

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

MISSION No. **28**

Date: **25 FEB. 44**

TO: **AUGSBURG , GER.**

HEADQUARTERS
401ST BOMBARDMENT GROUP(H) B-C-6
OFFICE OF THE OPERATIONS OFFICER

26 February 1944

SUBJECT: Wing Leader Narrative, 94th Wing- 401st Bomb Group.,
Mission of 25th February 1944.

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

1. The lead group took off on time and assembled very rapidly at 8,000 feet using the Deenthorpe buncher. The other two groups seemed to be forming well also, but when departure was made on time they failed to assemble. Also the high and low failed to intercept at any of the control points, but finally pulled into wing formation from the rear just beyond the French coast. The Wing went into the target with 52 aircraft (17 in the lead box, three having turned back; 17 in the low box, and 18 in the high.)

2. The overcast over England became broken over the channel; no cloud condition at all was encountered over the continent. Some flak was encountered over the French coast going to the target. The route was approximately as briefed with some slight deviations to skirt flak. Friendly fighter support was good.

3. The lead combat wing of the 1st Division went several miles beyond the point where a turn south to hit the initial point was to be made. The combat wing following the 94th CBW had pulled up abreast of the 94th on the left. That wing started turning towards the 94th so in order to insure non interference with the bomb run the 94th wing made a slight "S" turn to the left and came into the target third. accurate flak was encountered at the target. However the lead group bombed with good results as reported by the bombardier. It was also ascertained that the high and low had dropped their bombs. The route out was approximately as briefed. Wing formation over the continent was good. One aircraft struggled from the low box (457th) at a point some distance after the target. One enemy fighter made a single pass and knocked him down. The lead aircraft's tail gunner reported seeing seven parachutes himself.

4. A diversion message for aircraft low on gasoline was received while still over France. This information was given when over the channel and box leaders acknowledged. Weather reports of a thousand foot ceiling, then two thousand were received and passed on. A let down was made on Splasher # 11 and aircraft proceeded to base.

5. In summary the 94th CBW had 52 airplanes over the target and lost one from the low box after the target (at least seven chutes were seen.

W. T. SEAWELL,
Maj., Air Corps,
Group Leader.

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

AAF Station 128
26 February 1944.

SUBJECT: Operations Officer's Narrative, Mission No. 28, 25 February 1944.
(401st Lead Box)

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

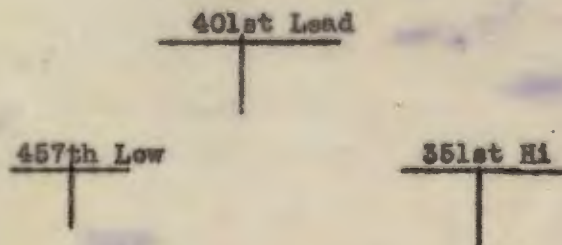
1. General Narrative: The 401st Group furnished eighteen (18) aircraft plus two (2) spares for the lead box. Three ships were abortives of which the spares filled two of the positions, leaving seventeen (17) aircraft in the lead box for the entire mission. Group assembly was very good and the group left Point "X" on time. The high and low boxes had a lot of trouble getting into Wing formation and Wing did not get together until the French coast was reached. Points "A" and "B" were reached 1 minute early but other points and departures were as briefed. The briefed course was flown on the route in and out, and the target was bombed visually with good results.

2. Aircraft Not Attacking: Of the three abortives, two were due to mechanical failure (42-31116 and 42-39837) and one was personnel failure (42-31508).

3. Lost Aircraft: No aircraft were lost out of the lead box. Fourteen (14) aircraft returned to home base, three (3) ships landed safely at other fields.

4. Formations:

- a. Group T.O. and cruise (see attached diagram)
- b. Group over Target (see attached diagram)
- c. Group's position in 94th CBW, as follows:



5. Results of bombing were good and pictures of the bomb strikes are being forwarded.

DELYNN E. SILVER
Captain, Air Corps
Asst. Operations Officer

Combat Flight Leader MAJ REYNOLDS Date _____
 Deputy Flight Leader CAPT STANN _____
 Group Call Sign _____ Fighter Call Sign _____
 GROUND CONTROL _____

401st Formation over
 Target

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

612 SQDN
DELIVERY (STANN)

1486

KEITH

1087

SHOPS (STANN)

1072

STELZER

1226

KAUFMAN

9820

FITZGERALD

0855

612 SQDN

GRINHAM

8507

612 SQDN

DAILEY

8765

OTTOM

7436

KILB

1091

JORNEON

9943

WERT

1940

BYROCKE

8138

BENHAM

1891

SHAW

1509

LOZINSKI

9846

WELLS

9932

SPARES

1402

1402

1402

1402

1402

1402

1402

1402

HEADQUARTERS
 401ST BOMBARDMENT GROUP
 Office of the Air Statistical Officer

AAF Station 128
 26 February 1944.

SUBJECT: Statistical Summary, 401st Bombardment Group, Mission of 25 February 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....20
 Number of Spares..... 2
 Number of A/C T.O. Less Unused Spares...20
 Number of A/C Dispatched.....18
 Number of Sorties (E.E.T.).....17
 Number of A/C Returning Early (Net E.E.T)...3
 Number of A/C Attacking.....16
 Number of A/C Not Attacking..... 4

Number of A/C Lost:
 None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Head	Tail
Main Bombfall	17	16	(190 2	500# 500#	GP Snake Bombs	1/10	1/100
Other Attacks	--	--	(12 --	500 --	--	--	--
Bombs on Targets			✓192 (12	500#	x	x	x
Other Bomb Expenditures			24	500#	GP	1/10	1/100
Bombs Returned			24	500#	GP	1/10	1/100
Total (Loaded on A/C Taking Off)			192	500#	x	x	x

Per the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

APO 634

SUBJECT: Lead Navigator's Narrative Mission Flown 25 February 1944

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 0851 hours.
 - b. Group formed at 0935 hours at 6300 feet.
 - c. Formed CBW at 0947 hours at 6300 feet.
 - d. Began climb at 0947 $\frac{1}{2}$ hours.
1112 18000
 - e. Reached altitude at 1358 hours. 22000
 - f. Weather encountered over England:
 - (1) Clouds 10/10ths
 - (2) Visability UML miles Above Clouds
 - (3) Wind at altitude 105 degrees, 27 Knots per hour.
 - g. Means of navigation over England.
G, Radio Compass, DR
 - h. Means of checking Metro Winds
Pilotage and Double Drifts.
 - i. Joined task force at 1042 hours at Selsey Bill.
(Splasher, City or Coord)
 - j. Departed English Coast at 1042 hours.
Arrived at Enemy Coast at 1122 hours.

k. Fighter Rendezvous:

(1) Going in: 2:12 hours.

(2) Coming Back: ~~continues~~ hours.

1. Wind used for bombing.

(1) ~~300~~ degrees.

(2) _____ knots per hour.

(3) How determined:

Pilotage wind plot and drifts by bomb sight on to headings

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

(1) Reached IP at _____ hours.

(2) Mag heading over ~~1405~~ target degrees.

(3) Altitude over target 286 feet.

(4) Time bombs away **22,300**s.

(5) Method of target ~~identification~~ and weather over target:

Visual - Clear

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

NOTE

o. Gee:

(1) Coordinates of furthest fix 4545 N 03 45 E.

(2) Time 1600 hours.

p. Comments:

RESULTS APPEARED EXCELLANT

SIGNATURE

RUFUS F. CAUSBY
1st Lt. AG
Lead Navigator

PILOT Major W. T. SEAWELL NAVIGATOR 1ST. LT. RUFUS F. CAUSEY DATE 25 FEBRUARY 1944

STATIONS	0720	ENGINES	0820	TAXI	0835	T.O.	0850
LEAVE BASE:	0940						
COAST OUT:	1043						
ENEMY COAST:	1128						
I.P:	1429						
TARGET:	1434						
ENEMY COAST:	1626						
english coast	1643			Base		1739	

Let down Spl 11
Mag Head 330°

VHF Codeword
(Doughnut)

