Form OO-Amm-2B

MISSION EXPENDITURES - AMMUNITION

(Div. or Comd) 1ST BOMB DIVISION

Operations No. 363

Date of Operations 24 MAY 44

Group	Bomb Type	FUZES				EXPENDED					AMMUNITION			PYROTECHNICS		
		Nose Fuze	Nose Delay	Tail Fuze	Tail Delay	Initial Load	On Target	Jet s'nd	Unactd for	Retd	Cal	Linkage	Linkage Ratio	Amount Expended	Type	Amount Expended
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
401	100-LB. G.P. AN-30	AN-M103	1/10	AN-M100	1/100	210	160	10	0	40	.50	AP	STR	10560*	NONE	
	100-LB INC M47A2	M126	INST			651	497	32	0	122						

\* OF TOTAL RDS EXPENDED, 8000 RDS WERE EXPENDED ON LOST A/C NO. 42-31619

DECLASSIFIED PER ND 74500  
BY PER NARA DATE 1/22/11

Check one of the following:

Report complete XXX

Supplement will follow \_\_\_\_\_

Reason for Supplement \_\_\_\_\_

Additional Remarks \_\_\_\_\_

HEADQUARTERS  
 401ST BOMBARDMENT GROUP (H)  
 OFFICE OF THE COMMUNICATIONS OFFICER  
 AAF STA 123, APO 557

J-4-

REFERENCE FIELD ORDER 363 24 MAY 1944

SUBJECT. COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 74.  
 TO: COMMANDING OFFICER, 401ST BOMBARDMENT GROUP (H).

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

- |                                 |                    |
|---------------------------------|--------------------|
| 1. VHF/DF BEARINGS TO 401ST A/C | <u>2</u>           |
| VHF/DF BEARINGS TO 94TH GBW A/C | <u>1</u>           |
| 2. HF/DF BEARINGS               | <u>0</u>           |
| 3. MF/DF FIXES                  | <u>4</u>           |
| 4. DISTRESS ACTION              | <u>1</u>           |
| 5. RADIO BEACONS USED           |                    |
| SPLASHERS                       | <u>28</u>          |
| FIXED BEACONS                   | <u>0</u>           |
| BUNCHERS                        | <u>13</u>          |
| 6. TOTAL A/C EQUIPPED WITH GEE  | <u>12</u>          |
| MAXIMUM FIX OBTAINED            | <u>0805E-9441N</u> |

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

- |            |          |               |          |
|------------|----------|---------------|----------|
| 1. LIAISON | <u>1</u> | 5. INTERPHONE | <u>4</u> |
| 2. COMMAND | <u>0</u> | 6. GEE        | <u>3</u> |
| 3. VHF     | <u>2</u> | 7. IFF        | <u>0</u> |
| 4. COMPASS | <u>3</u> | 8. OTHER      | <u>0</u> |

HAROLD M. KENNARD, JR.  
 CAPT, AIR CORPS,  
 GP COMM CO.



SS Form 90

S-2 STATISTICAL REPORT

Mission of 24 May 1944

Time of Preparation 1730

Target BERLIN

Telephone No. A-2 1735

\*\*\*\*\*

- (1) Designation of Group 401
- (2) Total No. of A/C airborne, incl. spares 21
- (3) Total No. of A/C Dispatched 21
- (4) No. of A/C Attacking 16
- (5) No. of A/C Dispatched but not Attacking 5

Due to:

- (a) Mechanical Failure 2
- (b) Weather \_\_\_\_\_
- (c) Enemy Action (lost before target) \_\_\_\_\_
- (d) Other 3

- (6) No. of A/C Lost 1

Due to:

- (a) Anti-aircraft fire \_\_\_\_\_
- (b) Enemy fighters \_\_\_\_\_
- (c) Flak and fighters \_\_\_\_\_
- (d) Accident \_\_\_\_\_
- (e) Reasons Unknown 1

