

~~SECRET~~
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JACKSON M. PHIPPS,
Captain, Air Corps,
Adjutant.

"MISSION SUMMARY"

MISSION NO.38
18TH. MARCH, 1944

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

REPORT OF OPERATIONAL
DAY

MISSION No. **38**

Date: **18 MAR. 44**

TO: **LANDSBERG , GER.**

FORECAST WEATHER

18 March 1944

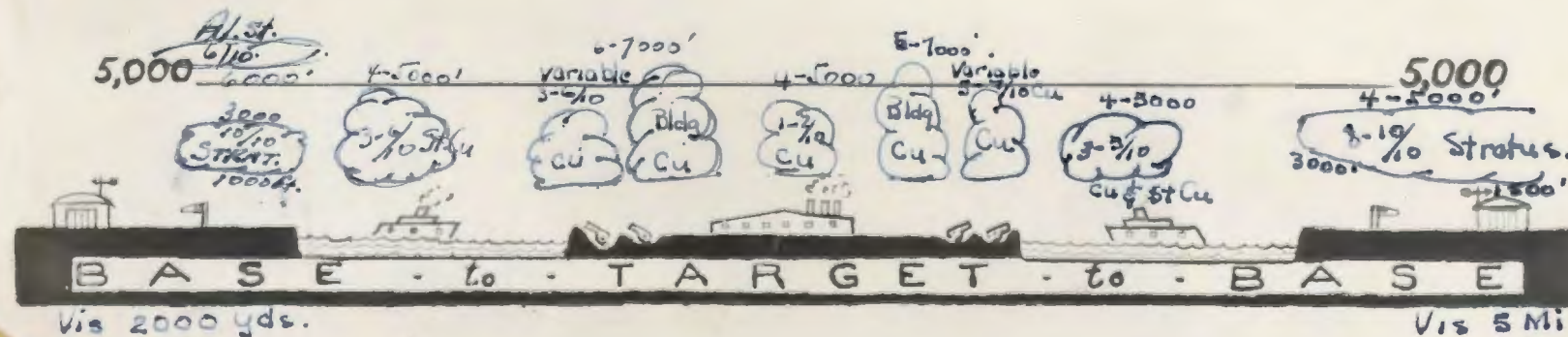
30,000 _____ 30,000

25,000 _____ 25,000

20,000 _____ 20,000

15,000 _____ 15,000

10,000 _____ 10,000



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

D-0-4

18 March 1944.

SUBJECT: Crew Comments.

TO : COMMANDING OFFICER, Sta. 128, APO 634, U. S. Army.

1. Lt. John A. Dunaway, pilot, A/C 8038, stated that the smoke bomb (sky marker) dropped by the lead ship splattered a liquid substance all over the windshield and nose of his A/C, making it almost impossible for any member of the crew to observe anything at the bomb release point. This A/C went over the target in #4 position in the lead Squadron.
2. Several crew members wanted to know why this Group did not bomb the primary target.
3. Lt. Harry J. Kersey, pilot, A/C 1496, stated that a very poor meal was served in the combat mess after Thursday's mission.
4. The crew of A/C 8846 does not like the idea of leaving throat mikes in the A/C; they hunted a long time in order to find the one for the LSG.
5. Lt. Sara S. Weber, A/C 9932, stated that his crew waited for one hour after landing for transportation to the briefing room.
6. Lt. Ralph E. Dempsey, pilot, A/C 1061, criticized the poor leadership displayed by the lead ship of the 487th Group; the lead navigator in this ship was admittedly lost, having to contact other ships in the Group to determine his position. This airplane commander also commented on the fact that, although the Wing was briefed to fly stacked-up, the 401st leader flew abreast.
7. Lt. William R. Daves, Jr., pilot, A/C 1316, requests not to be sent up in weather like that which prevailed today, inasmuch as it is his opinion that such weather favors enemy fighters.
8. The crew of Lt. Robert O. Stiles, pilot, A/C 7476, criticizes the fact that all heated equipment is placed in one pool, and that consequently crews never get the same equipment twice.
9. Lt. Samuel F. Wilson, pilot, A/C 9520, stated that one A/C would not clear the taxi way after landing, thereby holding up ten A/C for a period of twenty minutes.
10. Lt. James Taylor, navigator, A/C 1619, found a hole in the bottom of the navigator's pressure gauge which he plugged with a match; he also said, "We had a hell of a time on bottles during this long trip."