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

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

Zero Hour 1120 Oxygen 05:43

94th Call Sign Goldsmith 22

FROM TO	W/V USED	HEIGHT	IAS MPH /K	TAS (K)	COURSE	DRI- FT.	TRUE HDNG.	VAR	MAG. HDNG.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.			
Base "X"	92	6000	155	146	352	79	001	11	12	148	13	6 1/2	0940				
Cottesmore	23												0947				
52 43N 00 39W	94	6000	150	143	250	4	246	11	257	167	19	7	0954				
Leicester "B"	26	84000															
52 37N 01 08W	100	12000	"	150	185	-13	172	11	183	146	52	21 1/2	1017				
Oxford "C"	35																
51 45N 01 16W	104	12000	155	161	138	-7	131	11	142	129	35	16	1033				
Splasher #10 "D"	37																
51 20N 00 39W	"	"	"	"	188	-13	175	11	186	153	37	14 1/4	1043	English Coast			
Selsey Bill "Z"																	
50 43N 00 48W	106	12000	150	163	119	-3	116	10	126	124	91	44 1/2	1128	Enemy Coast			
50 00N 01 17E	40	18000															
" "	110	18000	155	176	100	72	102	8	110	140	279	01:59	1327				
49 12N 08 22E	36																
" "	110	18000	150	176	104	71	105	5	110	146	121	50 1/2	1419				
48 44N 11 22E	30	22000															
" "	110	22000	155	188	182	-9	173	5	178	176	24	08 1/2	1429	IP			
48 20N 11 21E	32																
" "	"	"	150	182	275	-3	272	5	277	222	18	05	1434	TARGET			
target																	
48 22N 10 54E	110	22000	160	191	214	-9	205	5	210	196	14	04	1438				
48 10N 10 42E	31	20000															
" "	110	20000	160	181	313	73	23	5	321	206	73	21	15000				
49 00N 09 21E	28	15000					316										
" "	110	15000	155	194	288	0	288	5	293	218	41	12	1512				
49 12N 08 22E	25																
" "	110	15000	155	194	280	-2	278	8	286	225	279	01:14	1626	Enemy Coast Out			
50 00N 01 17E	33																
" "	100	15000	170	170	318	78	325	10	335	198	59	18	1644	English Coast I ⁿ			
Beachy Head	35	5000															
50 44N 00 14E	90	5000	155	143	293	0	293	11	304	163	45	16 1/2	1700 1/2				
Splasher 11	20																
51 01N 00 50W	"	"	"	"	6	78	14	11	25	140	90	38 1/2	1739				
Base																	
				CHAFF	Released at IP (Continue for 7 minutes)												
					Rate 1-3 seconds												
				OK	Eastern Wyoming - Stud 1 L.S. 1 Series 2												
					S. Carolina - Stud 2 L.S. 1 Series 3												
Base	70		150	140	181	-10	171	11	182	148	70	29					

TIME	COURSE	W/V USED &/OR D.R. DRIE	TRUE MAG. HDNG HDNG	NAVIGATIONAL OBSERVATION Engines 0821	GENERAL OBSERVATIONS Take Off 0851	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
0900			360	Over Cottesmore		150	3500					
0910			60	2½ NE field 10/10 Undercast		140	6300					
0928			60	Low and Lead Squadrons formed 2 mi. SE base.		150	6300					
0935			90	Group Formed 2 mi south of Field		150	6300					
0941			90	Depart "X" 1 minute late		"	"					
0947½			325	Over Pt. "A" ½ minute late		155	"					
0952			245	"G" 52 24N 00 52W		150	7300					
0954			250	4½ East "B" Alter Course to 172		150	7900					
1000			175	"G" 52 24N 01 10W		"	9000					
1007			175	"G" 52 05N 01 09W					150	18½	7	1015
1015			180	Three East "C" (two minutes early)		150	10800					
1021				"S"ing to kill time		"	12000					
1028			80	Over "D"		"	12000					
1032			185	On course to "Z" Trying to lose time		"	12000					
1042			185	Coast out Three miles East "Z"		"	12500					

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D. R. C.S.	DIS. TO RUN	TIME	E.T. A.
1047			40		"S"ing to let wing catch up		155	12500					
1105			97		"G" 50 26N 00 16E		150	15000					
1116			100		Test Fired guns			17500					
1122			101		Dieppe 5 left 49 48N 01 15E	Enemy Co st	150	18100					
1127			101		SC L Aborted 10 South Abbeville		"	18000					
1135			110		Poix 1 left (8 ROC)		"	"					
1139		4 R	90		Continual "S"ing to let Groups Catch up	Amiens 8 left	"	"		140	38	16	1155
1149		4 R	100		49 48N 02 45E		"	"					
1202			85		Laen 4 left 15 South Course	(Pictures of Embankments)							
1204			75		Turn to Course	Missed Flak at Laen	150	18000					
1209			75		Flak (ten Guns) Hit us	Reime							
1211		4R 50 012K	70		P-47's 49 45N 04 10E		155	18000					
1221			100		Have to go South of Saarbrucken	Wings on left							
1224			100		"G" 49 28N 05 10E		150	18000					
1227			100		One ship aborting (Low Box)		"	"					
1230			30		Decided to cross North of Saarbrucken								
1240			105		Six Factory's south of Luxembourg	(On course)							
1246			105		Enemy fighters								
1253			50		Flak at Saarbrucken (8 miles right)								
1306			80		Crew bailed out and B-17	Going down		18000					
1312			76		49 13N 08 22E 15 early		155	18000	Begin climb				
1315			76		Barrage balloons at Karlsruhe	(Barges in Canal)							
1315		5723K			Pilotage Wind				176	156	120	46	1401
1327			100		Heilbronn 6 left		150	20100			34	12 1/2	
1336			90		Halli 8 left		150	21 700					
1358			170		a/c to IP		155	22000					
1400					Regensburg hit	Our Tgt hit smoking							
1405					IP			22000					
1407			272		Chaff 48 20N 11 18E								
1412		3R	281		Bombs away (Damn Good)		150	22300					
1416			316		Alter Course P-51's at target area	No 38's							
1425	"		350		Ulm Going around it		165	20000					
1435		103 27	340		Stuttgart Blown to Hell	15 miles at 0930		19400					
1440		6R	288		Wings coming in at right		160	16000					
1449			305		B-17 in low box dropping out	not losing altitude							
1456			290		Cross Rhine River (B-17)	down ahead - 6 chutes							
1502			290		ME 109's hit straggler	17 going down 10 chutes	155	15500					
1515			297		Saarbrucken 12 left		155	15000					
1525			290		Crossing Moselle River (France)								
1529		10026K	290		Luxembourg 4 right		150	15000		170	93	33	1635
1545			292		Sedan 5 left		"	"					