(7) Times of Attack 1111

(8) Altitudes of Attack \_\_\_\_\_

(9) Bombs on Each Target (a) <sup>453</sup>140 (b) Size <sup>M 47</sup>100 (c) Type <sup>I.B.</sup>60%

(10) Personnel Casualties 4 11

Type:

- (a) Number Killed \_\_\_\_\_
- (b) Number Wounded 1
- (c) Number Missing 10

(11) A/C Suffering Battle Damage 7

Category:

- (a) Minor 7
- (b) Major \_\_\_\_\_
- (c) Salvaged \_\_\_\_\_

(12) Claims 0

(13) Leaflets 0

REMARKS: 32 x M 47 I.B. and 10 x 100#

G.P. bombs dropped on Kyritz.

location (5857 - 1225 N)

Also 32x M 47 I.B.s and 10x 60# or T. & O. (unknown)

LT. D. F. ...  
Preparing Officer

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

A.P.O. 557  
24 May, 1944

**SUBJECT: Mission Summary Report**

**TO : Group Operations, Station 128, APO 557.**

**1. Abortives.**

**a. Airplane No. 42-106992 - Returned early with a crew member sick.**

**b. Airplane No. 42-39873 - Returned early because of failure of vickers motor in the top turret, rendering turret inoperative.**

**c. Airplane No. 42-31315 - Returned early because of a broken external line, oil, to the propeller governor. This line had broken inside of the fitting on the governor, probably due to vibration crystallization.**

**d. Airplane No. 42-107113 - Returned early because of erratic action of # 3 engine. At 9000 feet, with the airplane climbing, at 2100 RPM and 30" Hg., the oil temperature rose to 110 degrees, the oil pressure dropped to 60 pounds per square inch, the cylinder head temperature remained normal. A ground check showed no metal on the sump plug or in the cuno, and no malfunction on ground run-up. This plane was then test flown to 15000 feet, with no evidence of the previous malfunction.**

**2. Battle Damage.**

**a. 42-107084 - 4" skin hole in leading edge of left horizontal stabilizer caused by flak; 3" skin hole in bottom of left horizontal stabilizer, caused by flak; 1" skin hole in bottom of right wing, outer panel, caused by flak.**

**b. 42-97322 - 4" flak hole through bottom tip of right horizontal stabilizer, cutting stiffener, change necessary; 3" skin hole in right side of fuselage, rear of co-pilot's window; 2" skin hole in top of fuselage, forward of pilot's windshield, caused by flak.**

**c. 42-102393 - Flak hole in left wing behind tokio tanks, near station 18; Flak hole in vertical stabilizer, near station 5.**

**d. 42-102398 - Flak hole in leading edge of left wing at station 25.5.; Flak hole in top of left wing, station 26, midway; Flak hole in right side of dorsal fin station 7a.**

**SUBJECT: Mission Summary Report. (continued)**

e. 42-31662 - Flak hole in vertical stabilizer, station 11; Large hole through right horizontal stabilizer between station 130 and 149; Flak hole through rudder at station 6; Flak hole through dorsal fin at station 6k.

f. 42-31730 - 6" X 8" flak hole through bottom of left elevator, change necessary; 1" X 8" flak tear in bottom of right wing, outer panel, behind # 4 nacelle; Small flak hole in right side of fuselage at station 6D; Small flak hole in bottom of vertical stabilizer; Small flak hole in fuselage, tail section.

g. 42-102674 - Small flak hole in plexiglass nose section; Two small flak holes in left side of fuselage, beneath pilot's window; 2" flak hole in left side of fuselage at station 4; Prop blades nicked by flak on # 3 engine; Small flak hole in leading edge of right horizontal stabilizer.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MI NOR DAMAGE</u>	<u>BY FLAK</u>
7	0	7	7

CHARLES W. HUNT  
 Capt., AirCorps,  
 Group Engineering Officer

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

A.P.O. 557  
24 May, 1944

SUBJECT: Armament Narrative on Mission 24 May, 1944

TO : Commanding Officer, 401st Bombardment Group (H),  
APO 557, U.S. Army.