11. Lt. Charles F. Hess, pilot, A/C 1840, felt that the pilot of the lead A/C, second element, high squadron, did not hold position well.

12. Lt. Lee S. Miller, Jr., navigator, A/C 7478, believes that on a long mission such as that today the crews need more food to eat.

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

DISTRIBUTION:

Lt. Col. Voorhees
Lt. Col. Brooks

Target No.
3/AIR/66

AIRFIELD — LANDSBERG a. LECH (GERMANY)

Illustration No.
3/AIR/66/1

Illustration No.
3/AIR/66/1

0 500 1000 1500 2000 YARDS
0 1 MILE
(1:32,000) approx.

Photographed 7 October 1943

Issued December 1943



A.1.3c (1)

TYPE A

S E C R E T

Report on A.A. Gunfire.

BOMBARDMENT GROUP (H)

1. Target: Assigned . . . Landsberg Date of Mission 18 March 1944
Bombed Memmingen and Idorf

2. Route as Flown:-
(5000 - 0115 E) (4830 - 0500 E) (4802 - 0920 E) (4810 - 100E)
(4810 - 1035 E) (4804 - 1055 E) (4745 - 1045 E) (4805 - 0940 E) (5000 - 0115 E)

3. Weather conditions: (a) At target CAVIZ
(b) En route 4/10 Undercast
4. Were our A.C 'Seen' or 'Unseen' targets? (a) At target Seen
(b) En route Seen
Any condensation trails? Occasional heavy

5. Description of Flak at Target, including METHOD OF FIRE CONTROL
1423 hr. Landsberg mod, good for alt & deflect, blk. burst, following
1437 - Memmingen, Int. poor for alt. & deflect, blk. burst, following

6. Flak encountered or observed en route. (IN the order experienced)
1208 hrs. (4954 - 0128 E) Neg. good for alt. & deflect, blk. burst, following
1249 (4851 - 0438 E) " " " poor deflect " "
1652 (4950 - 0438 E) Int. good for alt. & deflect, blk. burst- predicted concent.
1700 (4950 - 0212 E) Neg. poor " " blk. burst- following

7. Was CHAFF carried? No
How discharged?

8. Position of Group
High box except one ship which took wing lead

9. Details:-

Group	A/C over enemy territory	A/C Damaged	A/Clost to Flak	Time over Target	Time of Bomb Away	Height	Axis of Attack	Bomb Run
401	17	6	0	1422	1437	25000	330M	1 1/2 Min
401	1	0	0	1422	1422	25500	110T	1 1/2 Min
Totals								

10. Comments - Phenomena:- Our lead ship took wing lead at target bombed PT
balance of our Gp. bombed Memmingen A/F

OVER

LT. D. J. SUTHERLAND

~~1433~~

1300 (4800 - 0800 S) Very large black rocket burst.

1430 hrs. Hanningen, 24000 ft. , rocket burst red and left 2 trails on way down.

1432 hrs. (4915 - 1000 S) rocket with large brown burst with 3 red balls coming out, no smoke trail.

1437 hr. (Hanningen) 4 rockets, good for alt. and 300 yds. off on deflection. Reddish brown burst small particles seemed to hang in air. acted like chaff and AA was very thick around it. Thought it was a some kind of asset to fire control of flak.

SPECIAL INSTRUCTIONS.