SIGNED

NAVIGATOR

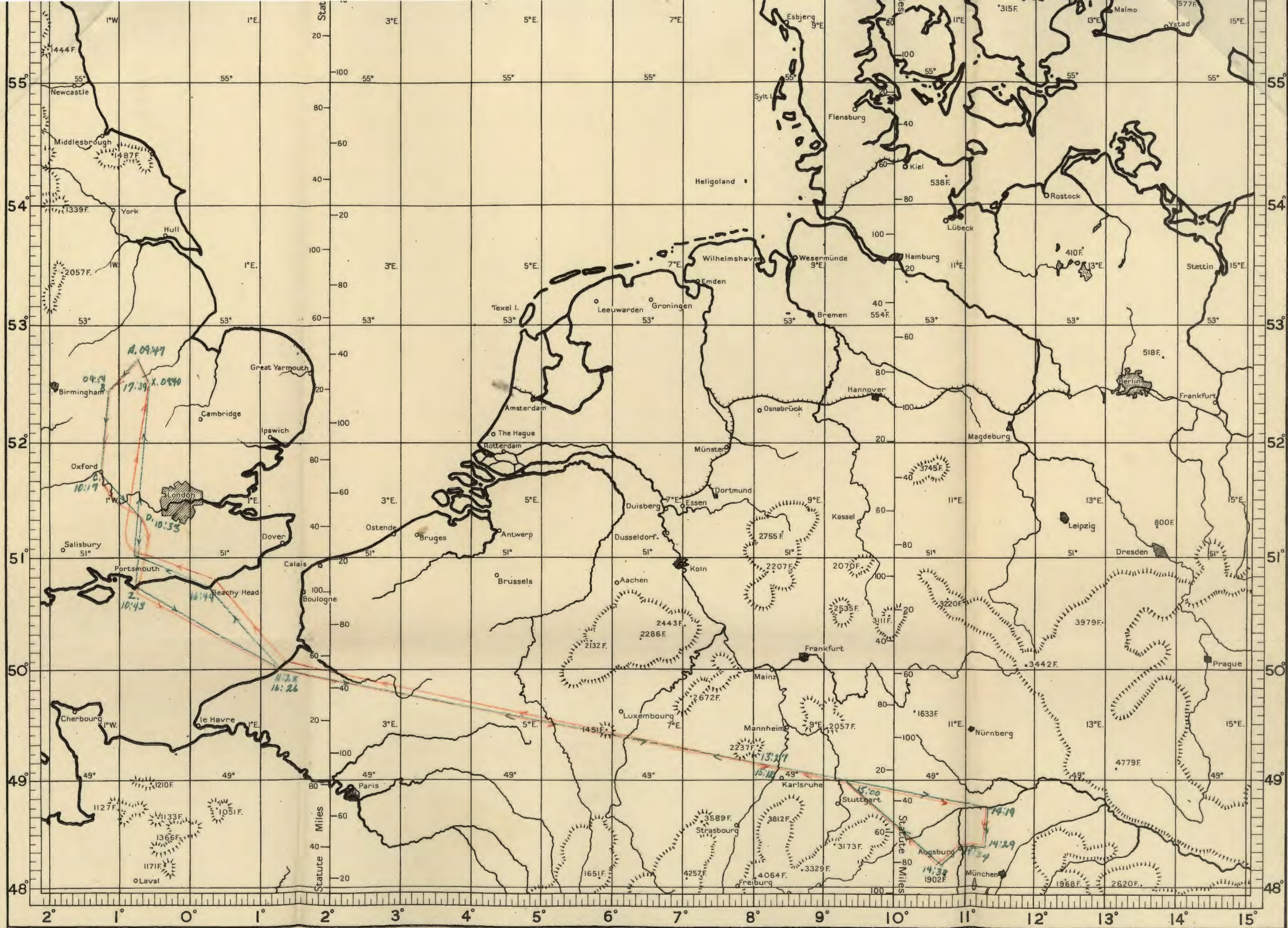
PILOT _____ NAVIGATOR _____ DATE _____

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

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

TIME	COURSE.	W/V USED E/O R D.R. DRIF	TRUE MAG. HDNC HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1557			295	Diversion Message from Division		150	15000					
1500				"GM" 03 45E 49 45N	Large factory	/						
1603			300	Flak at North Zoon (2 left course)	401 - Tangmere 50 51N 00 43W 457 - 51 15N 00 57W Odium	/	50 49N 00 56W					
1621				Amiens 3 miles left		155	15000					
1631			290	Abbeville		155	15000					
1636			295	Const out 50 08N 01 28E		155	15000				20	1656
1645			325	50 27N 00 58E		170	11000					
1656			320	English Coast 50 48N 00 22E		170	6000					
1716			305	(Let down 330 TH)		/						
1722			10	51 08N 01 00		180	2500					
1729			20	Reading 1 left		190	2200					
1741			20	51 50N 00 47W		/			138	40	17	1756
1759				B ASE		/						
				LANDED 1802	Log Closed	/						
						/						
						/						





HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

25 February 1944

SUBJECT: Group Bombardier's Report

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

1. Disposition of Bombs: Twenty of our a/c took off loaded with 238 X 500 GP bombs. One a/c carried 2 smoke bombs and 10 X 500 GP's. Three a/c aborted before reaching the enemy coast. The 401st (as Lead Group) had 17 a/c over the target. Of these, 16 dropped 190 X 500 GP on the primary. One a/c emergency salvaged ten minutes before reaching the target due to engine trouble.

2. Photographs show excellent results and salvos of bombs in the MPI.

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

HEADQUARTERS
AAF STATION 128
APO 638 U. S. ARMY

25 February 1944

SUBJECT: Lead Bombardier's Narrative, Mission to Augsburg, Germany

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

1. Route to the target was exceptionally clear, with the weather becoming slightly hazier near the target. However, there was still 20 to 25 miles visibility even in that area. The course for 25 miles before reaching the IP, exactly paralleled the briefed course for the bombing run. Thus it was possible to locate the target while proceeding to the IP.

2. The 94th CBW, led by the 401st Group, turned and uncovered a few miles past the briefed IP due to the fact that the preceding wing had swung wide. Although two CBW's had already bombed the target, leaving huge smoke clouds, the 94th Wing's MPI was still visible and the buildings to be bombed were identified from 20 miles back.

3. Two evasive turns were made prior to reaching the flak area. Flak over the target was very accurate and gave the Lead Ship several rough jolts.

4. "Bombs Away" was at 1412 on a Mag Heading of 286 degrees, and a left turn away from the target area was made immediately after. The bomb hits were somewhat scattered, but a good number of them landed squarely on the machine shops which had been designated as the MPI.

ARNOLD C. KUENNING
Captain, A C
Lead Bombardier

Altitude of target	1855	Mag. Head. Order	277	Actual	286
True Altitude above target	23000	True Heading		281	
Ind. Altitude	20210	Drift, Est.	25	Actual	25
Pressure alt of target	17550	True Track		292	
Altimeter setting	29.92	Actual Range		11800	
C.E.A.S.	150	B.S. Type	M-2		
T.A.S.	210	Time of Release		1412	
G.S., Est.	245	Intervalometer setting		MIN	
Wind Direc. & Metro	110	Length of Bombing Run		2 min	
Wind Veloc., Metro	52	C-1 Pilot	Yes		
D.S.	145	A-5 Pilot			
TAN. D. A. Est.	204	Manual Pilot			

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

NPI

NAVIGATION DATA:

MEAN TEMP.

METRO

-30

ACTUAL

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP. C.

Metro

Actual

Metro

Actual

Metro

Actual

1000
5000
10000
15000
17000
19000
20000
25000
28000
30000

110

100

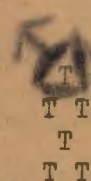
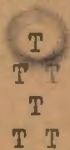
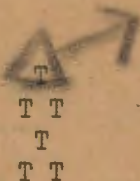
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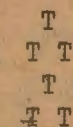
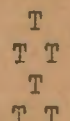
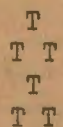
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-35

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

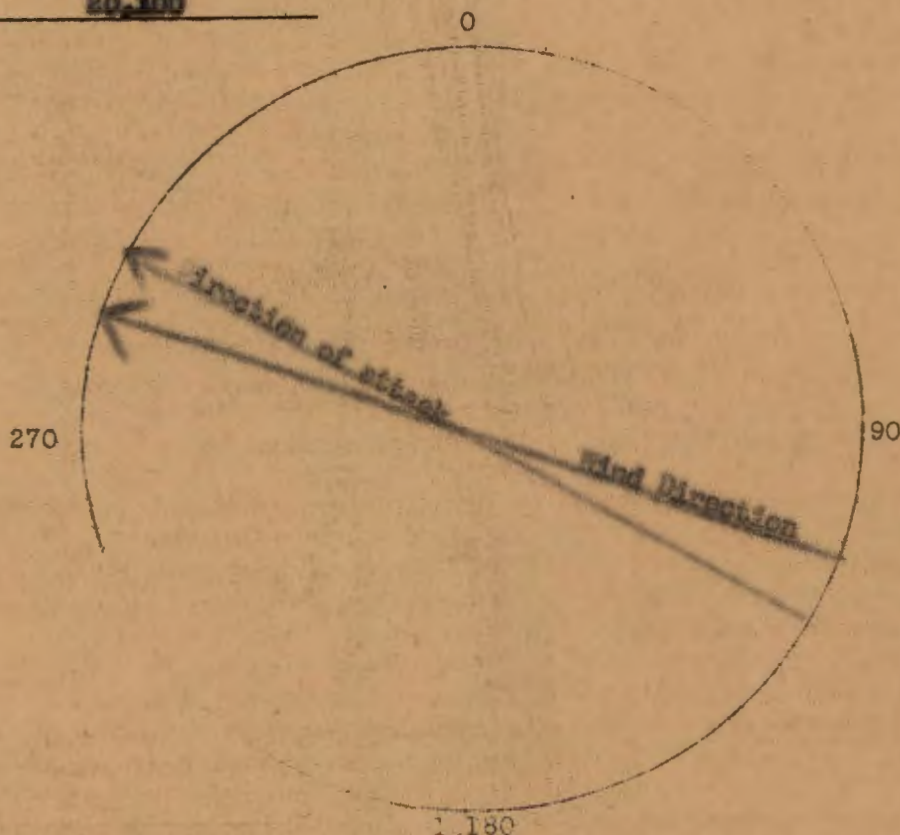
Bombardier dropping on leader, with arrow indicating leader's position.

BOMBARDIER'S INDIVIDUAL PLOT

Target AUGSBURG, Germany

Method of Bombing VISUAL

Altitude 20,100



PLOT

Wind Direction 228 100

Wind Velocity 305 28

Direction of attack 288

REMARKS - - - - -

20 a/c loaded with 238 X 500 GP
1 a/c carried 2 smoke bombs and 10 500 X GP's
3 a/c aborted
1 a/c emergency salvoed 10 min. from target
16 a/c dropped 190 X 500 GP Bombs on the Primary target

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

A.P.O. 634
25 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39837 returned early and Pilot's statement was that aircraft did not have enough gasoline to complete mission. Aircraft was in flight approximately 4 hours and upon return was found to have approximately 1800 gallons of gasoline remaining in tanks.

b. Airplane No. 42-31116 failed to complete mission for the reason that # 2 propeller governor failed.

c. Airplane No. 42-31508 returned early for the reason that Pilot thought # 1 engine was leaking oil excessively. Aircraft was in flight approximately three hours and upon return engine was checked and reserviced with oil. Approximately three gallons of oil were necessary to completely reservice, which is within the prescribed limits of existing Technical Order 02-3560-1. Cylinder compression check was made and no malfunction found. Past oil consumption of engine has been normal.

2. Battle Damage.

a. 42-31369 - Three flak holes in bottom left wing, # 2 oil cooler damaged; 2" flak hole bottom of right wing flap; 2" flak hole in right side of fuselage, near nose section; Small flak hole in Navigator's window on left side of fuselage.

b. 42-39820 - Two 3" flak holes in bottom of left wing, inner panel; 4" flak rip in bottom of left wing, outer panel.

c. 42-31485 - Two flak holes through vertical stabilizer; Small flak hole through fuselage, near nose; Small flak hole in leading edge of right wing and out top; Small flak hole in left side of # 2 ring cowl.

d. 42-38136 - Two flak holes through right wing, damaging two braces and main bar of wing, flap; 3" flak hole in bottom of left wing, outer panel; Small flak hole through left aileron; Small flak hole through right elevator.

e. 42-31072 - Three flak holes in left bomb bay door; Several flak holes through left and right wings, no internal damage; Small flak hole in # 3 ring cowl; 2" flak hole in bottom of right horizontal stabilizer.