1. The following Armament malfunctions were reported at the conclusion of the mission of 24 May, 1944.

<u>A/G No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-31863	Upper Turret	Right gun booster motor burned out.	Equipment
42-107084		Bomb Bay motor solenoid burned out.	Equipment
42-37843	Upper Turret	Bearing out in drive motor.	Equipment
42-31862	Ball Turret	Vickers unit motor failure.	Equipment

BOMB RACK MALFUNCTIONS

Negative bomb rack malfunction reports is submitted for the mission of 24 May, 1944.

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

PILOT Capt Goodman NAVIGATOR Lt H.G. Tordanson DATE 26 May 1944

STATIONS	0530	ENGINES	0630	TAXI	0645	T. O.	0700
LEAVE BASE:	0801						
COAST OUT:	0830						
ENEMY COAST:	1020						
I.P.:	1101 1/2						
TARGET:	1112						
ENEMY COAST:	1240						
English Coasts:							

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	DRIFT	TRUE HDNG.	VAR	MAG. HDNG.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
BASE Danington (A)	330 22	7500	150 131	145	31	-8	23	10	133	133	29	13 1/2	0801 0815			
52 54N 00 12E Kings Lynn (B)	330 23	7500 9000	150 131	147	113	-5	108	10	118	165	23	9	0834			
52 46N 00 23E Cromer (C)	330 24	9000-8	150 131	148	73	-9	64	10	74	151	35	14	0838			
52 56N 01 20E 53 31N 03 50E	380 24	9000-8	150 131	"	65	-9	56	9	65	148	99	40	0928			
" " " "	336 32	9000 17000	150 131	158	65	-9	56	9	65	158	104	39	0957			
54 20N 06 30E	338 34	17000 21000	150 131	175	90	-10	80	7	87	185	64	20	1017			
" " " "	320 46	21000	150 132	181	117	-6	111	6	117	223	53	14	1031			
53 57N 09 40E	320 48	21000 25000	150 136	186	117	-6	111	5	116	229	76	20	1051			
" " " "	320 50	25000	150 140	194	134	-2	132	4	136	244	43	10 1/2	1101 1/2	IP		
52 54N 12 26E (IP) TARGET	320 50	25000	150	"	124	-4	120	4	124	242	42	10 1/2	1112	TARGET		
52 31N 13 28E 52 37N 13 40E	320 49	23000	150 138	207	55	-13	42	4	46	206	12 1/2	09 1/2	1115 1/2			
" " " "	320 47	23000	150 134	201	0	-8	352	4	356	165	13	04 1/2	1120			
52 50N 13 40E " " " "	320 46	21000	150 132	181	294	76	300	4	304	140	82	35	1155			
43 23N 11 35 E	320 46	21000	150 127	"	297	76	303	5	308	139	129	55	1250	1240 Depart Enemy Coast		
" " " "	332 31	11000	170 131	184	270	79	279	7	286	168	64	23	1313			
54 20N 06 30E " " " "	330 26	11000	150 131	163	245	70	255	9	264	159	204	17 17	1430	English Coast		
Cromer																
52 56 N 01 20E BASE	330 23	11000 5000	170 131	163	250	78	258	10	268	158	75	28	1458			
BASE CHCER	330 20	2000 10000	150 131	139	70	-8	62	10	72	141	75	3 1/2	0735 0830			

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.
0759				33°	Depart Base	2 min ahead	148	8,000					
0811				33	Point A	travelling N of point A 4 min ahead	145	8,000					
0814 1/2				133	A/O to Point B	8 miles N of A N	157						
0825				83	Point B left out	waiting for assembly 53 10N 00 45E	155	8200					
0832					Over Cromer	6 miles ahead	155	8500					
0834 1/2				36 41	Depart Point X	4 min ahead 52 54N 01 26E	150	8000	147				
0841 0841	08	718	26	35	Gee 53 12N 01 32E		157	8500					
0842	80	77	87	97			155	8500					
0847				29	Gee 02 03E 53 15E		155	8500					
0852				67	Gee 53 21N 02 1 8E		150	8500					
0855				50			150	8500					
0857				25			150	8200					
0902	46	-16	30	38	Gee 53 37N 02 58E		155	8400		133			
0911				78	X		155	8300					
0913				65	Start climb		150	8500					