1. CHAFF - Will only be used on SECONDARY
TARGET OF (MUNICH) Our 1070 GP. will carry
CHAFF
2. No CONVOYS EXPECTED.
3. IN THE EVENT IT BECOMES NECESSARY TO
ATTACK THE SECONDARY, our GP.s CARRYING FRAG-
MENTATION BOMBS WILL NOT RELEASE THEIR
BOMBS. THEY WILL SELECT ONE OF THE
FOLLOWING. A/D's IN FRANCE TO BOMB,
 1. STRASBOURG / ENT HZHEIM
 2. NANCY
 3. ST. DIZIER / ROBINSON
 4. MONTDIDIER
 5. REIMS / CHAMPAGNE
 6. JUVINCOURT
 7. CREIL

Primary Target - Sandshup a Lich a/D

This is a high priority T/E operational field with repair facilities, the last report of PRU was the location of DO-217's on this field. This a/D was laid out about 1935 & continuously since its construction has been occupied by first one Bomber & Fighter Gruppen & then another as they were moved off to the various theatres of war. Consists of 7 large hangars all at the N.W. corner, ^{numerous} sheds behind to be workshops & a large barrack block behind these buildings - all fairly well concentrated.

The target lies due S. of Augsburg & WSW of Munich. The small village of Penzing lies immediately off the EAST end of the runway.

Small villages of KAUFFERING & WEIL
 LECH River

Secondary Target - Munich

^{Units bombing 4058 will continue sufficiently far to the east so as to follow in trail of the two units bombing 4805-1117E}

If it is impossible to bomb the primary targets visually the route to secondary will be generally to the N.E. so that a sufficiently long run from N. to S. can be made on PFF. After bombing secondary withdrawal will be S.E. for a short distance then course will take for rally point 4805-0938E.

~~If it is apparent that 3rd Div. intends to attack secondary it will be 1st Div. responsibility to uncover sufficiently far N. so as to avoid dropping on them.~~

Since we are carrying fragmentation bombs if the primary cannot be bombed - we will not bomb the

secondary but will select one of the eight airfield targets which has been given to the bombardier.

DEE-401

STATION WEATHER OFFICE
AAF STATION 123
APO 634 U.S. ARMY.

18 March 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 18 MARCH 1944.

TAKE OFF: (0950) 6/10 Altostratus base 6000'. 2/10 Cirrus. Visibility 2000 yards.

ROUTE OUT: 6/10 Altostratus base 6000' becoming 10/10 Stratus base 1000' top 3000' over England breaking to 3-6/10 Stratocumulus over channel tops 4-5000', and variable 3-6/10 Cumulus and Building Cumulus over the continent further breaking to 1-2/10 cumulus top 4-5000'. Haze layer with top 13-15,000' over channel. Top of Haze layer rising to above 22,000' over Continent. Visibility poor over Continent due to Haze.

TARGET: (1438) 1-2/10 Cumulus tops 4-5000'. Visibility good.

RETURN ROUTE: 1-2/10 Cumulus becoming variable 5-7/10 Cumulus and building Cumulus tops 5-7000' breaking to 3-5/10 Cumulus and Stratocumulus over Channel becoming 8-10/10 Stratus over England tops 4-5000' base of cloud 3000' in Southern England lowering to 1500' over base area. Visibility good except in haze at flight altitude over Continent.

BASE ON RETURN: (1900) 9/10+ Stratocumulus base 1500'. Visibility 5 Miles.

REMARKS: Very persistent contrails above 20,000' on route out and over the Continent. Contrails were reported to be in the haze layer on the route out. Practically no contrails on the return route. Temperatures agreed with the forecast temperatures at 25,000' and were reported to be warmer at lower altitudes. Winds were more westerly and stronger than forecasted (16,000' 295° 28 knts., 24,000' 310° 40 knts.).

Walter A. Hurlley
WALTER A. HURLLEY
1st Lt. Air Corps,
Station Weather Officer.

ROUTE FORECAST

DATE 10 March 1961
PERIOD 0000 - 1800 hrs.