SUBJECT: Mission Summary Report (continued)

f. 42-31091 - Several flak holes through left and right wings, puncturing tokio tanks; Flak hole in top of # 4 ring cowl, damaging cylinder; Small flak hole through fuselage above ball turret; 2" flak hole in left side of fuselage, to rear of waist position.

g. 42-97496 - Two flak holes in right wing inner panel, damaging two supports and tokio tanks; 3" flak hole through left wing, outer panel, at trailing edge; 2" flak hole through fuselage, rear of waist position; Cal.303 hole through vertical stabilizer.

h. 42-3507 - Several flak holes through left wing, main compression member damaged; Three cal.303 holes through vertical stabilizer; Small flak hole through left side of fuselage, beneath Navigator's window; Flak hole in # 4 ring cowl.

i. 42-31496 - Flak hole in bottom of left wing, near station 29; Flak hole in left bomb bay door; Flak hole in fairing joining right wing to fuselage, below leading edge cutting diagonal chord in wing.

j. 42-39765 - Flak hole through bottom of right horizontal stabilizer tip.

k. 42-39943 - Flak hole in right side of vertical fin, near station 3; Small flak hole in top of fairing joining right wing tip to wing;

l. 42-31037 - Numerous flak holes in left and right wings; Three flak holes in bottom of fuselage; Three small flak holes in bottom of right horizontal stabilizer; Two small flak holes in bomb bay doors; Flak hole in life raft door; Flak hole in right side of fuselage, above Navigator's window.

m. 42-30855 - Flak hole in top of right horizontal stabilizer, damaging stabilizer and elevator; Small flak hole in bottom of fuselage, right of ball turret.

n. 42-39932 - Small flak hole through left aileron; 2" flak hole through trailing edge of right wing and landing flap; Small flak hole in bottom of # 3 ring cowl; Small flak hole in right side of fuselage, above ball turret.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>BY FLAK</u> <u>& FIGHTER</u>
14	13	1	12	2

HENRY P. VANDERHOEF
 W/O J.g. U. S. Army
 Ass't Group Eng. O.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
25 February, 1944

SUBJECT: Armament Narrative, Mission No. 28, 25 February, 1944

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

1. A negative Armament and Bomb Rack malfunction report is submitted for the mission of 25 February, 1944.

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

S E C R E T

FORM 00-AMM-2A

MISSION REPORT - AMMUNITION

AAF STATION NO. 128

DATE 25 FEBRUARY 1944

GROUP 401ST BOMB GROUP (H)

TYPE AIRCRAFT B-17 G

I - AIRCRAFT: DEPARTED 20 DID NOT ATTACK TARGET 1
 RETURNED EARLY 3
 ATTACKING TARGET 16
 LO 0

	SIZE	QUANTITY	FUZING
II - BOMBS: INITIAL LOAD (TOTAL)	M 64	238	1/10, 1/100
EXPENDED (ON TARGET)	M 64	190	SAME
(JETTISONS)	M 64	24	SAME
RETURNED	M 64	24	SAME
UNACCOUNTED FOR	M 64	0	

III - FLARES: LANDING, BOMBING &
 PHOTOFLASH CARTRIDGES

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

POSITION	CAL.	NO. OF GUNS	AMMUNITION EXPENDED	
			CAL. .30	CAL. .50
CHIN TURRET	.50	34		505
LEFT NOSE		8		90
RIGHT NOSE		17		230
UPPER TURRET		34		710
LOWER TURRET		34		845
RADIO GUN		17		350
LEFT WAIST		17		575
RIGHT WAIST		17		570
TAIL GUNS		34		660
TOTALS		212		4535

(OVER)

S E C R E T

TOTAL A/C REPORTED BY GUN POSITION:

CAL..30 _____ RDS.

CAL..50 4535 RDS.

TOTAL EXPENDED FROM AIRCRAFT 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 4535 RDS.

V - REMARKS:

THREE (3) AIRCRAFT LANDED AT OTHER STATIONS. OF THE THREE (3) AIRCRAFT, TWO (2) EXPENDED BOMB LOAD ON TARGET, AND ONE (1) JETTISONED BOMB LOAD. SUPPLEMENTARY REPORT ON AMMUNITION EXPENDED BY THE ABOVE AIRCRAFT FOLLOWS AS SOON AS INFORMATION IS AVAILABLE.

(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-1)

25 FEBRUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 28.
 (REFERENCE FIELD ORDER NO 290)

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

1. USE OF VHF SET.

CHANNELS "A", "B", "C" AMERICAN AND BRITISH, AND "D"
 AVAILABLE. ROUTINE FORMATION MESSAGES ON CHANNEL "A".

2. VHF/DF BEARINGS.

SHIP 765 - 1 FROM DEENETHORPE.
 SHIP 932 - 1 FROM DEENETHORPE.
 SHIP 820 - 1 FROM DEENETHORPE.
 SHIP 136 - 1 FROM DEENETHORPE.

3. HF/DF BEARINGS.

SHIP 508 - 2 QDM'S FROM POLEBROOK.
 SHIP 855 - 2 QDM'S FROM POLEBROOK.

4. MF/DF FIXES.

NONE.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

SPLASHERS		MULTI-GROUP		BUNCHERS	
BEACON	USED BY	BEACON	USED BY	BEACON	USED BY
5	2	B	2	3	1
6	3			4	13
7	2				
8	4				
9	1				
10	9				
11	12				
16	4				

7. INFORMATION ON MEACONING.

NONE.

8. USE OF GEE.

MAXIMUM RANGE OBTAINED: NORMAL - 0345E 4945N SHIP 485

COMMUNICATIONS REPORT, OPERATIONAL MISSION 0 28, CONTD.
(REFERENCE FIELD ORDER NO 290)

9. BREACHES OF RADIO DISCIPLINE.

NONE.

10. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
943	COMMAND - #2 TRANSMITTER, CHECK MODULATOR UNIT.
072	INTERPHONE - STATIC; CHECK ALL POSITIONS. COMPASS - NEEDLE WILL NOT POINT DIRECTLY.
507	INTERPHONE - CHECK TAIL GUN AND BALL TURRET POSITIONS.
055	INTERPHONE - RIGHT WAIST COULD NOT TRANSMIT.
037	INTERPHONE - BUTTON ON RIGHT NOSE GUN OUT. BOMB POSITION COULD NOT TRANSMIT. CHECK ENTIRE NOSE. LIAISON - RECEIVER INOPERATIVE.
820	INTERPHONE - CHECK ENTIRE SYSTEM. COMMAND - #2 TRANSMITTER NEEDS TUNING. COMPASS - 15 DEGREES OFF.
837	LIAISON - RECEIVER OUT.

11. SEE EQUIPMENT DEFICIENCIES.

NONE.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. FUNCTIONING OF DEENETHORPE BUNCHER.

BUNCHER IN OPERATION ENTIRE MISSION. GOOD RESULTS REPORTED
BY NAVIGATORS.

14. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION IN OPERATION ENTIRE MISSION. TOTAL OF 10 BEARINGS
GIVEN.

15. REMARKS.

NONE.

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

1 INCL:

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

DATE: 25 FEBRUARY 1944
NAME: BELLER, JAMES E.SHIP NO: 485
NO OF QDM'S: 0
NO OF FIXES: 0
NO FO SOS'S: 0
WX: 5AIR DIV CALLSIGN: 7MT A/C CALLSIGN: TRHX
MF/DF STATION CALLSIGN: FC7 AIR DIV COLLECTIVE C/S: SWVC
BASE HF/DF STATION: DZ8 CBW COLLECTIVE C/S: XNCC
GROUP COLLECTIVE C/S: SUPC

TIME	TO	FROM	REMARKS (OR) TRAFFIC
0820			ENGINES STARTED
0835			TAXI
0850			TAKE OFF. DETONATOR PLUG IN.
0900		7MT	5-V'S-X1445-0904A AR
0930		7MT	8-V'S-X1445-0934A AR
1000		7MT	7-V'S-X1445-1004A AR
1030		7MT	1-V'S-X1445-1034A AR
1042	7MT	WKXG	X259 K
		7MT	R - K
		WKXG	R-NR1-Y-GR1-UGP
1044	7MT	TRHG	X259 - K
		FRHG	R-NR1-Y-GR1-RKRE-1044A - K
		7MT	R-NR1-INT C TRHG K
		TRHG	R - C - K
		7MT	R - AR
1046			AIDED BALL TURRET OPERATOR
1100	7MT	LRHG	X259
		7MT	R - K
		LRHG	R-NR1-P-Y-GK4 - ISLIT RESEXXR 5TGQ AT
			1046A - K
		7MT	R - NR1 - AR
1130			FLAK REPORTED ON ENEMY COAST
1130		7MT	3-V'S-X1445-1134A AR
1155	7MT	JRHX	X259 K
		7MT	R - K
		JRHX	R-NR1-Y-GR2-FCER 6QAT 1155A K
		7MT	R - NR1 K
		JRHX	R - AR
1210			FLAK REPORTED
1230		7MT	6-V'S-X1445-1234A AR
1241			FLAK REPORTED
1252			SIGHTED FACTORY NO ACTIVITY
1258			" " LITTLE ACTIVITY
1300		7MT	4-V'S-X1445-1304A AR
1300			SIGHTED LARGE GROUP OF BUILDINGS PICTURE MADE
1330	XGJC	7MT	X259-NR1-Y-GR4-QYOL REED DAZM FGV 1330A K
1345	XGJC	7MT	REPEATED ABOVE MESSAGE
		TSHJ	R-NR1-K
		7MT	R-INT M 7K
		TSHJ	R-(INTERFERENCE)
1414			BOMBS AWAY
1416			DISHCHARGED ALL CHAFF
			CAMERA STOPPED
1419	7MT	JRHX	-X259 K
		7MT	R - K
		JRHX	R-NR2-Y-GR2-AVVB 18TX-1414A K
		7MT	R-NR2-AR
1430	7MT	LWUD	X259 K