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAC 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.
0920	52			48	Gee 54 00N 03 47M		157			135			
0930	85			65	Gee 54 04 04 47		150	11,500		216			
0940				75			150	15200 -2112					
0944	76	-7	69	76	Gee 05 39E 54 12N 34/39k		146	15500	155	133	170		
1000				70			160						
1003				70			160						
1003				87	06 30E 54 20N Dense contrails 19000 10/10 here to 15000		160	17900					
1011				97	Flak reported N of course Heligoland		150	19400					
1012				103	Friendly fighters reported P-51		150						
1021	100	-11	89	95	08 22E 54 15N	Lost formation				212			
1021				117			170	20600					
1025				130									
1030				100			155	20500					
1035	121			117	53 50N 09 45E Trying to catch formation P-51 in area		160	21000					
1046				125	155 30E 10 56E 4-8/10 contrails		160	21400					
1049				138	P-51 AK		150						
1057				150	Whiteman 2 bad engines		150						
1104				98	B-17 S turn around flak discharge chaff ahead & N of course								
1110		320/50		62	Over N.W. Section of Berlin		150	23000					
1111				72	Bombs away 5-8/10 over target		150	23500					
1112				188									
1115				46	still in flak		155	21000					
1127				904									
1130				335	Flak at ill Orinesbung								
1139				294	52 58N 13 15E		150	21500					
1147				305			150	21300					
1153													
1155				308	Fighter dogfighting below Whiteman going with parachute reported		155	20800	209	162	21	1225	
1205				303	Dense contrails 53 24N 11 35E		160						
1207					B-17 reported going down		156						
1220				305	P-47 reported and contacted 0900E		150	21000					
1236				305	Flak 8 guns		170	21300					
1245				310	Flak moderate		170	20400					
1300				286	AC on course letting down splasher #5 picked up		170	20000					
1307				286	Flak starting let down		155	20000					1438
1330				270	G 06 27E 54 20N								
1400				225			175	6500					
1415				220							69	25	1440
1430					53 35N 02 20E	Coast in 52 56 01 13 E							
1533					BASE								
1537					Landed								

LOG CLOSED

SIGNED \_\_\_\_\_ NAVIGATOR

Combat Flight Leader \_\_\_\_\_ Date 24 May 1944

Deputy Flight Leader \_\_\_\_\_

Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_

Ground Control \_\_\_\_\_

401st Group over target

\_\_\_\_\_ SQDN  
GOODMAN (MC CREE)  
\_\_\_\_\_ 012

612th	SC	JABWOCK
613th	IN	MACRO
614th	IW	GOLFCLUB
615th	IY	BUZZARD

RISHER

322

WALSH

863

LIPKA

FISETTE

662

084

\_\_\_\_\_ SQDN

JOHNSON

398

MYRTETUS

811

WEST

398

WOODS

039

SPARES

MASSEY

050

MC GORD

837

\_\_\_\_\_ SQDN

LEWIS

730

POST

647

TAYLOR

210

PARR

843

HEADQUARTERS  
AAF STATION 128  
APO 557

28 May, 1944

SUBJECT: S-4 Combat Mission Report on Mission 28 May, 1944

TO : Commanding Officer 1st Bombardment Division, APO 557  
ATTN: Statistical Control Officer

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

A.F.C.E. Out (1) Flaps Creep (1)  
Vacuum Pumps Out (1)

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

None Reported.

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

None Reported.

CHARLES W. HUNT  
Capt., Air Corps,  
Group Engineering Officer