	(A) Base to Continental Coast	(B) Continental Coast to Target to Continental	(C) Continental Coast to Base	(D)
WEATHER	(1) Fog with sky not discernible becoming Overcast with Mist becoming Partly Cloudy with Base	Overcast or Fog becoming Cloudy to Partly Cloudy with Base.	Partly Cloudy to Cloudy with Base.	No Medium or High Cloud expected in Forecast.
CLOUDS	(2) 10/10 fog or low Stratus Top 1000-1500ft. becoming 10/10 Stratocumulus base 6-800ft. tops 1500-2000ft by 1100 hrs. becoming 2-4/10 Stratocumulus over channel base 2000ft. tops 4-5000ft.	10/10 Fog or Stratus tops 2-3000ft. Breaking Rapidly to 5-7/10 at 1300 hrs and breaking to 3-5/10 East of 05 Deg East. base 2000ft. tops 4-5000ft. 3-5/10 to continue on return to Continental Coast.	3-5/10 Stratocumulus base 2000ft. tops 4-5000ft.	Some Non Persistent contrails above 25000ft Light Non Persistent Contrails above 23000ft There are two forecasts incorporated in this Sum. Plan A Plan B
FREEZING LEVEL AND INDEX	(3) 4-5000 feet NIL	4-5000 feet NIL	4-5000 feet NIL	Plan B will be put into effect if Plan A is Scrapped.
VISIBILITY	(4) Generally 500 yds. Locally less than 100 yds becoming 500-1000 yds by 1100 hrs. and 1-2000 yds by 1200 hrs.	UNLIM Similar to Base unrestricted at Flying Altitude. Vertical Vis. 4-5 miles at Day Up 10-15 miles at Night Down.	1-2 Miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE (5)	Base to 05 Deg East	05 Deg East to Target	Target to Base	
5000 FT (6)	260 10	360 05	Plus 06	
10000 FT (7)	280 15	360 10	-02	
15000 FT (8)	300 20	360 15	-11	
20000 FT (9)	300 25	360 20	-20	
25000 FT (10)	210 35	360 25	-31	
30000 FT (11)	230 50	360 35	-44	
	230 45	360 40	-52	

BASE ALTIMETER SETTING 30.36 TARGET SURFACE TEMP. Plus 06 TARGET MEAN TEMP. -45.5 TARGET SURFACE PRESSURE

ROUTE FORECAST

DATE 17 March 1944
PERIOD 0700 - 1900 hrs.

	(A) Base to Continental Coast	(B) Continental Coast to 05 Deg East	(C) 05 Deg East to Target	(D) 05 Deg East to Base
WEATHER	(1) Partly cloudy to clear with light haze and some fog in patches.	Cloudy to overcast with haze below cloud.	Cloudy to overcast with haze below cloud.	Cloudy to overcast with haze below cloud.
CLOUDS	(2) 4-6/10 Stratocumulus base 2000ft. tops 5-6000ft. 3-5/10 Altostratus base 12,000ft. tops 14,000ft. 2-4/10 Cirrus base 23,000ft. tops 25,000ft. Cirrostratus base 22,000ft. tops 25,000ft. decreasing gradually to 5-7/10 Cirrostratus base 24,000ft. tops 25,000ft.	Low cloud becoming 7-9/10 Stratocumulus base 2000ft. tops 6000ft. 3-5/10 Altostratus becoming 6-8/10 Altostratus in layers base 10,000ft. tops 16-18,000ft. decreasing gradually to 4-6/10 Altostratus base 12,000 to 14,000ft. High cloud increasing rapidly to 7-9/10	7-9/10 Stratocumulus base 2000ft. tops 6000ft. 4-6/10 Altostratus base 12,000 tops 14,000ft. becoming nil at target. 5-7/10 Cirrostratus base 24,000ft tops 25,000ft. becoming 0-3/10 Cirrus base 25,000ft. tops 26,000ft. similar on return.	7-9/10 Stratocumulus base 2000ft. tops 6000ft. 4-6/10 Altostratus base 12,000 tops 14,000ft. becoming nil at target. 5-7/10 Cirrostratus base 24,000ft. tops 25,000ft. becoming 0-3/10 Cirrus base 25,000ft. tops 26,000ft. similar on return.
FREEZING LEVEL AND INDEX	(3) 3000 ft. Nil to light ice rise in low cloud.	1000 feet Rise in low cloud.	1000 ft. Rise in low cloud.	Continental Coast and base. Same as B 3 becoming as A 3 at Continental Coast.
VISIBILITY	(4) 800-1200 yds locally below 500 yds becoming 6 miles plus above 1000 ft.	6 miles plus above clouds	6 miles plus above cloud	Same as B 4, but 2-3 miles on base on return.
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE (5)	Base to 05 Deg East	05 Deg East to Target	Target to Base	Base to Target
5000 FT (6)	230 10	230 10	230 10	230 10
10000 FT (7)	240 15	270 10	270 10	270 10
15000 FT (8)	250 15	310 15	310 15	310 15
20000 FT (9)	260 20	320 15	320 15	320 15
25000 FT (10)	270 25	330 15	330 15	330 15
30000 FT (11)	280 30	340 15	340 15	340 15