TIME	TO	FROM	REMARKS (OR) - FFIC
		7MT	R - K
		LWUD	R-NR2-OP-GR2-AVVB IBDG - K
		7MT	R-NR2-AR
1430		7MT	8-V'S-X445-1434A AR
1435	7MT	SVBD	X259
		7MT	R - K
		SVBD	NR1-Y-GR2-AVVB IBDG - K
		7MT	R - NR1 - AR
	7MT		X259 --(INTERFERENCE)
1500	SWVC	7MT	NR1-F-GR4PUQOB OGTX HDLN DGOM - 1500A
1510	7MT	POJO-	X259 K
		7MT	R - K
		POJO	R - NR1-PY-GR2 - AVXB (BLOCKED)
1515	SWVC	7MT	X259 - NR2 - Y-GR26 - UQOB OFER EPFM BGEP IPFU EROG TXHD UILN DGOM BKN NVRW KYCK ACNY SLCI NCGI QHLV OTHY WGTG SYGI SXJQ VBEP WWOK UWUU IPTF WOYM IFUI 1500A - K DECODED AND GAVE TO PILOT
	7MT	JRHX	R-NR2-INT 1 K
		7MT	R - INT 1- 316 K
		JRHX	R-C- AR
1600	SWVC	7MT	REPEATED DIVERSION
1630	SWVC	7MT	" "
1655			NAVIGATOR CALLED. IFF ON CHECKED OK
1700		7MT	2-V'S-X445-1704A AR
1715		DZ8	GR4 - UGGQ MRNQ LMAT NPZV- 1715A
1730		7MT	9-V'S-X445-1734A AR
			IFF CHECKED OK
1800		7MT	3-V'S-X445-1804A AR
1805			DETONATOR PLUG OUT
1805			LANDED IFF OFF
1809			DISPERSAL. ALL EQUIPMENT CHECKED OK AND OFF. OFF WATCH.

J. E. BELLER

SS Form. 90

S-2 STATISTICAL REPORT

Mission of 25 Feb. 1944.

Time of Preparation 2035

Target Augsburg

Telephoned to A-2 2140

(1) Designation of Group 401st

(2) Total No. of A/C
 airborne, incl. spares 20 (SPARES 2)

(3) Total No. of A/C
 Dispatched 18

• (4) No. of A/C Attacking 14

(5) No. of A/C Dispatched
 but not Attacking 1

Due to:

- (a) Mechanical Failure 1
- (b) Weather
- (c) Enemy Action
 (lost before target)
- (d) Other

(6) No. of A/C Lost 0

Due to:

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

(7) Times of Attack 1412

(8) Altitudes of Attack 22,300

(9) Bombs on Each Target (a) 100 (b) Size 500 (c) Type G.P.

(10) Personnel Casualties 0 2 smoke marker bombs
 Type:

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

(11) A/C Suffering Battle
 Damage 14

Category:

- (a) Minor 13
- (b) Major 1
- (c) Salvage

REMARKS: Supplemental will be

submitted on three A/C landing

away.

Preparing, Officer

(12) 0-0-0-

(13) None carried

* Three A/C landed away - statistics not included.

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

D-H-6

25 February 1944.

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

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 634. (Thru Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks.)

1. A/C 9820 - Lt. Kaufman said, "It was a good mission but it was too long."
2. A/C 9943 - The Enlisted Men of this crew reports that there was no hot water in latrine for washing after returning from mission and no coke for building fire in the barracks.
3. A/C 9765 - Entire crew reports the transportation is going from bad to worse.
4. A/C 7496 - Sgt. Gould reports upper turret hose was apparently bursted before take-off.
5. A/C 1369 - Lt. Schulz said the Pilot flying #3 position in Lead Element, Low Squadron screwed up the Second Element of Low Squadron.
6. A/C 1496 - Lt. West and Lt. McKinnon said formation was good.
7. A/C 8136 - Lt. Tayler and Lt. Wysocki say to wire safety wire on oxygen regulator to automatic on - will save oxygen as using too quickly.
8. A/C 1091 - Entire crew wants soft ear phones.
9. A/C 1037 - Lt. Flato reports formation flew over every city and airport they could find.
10. A/C 1072 - Lt. Shotts said the Leader was S-ing too much.
11. A/C 0855 - Lt. Pritchett says that ships without electric superchargers shouldn't be flown at high altitude.
12. A/C 1485 - S/Sgt. Rothwell says he can't use left waist gun at all while chaff is being dropped.

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

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

D-C-6

25 February 1944.

SUBJECT: Enemy Opposition or Tactical Analysis Report, for 25 Feb. 1944.

TO : Headquarters, 1st Bombardment Division, APO 634, U. S. Army.
Attention: A-2

1. Only 15 to 20 enemy aircraft seen. One JU-87 and 109's and 210's. No direct attacks on this route. Enemy aircraft attempting to attack were immediately jumped on by P-51's. One ME-109 chased through the Group formation by P-51.

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

Target No.
3 (e) 46

MESSerschmitt A.G. — AUGSBURG (GERMANY)

Illustration No.
3 (e) 46/19

0 500 1000 1500 2000 YARDS
0 1/2 1 MILE

Photographed 1943

(1 : 32,000) approx.

Issued February 1944



Illustration No.
3 (e) 46/19

A.I.3c(1)

TYPE A

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

D-C-5

25 February 1944.

SUBJECT: Enemy Opposition or Tactical Analysis Report, for 25 Feb. 1944.

TO : Headquarters, 1st Bombardment Division, APO 634, U. S. Army.
Attention: A-2

1. Only 15 to 20 enemy aircraft seen. One JU-87 and 109's and 210's. No direct attacks on this route. Enemy aircraft attempting to attack were immediately jumped on by P-51's. One ME-109 chased through the Group formation by P-51.

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

ROUTE FORECAST

DATE... Feb 25, 1964

PERIOD... 0800 - 1730 hrs

	(A) Base - English Coast	(B) English Coast - Target to English Coast	(C) English Coast - Base	(D)
WEATHER (1)	Cloudy to overcast with haze	Clear to partly cloudy with haze	Cloudy with haze	
CLOUDS (2)	8-10/10 stratocumulus base 1500-2500 ft top 3500 ft .. 1-3/10 patchy altostratus at 9000-10000 ft .. HLL high ..	Clouds breaking abruptly at English Coast nil to 2/10 cumulus and stratocumulus .. HLL medium or high ..	5-8/10 cumulus base 2000-3000 ft top 3500 ft .. 1-3/10 patchy altostratus at 9000-10000 ft .. HLL high cloud ..	
FREEZING LEVEL AND INDEX (3)	2000 ft - light rime in cloud ..	2000 - HLL ..	2000 ft - HLL to light rime in cloud ..	
VISIBILITY (4)	1-2 miles - locally 1000 yards being unlimited at altitude ..	Unlimited aloft horizontally - Downward visibility 10 miles	3-5 miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE (5)	Base to 5 degrees East	5 degrees East to Target	Temperature	
FT (6)	070 5	080 5	Plus 2	
5000 FT (7)	080 20	080 15	Minus 2	
10000 FT (8)	100 35	110 20	Minus 10	
15000 FT (9)	110 40	110 25	Minus 20	
20000 FT (10)	110 45	110 30	Minus 32	
25000 FT (11)	110 50	110 35	Minus 43	
30000 FT (12)	110 50	110 35	Minus 53	

BASE ALTIMETER SETTING 30.36... TARGET SURFACE TEMP.. Plus 2.. TARGET MEAN TEMP.. Minus 15.. TARGET SURFACE PRESSURE 30.30...

PLEASE COMPLETE REVERSE SIDE AND RETURN AT INTERROGATION

Hq SOS USAPP 11-43/15M/17999

DECLASSIFIED PER
BY 135 NARA
DATE 11/2/11

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

25 February 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 25 FEBRUARY 1944

TAKE-OFF: 0850. 9/10+ stratocumulus, base 2000', tops 3500-4000'. Nil middle and high cloud. Visibility 3 miles.