BASE ALTIMETER SETTING 30.00 TARGET SURFACE TEMP 50.00 TARGET MEAN TEMP 50.00 TARGET SURFACE PRESSURE 30.00

OFFICE OF THE OPERATIONS OFFICER
 612th Bombardment Squadron (H)
 401st Bombardment Group (H)
 A.P.O. #634

AAF, Station No. 128
 March 18, 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bombardment Group (H), AAF,
 Station No. 128, APO #634.

Plane 42-31087

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

Plane 42-38033

P	Dunaway, John A.	1st Lt.	622th.
CP	Kane, Henry (NMI)	2nd Lt.	"
N	Mack, William J.	2nd Lt.	"
B	Krol, Theodore J.	2nd Lt.	"
RO	Mastronardi, Francis J.	T/Sgt.	"
TTG	Horst, Harry C.	S/Sgt.	"
BTG	Rusch, Walter R.	Sgt.	"
TG	Benz, Marvin H.	Sgt.	"
LWG	Katsaros, John (NMI)	Sgt.	"
RWG	Crowley, John W.	Sgt.	"

Plane 42-39943

P	Currie, Donald A.	1st Lt.	612th.
CP	Johnston, Clayton A.	2nd Lt.	"
N	Jeffery, Morey B.	2nd Lt.	"
B	Anderson, Donald M.	2nd Lt.	"
RO	DiPierro, Cosimo A.	T/Sgt.	"
TTG	Larson, Robert D.	S/Sgt.	"
BTG	Graf, Cecil L.	S/Sgt.	"
TG	Sanders, Charles W.	S/Sgt.	"
LWG	Severson, Marvel T.	S/Sgt.	"
RWG	Amber, Joe R.	S/Sgt.	"

Plane 42-97487

P	West, George E.	1st Lt.	612th.
CP	McKinnon, Douglas H.	2nd Lt.	"
N	Nutter, Lloyd A.	2nd Lt.	"
B	Montgomery, Thomas B.	2nd Lt.	"
RO	Andrus, Robert L.	T/Sgt.	"
TTG	Russell, Francis L.	T/Sgt.	"
BTG	Womble, John L.	S/Sgt.	"
TG	Lefkin, Michael (NMI)	S/Sgt.	"
LWG	Russell, Hugh D.	Sgt.	"
RWG	Morini, Alfred J.	S/Sgt.	"

Plane 42-31496

P	Hershey, Harry J.
CP	Woods, Robert R.
N	Buder, Eugene H.
B	Boxer, Martin W.
RO	Cherry, Noel C.
TTG	Pugh, Alfred E.
BTG	Chiccino, Joseph R.
TG	Joseph, Meload C.
LWG	Civello, Hubert C.
RWG	Gulan, Frank F.

1st Lt.
 2nd Lt.
~~2nd~~ Lt.
 2nd Lt.
 T/Sgt.
 T/Sgt.
 S/Sgt.
 S/Sgt.
 S/Sgt.
 S/Sgt.

612th.

"
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THE END

613th BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 AAF STATION 128, APO 634

18 MARCH 1944

SUBJECT : LOADING LIST:

TO : OPERATIONS OFFICER, 401st BOMBARDMENT GROUP (H), AAF STATION 128, APO 634

1. FOLLOWING IS THE LIST OF COMBAT CREWS PARTICIPATING IN TODAY MISSION.

DUTY	RANK	LAST NAME	FIRST NAME	MI
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PLANE NO. 42-90855

P	2nd Lt.	FITCHETT	LAWRENCE	E.
CP	2nd Lt.	CAMPBELL	BRUCE	M.
N	2nd Lt.	PFEIFFER	LAWRENCE	W.
B	2nd Lt.	SANCHEZ	LOUIS	T.
RO	T/SGT.	BERGNER	MAX	H.
TT	T/SGT.	PARSLOE	BERTRAM	(NMI)
BT	S/SGT.	SASSI	LOUIS	M.
TG	S/SGT.	ROSE	ANTHONY	F.
LNG	S/SGT.	HANNABURY	RALPH	A.
REX HWG	SGT.	Mac QUEEN	JOHN	C.