ROUTE OUT: 9/10+ to 10/10 stratocumulus, tops 4000', decreasing to 4-6/10 by mid-channel and becoming nil at continental coast. Nil middle and high cloud. Visibility unlimited at flight level.

TARGET: 1412. Nil clouds. Visibility unlimited at flight level.

ROUTE BACK: Nil low cloud increasing to 10/10 stratocumulus at the continental coast, tops 3500', bases 1500-2000'. Nil middle and high cloud. Visibility unlimited at flight level, becoming 1-3 miles below clouds over England.

BASE ON RETURN: 1800. 9/10+ stratocumulus, bases 1500', tops 3500'. Nil middle and high cloud. Visibility 4 miles.

REMARKS: No contrails from bombers. Light, non-persistent contrails from fighters at 25-30,000'. Occasional light rime in stratocumulus upon ascent. Temperatures: 10,000', 0 deg.; 15,000', -10 deg.; 21,500', -29 deg. Winds aloft: Directions a little more northeasterly than briefed; velocities good, as briefed.

Arthur B. Street

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

BRIEFING NOTES CONTINUED (Mission of 25 Feb, 1944)

LAST MINUTE IN TELLIGENCE:

NO CONVOYS ARE EXPECTED. NO SMOKE SCREEN EXPECTED ~~AT~~ TARGET

"CHAFF" 40th CBW(leading) and Lead Gp of 94th, 41st and 1st, CBW's will release chaff beginning at the I.P. and continuing for SEVEN MINUTES at the rate of one UNIT EVERY THREE SECONDS.

DIVERSIONS: There will be a SPOOF MISSION beginning 30 minutes prior to first Take-Off and will depart Cromer 13 Minutes before our Division to fool Enemy Radar.

SPECIAL INSTRUCTIONS:

1. P/W procedure--If you encounter difficulty near target Area proceed Due WEST to France or SOUT WEST TO Switzerland. Most of your route will be over France otherwise.
2. Read Special Instruction RE Procedure if forced down in Neutral Countries.
3. MAKE CERTAIN YOU HAVE YOUR PASSPORT Photo.
4. BE SURE TO EMPTY YOUR POCKETS OF ALL IDENTIFYING PAPERS, ETC.
5. Co-Pilots will pick up Escape Kits and Purses after briefing.

6. D O N N ' T M E N T I O N T H E T A R G E T .

BRIEFING NOTES

AUGSBURG: Your target today is another important one and another extended effort to pulverize the German Air Force. This time it takes you to pound the PARENT FACTORY of HOME of the WILLY MESSERSCHMITT CONCERNS. Here we find the start of Willy Messerschmitt, his first and primary research, experimental, development, testing, and modification center for all Messerschmitt A/C designs. Here, too, Messerschmitt sets up the Initial Factory series of production and eliminates all the mass production KINKS entirely before the other German factories are licensed to produce the same A/C. ~~lack~~

Latest I telligence reports tell us that there are between 40 and 50 Me 210's and 410's being assembled at this plant with possibility of this number reaching 70 per month.

A successful attack on your TARGET will completely stop the developments of new types, or the improvement of existing types for the entire Messerschmitt Concern as well as destroying the assembly lines producing the A/C ~~mentioned~~ just mentioned. The complete concentration of all research here and the close grouping of the research plants is such that if put out of action it could only re-establish elsewhere with great difficulty and a great loss of time that the G.A.F. can ill-afford at this time.

SECONDARY TARGET IS ANY GERMAN Industrial installation or city, A/D or other military target that is postively identified and which does not disrupt the fighter support.

THREE COMBAT WINGS of the 1st. BD will be attacking the same target as you ~~will~~ be indicated on the photograph later. *Complete destruction of this target can be effected with good bomb results.* *with different MPI's.* *you will see that bomb coverage of*

ROUTE: Penetration just South of le Treport. Course is then straight to Ingledott, then due South to the I.P. and due West to Target where a turn of 210° is suggested after which a right turn is made which brings you back on your original course straight leaving the Enemy Coast at the same point of Penetration.

FIGHTER SUPPORT:

2-47
2-47
2-47
1-38

3-47
3-47
2-47

2 RAFSG, 571
1 Gp 41's
W 55 spits
1 Gp 47's

EPIDIASCOPE:

- 1:250,00 map(route to I.P., turn and target and turn away from target.
- British Night Target Map--Point out I.P. Bomb Run and MPI
 - Indicate landmarks of all kinds.
 - Mention built up area of City to right.
- PHOTO OF TARGET AREA
 - Identify own MPI
 - Point out MPI's of other CBW mentioning complete coverage made possible.
- FLAK MAP:
 - Point out and name points to be avoided enroute in and out. 46 guns in range at target if route followed.

Avoid FLAK AT AMIENS, SAARBRUCKEN, KARLSRUHE, STUTTGART
fronted in Quarter

S-3

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

25 FEBRUARY 1944

SUBJECT : Loading List.

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

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

Plane # A2-31072

INDEX	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.
P	CAPT.	STANN	LEON	(NMI)	024863
CP	1st Lt.	SHOTTS	BYRAN	M.	0667578
N	2nd Lt.	MAHER	WILLIAM	P.	0759837
B	1st Lt.	SAVAGE	WILLIAM	F.	0441712
RO	1st Lt.	BRIANTON	HENRY	R.	0681518
TT	T/SGT.	REEDY	ROBERT	L.	36373210
BT	T/SGT.	SWOFFORD	HARVEY	W.	14064116
BT	S/SGT.	RINGER	LOLAND	L.	17121385
M TO	S/SGT.	JONES	JOHN	R.	1402879
LWG	S/SGT.	SONICHSEN	DONALD	H.	36703732
RWG	S/SGT.	JONES	WILLIAM	F. JR.	38397179

Plane # A2-31226

P	1st Lt.	STELZER	ROBERT	L.	0461320
CP	2nd Lt.	JOHNSON	WENDELL	T.	0687836
N	2nd Lt.	HOBBS	HERBERT	L.	0688441
B	2nd Lt.	WAUREN	ROBERT	(NMI)	0685898
RO	T/SGT.	HICKER	DONALD	A.	36522865
TT	T/SGT.	PACK	JESSE	O.	38222601
BT	S/SGT.	BLACK	JAMES	P.	39300495
TG	S/SGT.	NICHLY	JOHN	H.	13156041
LWG	S/SGT.	RICE	EDWARD	J.	16096299
RWG	S/SGT.	HOLLAND	THOMAS	M.	38211220

Plane # A2-31037

P	1st Lt.	KEITH	WALTER	B.	0802411
CP	2nd Lt.	HAMMOND	WARDLAN	M.	0684729
N	2nd Lt.	FLOTO	CARL	T.	0671335
B	2nd Lt.	ROWE	ROBERT	W.	0750095
RO	T/SGT.	MUEHNER	BENJAMIN	Z.	13095360
TT	S/SGT.	BESSILLIEAU	BERT	E.	34611769
BT	PFC	COLE	THOMAS	B.	14058737
TG	S/SGT.	KENR	ROBERT	V.	19094519
LWG	SGT.	SHODGRASS	GEORGE	W.	20321945
RWG	SGT.	KELSEN	HAROLD	J.	12182527

Plane # A2-30855

P	2nd Lt.	FITCHETT	LAWRENCE	E.	0745067
CP	2nd Lt.	CAMPBELL	BRUCE	M.	0690926
N	2nd Lt.	PFRIFFER	LAWRENCE	W.	0810973
B	2nd Lt.	SANCHEZ	LOUIS	T.	0688555
RO	S/SGT.	BERGNER	MAX	H.	39901903
TT	S/SGT.	PARSLAE	BERTAM	(NMI)	32431029
BT	SGT.	SASSI	LOUIS	M.	32814117
TG	SGT.	ACSE	ANTHONY	F.	36631940
LWG	SGT.	HANNABURY	RALPH	A.	11117424
RWG	SGT.	TOBINE	ROINNY	T.	31175945

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

Plane # 42-3508

P -	1st Lt.	JONES	DONALD	E.	0735733
CP -	2nd Lt.	O'NEIL	EDWARD	T.	0745163
N -	1st Lt.	BONNETT	CYRUS	P.	0749419
B -	2nd Lt.	GIPSON	RAYMOND	E.	0676254
RO -	T/SGT.	SCHENBERGER	NICHOLAS	D.	35406951
TT -	T/SGT.	URISON	THOMAS	(MM)	35310871
BT -	PVT.	BRANDT	GORDON	F.	16095987
TG -	S/SGT.	DE CINQUE	LEWIS	A.	32269844
LWG -	S/SGT.	SCHAIR	ARTHUR	(MM)	12088058
RWG -	S/SGT.	FERLAND	ARTHUR	V.	11110359

8-3

614th BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

25 FEBRUARY 19 44

SUBJECT: Loading List.