PLANE NO. 42-31440

P	1st Lt.	HESS	CHARLES	F.
CP	2nd Lt.	MURPHY	WALTER	J.
N	2nd Lt.	Schachter	Shea	(NMI)
B	2nd Lt.	BUCHANAN	ALLEN	(NMI) JR.
RO	SGT.	CHARNES	HUGH	W.
TT	T/SGT.	TRYBA	ALEXANDER	F.
BT	S/SGT.	MARTINEZ	RICHARD	V.
TG	S/SGT.	KASHNER	CHARLES	D.
LNG	SGT.	HADSELL	DAVID	N.
HWG	S/SGT.	FLOREZ	LOUIS	(NMI)

PLANE NO. 42-31244

P	1st Lt.	STELZER	ROBERT	L.
CP	2nd Lt.	JOHNSON	WENDELL	T.
N	2nd Lt.	HOBBS	HERBERT	L.
B	2nd Lt.	WARREN	ROBERT	(NMI)
RO	T/SGT.	HECKER	DONALD	A.
TT	T/SGT.	BOROS	JOSEPH	J.
BT	S/SGT.	BLACK	JAMES	P.
TG	S/SGT.	NICELY	JOHN	H.
LNG	S/SGT.	RICE	EDWARD	J.
REG	S/SGT.	HOLLAND	THOMAS	H.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)

FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)

Office of the Operations Officer

AAF - Sta - 128 - APO - 634

18 March 1944

SUBJECT: Loading list.

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

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

PLANE # 42-31091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	1st Lt.	Dempsey	Ralph	M.	615th
CP -	1st Lt.	Mitchell	Lewis	A.	615th
N -	1st Lt.	Sellers	Lloyd	W.	615th
B -	1st Lt.	Dolan	William	W.	615th
RO -	S/Sgt.	Beller	James	(H.I.)	615th
TE -	T/Sgt.	Zander	Harold	S.	615th
BE -	S/Sgt.	Sweepe	William	H.	615th
TS -	Sgt.	Carton	John	B.	615th
ENG -	S/Sgt.	Merlino	Frank	A.	615th
ENG -	S/Sgt.	Knappol	Philos	(H.I.)	615th
CL -	Sgt. 1st	Boys	Boys	E.	615th

PLANE # 42-40002

P -	1st Lt.	Christensen	Ellsworth	E.	615th
CP -	1st Lt.	Rustand	Ronald	L.	615th
N -	2nd Lt.	Wong	Delbert	H.	615th
B -	2nd Lt.	Reynolds	Herbert	A.	615th
RO -	T/Sgt.	Binkin	Nathan	(C.)	615th
TE -	S/Sgt.	Breen	Roland	J.	615th
BE -	S/Sgt.	Hardy	Charles	E.	615th
TS -	S/Sgt.	Ross	Harry	A.	615th
ENG -	S/Sgt.	Batson	Allen	L.	615th
ENG -	S/Sgt.	Johnson	Russell	W.	615th
CL -	Sgt. 1st	Boys	Boys	E.	615th

PLANE # 42-39673

P -	1st Lt.	Kaminski	Vincent	J.	615th
CP -	2nd Lt.	Mallen	Richard	W.	615th
N -	2nd Lt.	Hildinger	Lawrence	J.	615th
B -	2nd Lt.	Gallagher	Joe	C.	615th
RO -	S/Sgt.	Obertham	Elmer	(R.)	615th
TE -	S/Sgt.	Draginis	Donald	(L.)	615th
BE -	S/Sgt.	Clare	David	E.	615th
TS -	S/Sgt.	Powell	Gerald	J.	615th
ENG -	S/Sgt.	Robideaux	Jay	W.	615th
ENG -	S/Sgt.	Loadholt	Jay	T.	615th
CL -	Sgt. 1st	Boys	Boys	E.	615th
B -	Sgt. 1st	Boys	Boys	E.	615th

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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PLANE # 42-31091

5-3

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

AAF Station # 128
 18 March 1944.