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

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

*Plane # 42-39820

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	1st Lt.	KAUFMAN	RICHARD	H.	0802121	614th
CP -	2nd Lt.	LONG	JOHN	C.	0753001	"
N -	2nd Lt.	MATRICIAN	MICHAEL	(NMI)	0690478	"
B -	2nd Lt.	PORTER	GUY	R.	0748098	"
MO -	Pvt.	Zappala	Vincent	(NMI)	32578092	"
PT -	T/Sgt.	Stallcup	Mose	H.	36186641	"
BT -	S/Sgt.	Collie	Perry	O.	36427682	"
FG -	S/Sgt.	Brgoch	Ludvick	J.	19180643	"
LNG -	S/Sgt.	Cartmill	Charles L	.L.	35560963	"
RNG -	S/Sgt.	Layland	John	M.	37457551	"

*Plane # 42- 31369

P *	2nd Lt.	SHAW	FRANCIS	L.	0748263	614th
CP *	2nd Lt.	SCHULZ	JOHN	(NMI)	0542593	"
N -	2nd Lt.	ENGELHARDT	ELMER	W.	0690389	"
B -	2nd Lt.	AUTRY	ALFRED	L.	0751794	"
MO -	Sgt.	Terroux	Kenneth	A.	31258426	"
TT -	S/Sgt.	Macomber	Richard	W.	14125864	"
BT -	Sgt.	Hurd	John	L.	39553673	"
FG -	Sgt.	Kneese	Howard	S.	18231883	"
LNG -	Sgt.	Seagren	Carl	K.	32479051	"
RNG -	Sgt.	Gordon	Robert	T.	31298207	"

*Plane #

P -
 CP -
 N -
 B -
 MO -
 TT -
 BT -
 FG -
 LNG -
 RNG -

*Enter complete number of aircraft
 ** Designate Engineer

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

25 February 1944

SUBJECT: Loading List

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

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

PLANE	Duty	Rank	Last (Name)	First	(MI)	Squadron
42-31485	P	1st Lt.	Dempsey,	Ralph	M.	615th
	CP	Major	Seawell,	William	T.	615th
	N	1st Lt.	Chasey,	Rufus	F.	615th
	B	Capt.	Kuening,	Arnold	G.	615th
	RO	S/Sgt.	Beller	James	E.	615th
	TT	T/Sgt.	Zander,	Harold	S.	615th
	BT	S/Sgt.	Sweeper,	William	H.	615th
	TG	2nd Lt.	Mitchell,	Lewis	A.	615th
	LWG	S/Sgt.	Rothwell,	Frank	A.	615th
	RWG	S/Sgt.	Lee,	Ivan	R.	615th
	N	1st Lt.	Sellers,	Lloyd	W.	615th
42-31116	P	2nd Lt.	Campbell,	Paul	E.	615th
	CP	2nd Lt.	De Siano,	Ambrose	(NMI)	615th
	N	2nd Lt.	Wilhelm,	Andrew	C.	615th
	B	2nd Lt.	Malone,	Ralph	(NBL)	615th
	RO	S/Sgt.	Anderson	Martin	A.	615th
	TT	S/Sgt.	Hensley,	Ora	N.	615th
	BT	S/Sgt.	Brown,	Saul	H.	615th
	TG	Sgt.	Standasfer,	Stanley	(NMI)	615th
	LWG	S/Sgt.	Smith,	Alan	E.	615th
	RWG	Sgt.	Kendrick, Jr.	Joseph	W.	615th
42-33507	P	1st Lt.	Grinham,	Fred	(NBL)	615th
	CP	2nd Lt.	Brown, Jr.	Fred	(NMI)	615th
	N	2nd Lt.	Whitney,	Ray	F.	615th
	B	2nd Lt.	Wolfe,	Ralph	W.	615th
	RO	T/Sgt.	Lewis,	Charles	W.	615th
	TT	T/Sgt.	Coakerham,	Roy	W.	615th
	BT	S/Sgt.	Hardy,	Charles	E.	615th
	TG	S/Sgt.	Hamilton,	James	R.	615th
	LWG	S/Sgt.	Cummings,	William	T.	615th
	RWG	S/Sgt.	Housman,	Herbert	W.	615th

MYN 4 41-10000

PLANE # 42-30000

8136
 P - 1st Lt. Wysocki,
 CP - 2nd Lt. Shelton,
 N - 2nd Lt. Tayler,
 B - 2nd Lt. Gurvin,
 RO - S/Sgt. Kenny,
 TT - T/Sgt. Romano,
 BT - S/Sgt. Clare,
 TG - Sgt. Carsen,
 LWG - S/Sgt. Koon,
 RNG - S/Sgt. Ostrowski,

PLANE # 42-31091

B - 2nd Lt. Kolb,
 CP - 2nd Lt. Kaercher,
 N - 2nd Lt. E'Del,
 B - 2nd Lt. Gallagher,
 RO - S/Sgt. Wallach,
 TT - S/Sgt. Webb,
 BT - Sgt. Lutsi,
 TG - Sgt. Podlasek,
 LWG - Sgt. Raymer,
 RNG - Sgt. Conerty,

PLANE # 42-39846

P - 2nd Lt. Losinski,
 CP - Capt. Gould,
 N - 2nd Lt. Cummings,
 B - 2nd Lt. Hughes,
 RO - S/Sgt. Weber,
 TT - S/Sgt. Mercuria,
 BT - Sgt. Keller, Jr.,
 TG - S/Sgt. McMilligott,
 LWG - Sgt. Williams,
 RNG - Sgt. Elliott,

PLANE # 42-97496

P - 2nd Lt. Otton,
 CP - 2nd Lt. Mallon,
 N - 2nd Lt. Wade,
 B - 2nd Lt. Lots,
 RO - Sgt. Reddy,
 TT - Sgt. Gould,
 BT - Sgt. Warlow,
 TG - S/Sgt. Pacely,
 LWG - S/Sgt. Cameron,
 RNG - Sgt. Brennan,

Stephen
 Horace
 James
 Robert
 Gerald
 Emanuel
 David
 John
 Ernest
 Julius

Claude
 Robert
 Ralph
 Joe
 Edward
 Fred
 Frank
 Lee
 Luther
 Clarence

Stephen
 George
 Lawrence
 Harold
 Edward
 Michael
 James
 Herbert
 John
 Ralph

Walter
 Richard
 Jay
 Robert
 Hugh
 George
 Charles
 Charles
 William
 Lawrence

(NMI) 615th
 H. 615th
 (NMI) 615th
 M.- 615th
 M. 615th
 L. 615th
 E. 615th
 B. 615th
 H. 615th
 F. 615th
 H. 615th
 H. 615th
 M. 615th
 D. 615th
 R. 615th
 (C.) 615th
 (NMI) 615th
 H. 615th
 R. 615th
 A. 615th
 A. 615th
 S. 615th
 (NMI) 615th
 H. 615th
 H. 615th
 VJ. 615th
 (NMI) 615th
 T. 615th
 (NMI) 615th
 J. 615th
 J. 615th
 F. 615th
 F. 615th
 A. 615th
 D. 615th
 H. 615th
 S. 615th
 J. 615th
 W. 615th
 A. 615th
 F. 615th
 B. 615th
 F. 615th
 R. 615th
 L. 615th
 G. 615th
 F. 615th

32 REPLACES 1944

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 DATE 11-15-01 BY 136 NARA
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612th BOMBARDMENT SQUADRON (H)
Office of the Operations Office.
APO 634

25 February 1944

SUBJECT: Loading List.

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

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

Plane 42-39765

P	1st Lt.	Dailey	Scribner	G.	0-801940	612th
CP	1st Lt.	Stokes	Alexander	G.	0-801578	"
N	2nd Lt.	Wilson	Darrel	D.	0-750174	"
B	1st Lt.	Hutson	Waymen	T.	0-406409	"
RO	Sgt.	Hildreth	Arthur	W.	11055299	"
TTG	T/Sgt.	Flynn	William	B.	15046578	"
BTG	S/Sgt.	Callahan	Michael	J.	18150617	"
TG	S/Sgt.	Staley	Phillip	G.	39151977	"
LWG	Sgt.	Plate	Robert	B.	36268711	"
RWG	T/Sgt.	Hagen	Charles	T.	37315748	"

Plane 42-39837

P	1st Lt.	Currie	Donald	A.	0-805408	612th
CP	2nd Lt.	Johnston	Clayton	A.	0-745105	"
N	2nd Lt.	Jeffery	Morey	B.	0-685629	"
B	2nd Lt.	Winn	Roy	R.	0-0-679433	"
RO	T/Sgt.	DiPierro	Cosimo	A.	12172563	"
TTG	T/Sgt.	Gibson	Eahl	C.	15086940	"
BTG	S/Sgt.	Graf	Cecil	L.	19188506	"
TG	S/Sgt.	Surprise	Walter	L. Jr.	17129684	"
LWG	S/Sgt.	Severson	Marvel	T.	37426585	"
RWG	S/Sgt.	Amber	Joe	R.	36703821	"