SUBJECT: Loading List.

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

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

*Plane 42-32012

P -	1st Lt.	CAMMACK, VERNON K.	614th
CP -	Capt.	HINKLE, CARL C. Jr.	"
N -	1st Lt.	HASKINS, CECIL A.	"
B -	1st Lt.	WHITE, WILLIAM C.	"
RO -	T/Sgt.	Timme, Glenn A.	"
TT -	T/Sgt.	Slate, Chester A.	"
BT -	S/Sgt.	Price, John R.	"
TG -	1st Lt.	HARGER, ROBERT W.	"
LWG-	S/Sgt.	Wanke, Charles P.	"
RWG-	S/Sgt.	Harlow, Clevy D.	"

*Plane 42-39820

P -	1st Lt.	WILSON, SAMUEL P.	614th
CP -	2nd Lt.	GATTIS, ELGIN V.	"
N -	2nd Lt.	SUDAKOV, LAWRENCE H.	"
B -	2nd Lt.	DALY, JOHN J. Jr.	"
RO -	S/Sgt.	Frederick, Eugene D.	"
TT -	T/Sgt.	Cerley, Jesse C.	"
BT -	S/Sgt.	Ames, Ensign S.	"
TG -	S/Sgt.	Sokol, Leonard E.	"
LWG-	Pvt.	Morrissey, John E.	"
RWG-	Sgt.	Seagren, Carl K.	"

*Plane 42-39847

P -	1st Lt.	WILSON, CARLETON L.	614th
CP -	2nd Lt.	KELLEY, CURTIS C.	"
N -	2nd Lt.	CONNERY, JOHN K.	"
B -	2nd Lt.	FOGARTY, FRANCIS M.	"
RO -	T/Sgt.	Anderson, Carl D.	"
TT -	T/Sgt.	Quinn, Robert E.	"
BT -	S/Sgt.	Passene, William W.	"
TG -	S/Sgt.	Pettit, Gerald N.	"
LWG-	S/Sgt.	McMahon, James P.	"
RWG-	S/Sgt.	Smith, George R.	"

**Designate Engineer

Leading List - Continued.

*Plane 42-31815

P -	1st Lt.	DAWES, WILLIAM R. Jr.	614th
CP -	2nd Lt.	PRATT, JOHN D.	"
N -	2nd Lt.	SCHUBERG, JOHN A.	"
B -	2nd Lt.	VAN NOY, RUSSELL N.	"
RO -	Sgt.	Arcanson, Arlyn C.	"
TT -	T/Sgt.	Norell, Olle A.	"
BT -	T/Sgt.	LaFountain, Louis M.	"
TG -	S/Sgt.	Gentry, Ray A.	"
LWG-	S/Sgt.	Mooney, William R.	"
RWG-	Pvt.	Sherman, Gilbert	"

*Plane 42-37478

P -	1st Lt.	STINE, ROBERT O.	614th
CP -	2nd Lt.	KEHOE, ROBERT J.	"
N -	2nd Lt.	MILLER, LEE S. Jr.	"
B -	2nd Lt.	EMPRIC, WALTER P.	"
RO -	T/Sgt.	Keeney, Frank E.	"
TT -	S/Sgt.	Trump, Paul W.	"
BT -	S/Sgt.	Risi, John M.	"
TG -	S/Sgt.	Prager, Gilbert (NMI)	"
LWG-	S/Sgt.	Thill, Richard G.	"
RWG-	S/Sgt.	Phillips, Edward J.	"