Plane 42-39493-2774 91476

P	2nd Lt.	West	George	E.	0-802628	612th
CP	2nd Lt.	McKinnon Douglas	Douglas	H.	0-752008	"
N	2nd Lt.	Nutter	Lloyd	A.	0-752502	"
B	2nd Lt.	Montgomery	Thomas	B.	0-686111	"
RO	S/Sgt.	Cherry	Noel	C.	39853397	"
TTG	T/Sgt.	Russell	Francis	M.	17154673	"
BTG	S/Sgt.	Womble	John	L.	34355686	"
TG	S/Sgt.	Lefkin	Michael	(NMI)	32496129	"
LWG	Sgt.	Russell	Hugh	D.	15019006	"
RWG	S/Sgt.	Morini	Alfred	J.	32492617	"

Plane 42-31891

P	2nd Lt.	Bingham	George	F.	0-679033	"
CP	2nd Lt.	Hoad	Francis	W.	0-685332	"
N	2nd Lt.	Tomlinson	Harvey	G.	0-686132	"
B	2nd Lt.	Boxer	Martin	W.	0-684123	"
RO	S/Sgt.	VanDuren	Paul	R.	12165646	"
TTG	S/Sgt.	Dunn	Johnny	K.	35391705	"
BTG	S/Sgt.	Johns	Carl	W.	37248950	"
TG	S/Sgt.	Yeatts	Lawson	K.	34450792	"
LWG	Sgt.	Carey	Joe	R.	15333912	"
RWG	T/Sgt.	Connor	Jay	L. Jr.	33443398	"

Plane 42-39943

P	2nd Lt.	Johnson	Benjamin	H. Jr.	0-72583	612th
CP	2nd Lt.	Waller	Jack	E.	0-121913	"
N	2nd Lt.	Fishbeck	Howard	D.	0-88730	"
B	2nd Lt.	Musso	David	M.	0-882584	"
RO	s/sgt.	Brandt	Melvin	A.	37318965	"
TTG	s/sgt.	Sellitto	John	M.	32425913	"
BTG	Sgt.	Schaefer	Donald	E.	36704434	"
TG	Sgt.	Blaugh	Joseph	M.	35598397	"
LWG	s/sgt.	Shannon	James	L.	13057862	"
RWG	s/sgt.	Lithfield	Russell	E.	37271053	"

Plane 42-39932

P	2nd Lt.	Wells	Kenneth	C.	0-877365	612th
CP	2nd Lt.	Guinn	Eula	N.	0-803975	"
N	2nd Lt.	Gelula	Warren	(NMI)	0-809579	"
B	2nd Lt.	Lingenfelter	Leo	I.	0-882580	"
RO	s/sgt.	Bartlett	Edward	M.	11122117	"
TTG	T/sgt.	Johnson	Morris	W.	35493817	"
BTG	Sgt.	Convertino	Rico	S.	12096330	"
TG	s/sgt.	Weatherman	James	H.	6923486	"
LWG	s/sgt.	Francis	Raymond	R.	39038724	"
RWG	Sgt.	Chapman	William	E.	12074439	"

"FINIS"

Lt Hunt
Eng

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

E- -1

25 February 1944

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

TO : Commanding Officer, 401st Bombardment Group (H), APO 634. (Thru Lt Col B K Voorhees and Lt Col AC Brooks.)

1. A/C 9820 - Lt Kaufman said, "It was a good mission but it was too long.
2. A/C 9943 - The enlisted men of this crew report that there was no hot water in latrine for washing after returning from mission and no coke for building fire in the barracks.
3. A/C 9765 - Entire crew reports the transportation is going from bad to worse.
4. A/C 7496 - Sgt Gould reports upper turret hose was apparently bursted before takeoff.
5. A/C 1369 - Lt Schulz said pilot flying #3 position in Lead element, Low Squadron screwed up the second element of low squadron.
6. A/C 1496 - Lt West and Lt McKinnon said formation was good.
7. A/C 8136 - Lt Taylor and Lt Wysocki said to wire safety wire on oxygen regulator to automatic on - will save oxygen using too quickly.
8. A/C 1091 - Entire crew wants soft ear phones.
9. A/C 1037 - Lt Floto reports formation flew over every city and airport they could find.
10. A/C 1072 - Lt Shotts said the Leader was S-ing too much.
11. A/C 0855 - Lt Fitchett says that ships without electric superchargers shouldn't be flown at high altitude.
12. A/C 1485 - S/Sgt Rothwell says he can't use left waist gun at all while chaff is being dropped.

1551

s/w B FRY (by Lt Hill)
t/w B FRY,
Major, AC
Gp S-2 O.

HEADQUARTERS
STATION NO. 128
APO 634

25 February, 1944

SUBJECT: 8-4 Combat Mission Report on Mission 25 February, 1944
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Fluxgate Compass Out (1) Superchargers Inoperative (1)
Cylinder Head Temperature Guages Out (1)
Propeller Governors Inoperative (1)
Generators Inoperative (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.

HENRY P. VANDERHOEF
W/O. J.g. U.S. Army
Ass't Group Eng. O.

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

A.P.O. 634
25 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39837 returned early and Pilot's statement was that aircraft did not have enough gasoline to complete mission. Aircraft was in flight approximately 4 hours and upon return was found to have approximately 1800 gallons of gasoline remaining in tanks.

b. Airplane No. 42-31116 failed to complete mission for the reason that # 2 propeller governor failed.

c. Airplane No. 42-31508 returned early for the reason that Pilot thought # 1 engine was leaking oil excessively. Aircraft was in flight approximately three hours and upon return engine was checked and reserviced with oil. Approximately three gallons of oil were necessary to completely reservice, which is within the prescribed limits of existing Technical Order 02-3500-1. Cylinder compression check was made and no malfunction found. Past oil consumption of engine has been normal.

2. Battle Damage.

a. 42-31369 - Three flak holes in bottom left wing, # 2 oil cooler damaged; 2" flak hole bottom of right wing flap; 2" flak hole in right side of fuselage, near nose section; Small flak hole in Navigator's window on left side of fuselage.

b. 42-39820 - Two 3" flak holes in bottom of left wing, inner panel; 4" flak rip in bottom of left wing, outer panel.

c. 42-31485 - Two flak holes through vertical stabilizer; Small flak hole through fuselage, near nose; Small flak hole in leading edge of right wing and out top; Small flak hole in left side of # 2 ring cowl.

d. 42-38136 - Two flak holes through right wing, damaging two braces and main bar of wing, flap; 3" flak hole in bottom of left wing, outer panel; Small flak hole through left aileron; Small flak hole through right elevator.

e. 42-31072 - Three flak holes in left bomb bay door; Several flak holes through left and right wings, no internal damage; Small flak hole in # 3 ring cowl; 2" flak hole in bottom of right horizontal stabilizer.

SUBJECT: Mission Summary Report (continued)

f. 42-31091 - Several flak holes through left and right wings, puncturing tokio tanks; Flak hole in top of # 4 ring cowl, damaging cylinder; Small flak hole through fuselage above ball turret; 2" flak hole in left side of fuselage, to rear of waist position.

g. 42-97496 - Two flak holes in right wing inner panel, damaging two supports and tokio tanks; 3" flak hole through left wing, outer panel, at trailing edge; 2" flak hole through fuselage, rear of waist position; Cal.303 hole through vertical stabilizer.

h. 42-3507 - Several flak holes through left wing, main compression member damaged; Three cal.303 holes through vertical stabilizer; Small flak hole through left side of fuselage, beneath Navigator's window; Flak hole in # 4 ring cowl.

i. 42-31496 - Flak hole in bottom of left wing, near station 29; Flak hole in left bomb bay door; Flak hole in fairing joining right wing to fuselage, below leading edge cutting diagonal chord in wing.

j. 42-39765 - Flak hole through bottom of right horizontal stabilizer tip.

k. 42-39943 - Flak hole in right side of vertical fin, near station 3; Small flak hole in top of fairing joining right wing tip to wing;

l. 42-31037 - Numerous flak holes in left and right wings; Three flak holes in bottom of fuselage; Three small flak holes in bottom of right horizontal stabilizer; Two small flak holes in bomb bay doors; Flak hole in life raft door; Flak hole in right side of fuselage, above Navigator's window.

m. 42-30855 - Flak hole in top of right horizontal stabilizer, damaging stabilizer and elevator; Small flak hole in bottom of fuselage, right of ball turret.

n. 42-39932 - Small flak hole through left aileron; 2" flak hole through trailing edge of right wing and landing flap; Small flak hole in bottom of # 3 ring cowl; Small flak hole in right side of fuselage, above ball turret.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>BY FLAK</u> <u>& FIGHTER</u>
14	13	1	12	2

HENRY P. VANDERHOEF
W/O J.G. U. S. Army
Ass't Group Eng. O.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
25 February, 1944

SUBJECT: Armament Narrative, Mission No. 28, 25 February, 1944

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

1. A negative Armament and Bomb Rack malfunction report is submitted for the mission of 25 February, 1944.

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

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

25 February, 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
42-31496	1. Hole in bottom of left wing around station 29 2. Hole in left bomb bay door. 3. Hole in fairing joining right wing to fuselage just below leading edge. Cut diagonal chord in wing.
42-39765	1. Hole in right horizontal stabilizer tip. In Bottom out tap.
42-39943	1. Hole in right side of vertical fin around station 3. 2. Small hole on top of fairing joining right wing tip to wing.
42-32891	1. Landed at other field

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