*Plane 42-31000 39932

P -	1st Lt.	WEBER, EZRA S.	614th
CP -	2nd Lt.	PEACOCK, GEORGE M.	"
N -	2nd Lt.	WIRBEL, CHARLES H.	"
B -	2nd Lt.	OLIVER, WALTER L.	"
RO -	T/Sgt.	Krekorian, Ruben H.	"
TT -	T/Sgt.	Huber, John A.	"
BT -	Cpl.	Hurd, John L.	"
TG -	Sgt.	Smith, Glen W.	"
LWG-	S/Sgt.	Kinsey, Robert S.	"
RWG-	S/Sgt.	Panichas, George T.	"

*Plane 42-39846

P -	2nd Lt.	KSIENIEWICZ, CHARLES S.	614th
CP -	2nd Lt.	HARRINGTON, KENNETH G.	"
N -	2nd Lt.	DASTOUS, JOSEPH C.	"
B -	2nd Lt.	CARTER, JAMES P.	"
RO -	Cpl.	Wilber, Maurice V.	"
TT -	S/Sgt.	Burke, Francis (NMI)	"
BT -	S/Sgt.	Cellie, Perry O.	"
TG -	Cpl.	McEldowney, Donald E.	"
LWG-	Sgt.	Grygiel, Stanley L.	"
RWG-	S/Sgt.	Cohen, Franklin C.	"

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 63
U.S. ARMY

E- -6

18 March 1944

COPY

SUBJECT: Crew Comments.

TO : COMMANDING OFFICER, Sta. 128, APO 634, U. S. Army.

1. Lt. John A. Dunaway, pilot, A/C 8033, stated that the smoke bomb (sky markers) dropped the lead ship splattered a liquid substance all over the windshield and nose of his A/C, making it almost impossible for any member of the crew to observe anything at the bomb release point. This A/C went over the target in #4 position in the lead squadron.

2. Several crew members wanted to know why this Group did not bomb the primary target.

3. Lt. Harry J. Hersey, pilot, A/C 1496, stated that a very poor meal was served in the combat mess after Thursday's mission.

4. The crew of A/C 9846 does not like the idea of leaving throat mikes in the A/C; they hunted a long time in order to find the one for the LMG.

5. Lt. Ezra S. Weber, A/C 9932, stated that his crew waited for one hour after landing for transportation to the briefing room.

6. Lt. Ralph M. Dempsey, Pilot, A/C 1091, criticized the poor leadership displayed by the lead ship of the 457th Group; the lead navigator in this ship was admittedly lost, having to contact other ships in the Group to determine his position. This airplane commander also commented on the fact that, although the Wing was briefed to fly stacked-up, the 401st leader flew abreast.

7. Lt. William R. Dawes, Jr. Pilot, A/C 1315, requests not to be sent up in weather like that which prevailed today, inasmuch as it is his opinion that such weather favors enemy fighters.

8. The crew of Lt. Robert O. Etine, pilot, A/C 7478, criticizes the fact that all heated equipment is placed in one pool, and that consequently crews never get the same equipment twice.

9. Lt. Samuel F. Wilson, pilot, A/C 9820, stated that one A/C would not clear the taxi way after landing, thereby holding up ten A/C for a period of twenty minutes.

10. Lt. James Taylor, navigator, A/C 1619, found a hole in the bottom of the navigator's pressure gauge which he plugged with a match, he also said, We had a hell of a time on bottles during this long trip.

11. Lt. Charles F. Hess, pilot, A/C 1840, felt that the pilot of the lead A/C, second element, high squadron, did not hold position well.

12. Lt. Lee S. Milles, Jr., navigator, A/C 7478, believes that on a long mission such as that today the crews need more food to eat.

5689

W. B. Fry
W. B. Fry
Major, A.C.
Group 8-8, Officer.

HEADQUARTERS
AAF STATION 128
APO 634

18 March, 1944

SUBJECT: B-4 Combat Mission Report on Mission 18 March, 1944
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Oxygens System Out (2) Heaters Out (2)
Cylinder Head Temperature Guage Out (1)

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

Amplidyne brushes in Chin Turret burned out (1)

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

None Reported.

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

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

A.P.O. 634
16 March, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

None

2. Battle Damage.

a. 42-39840 - 20mm hole in leading edge of vertical stabilizer and out left side causing skin and structural damage; 20mm hole through tip of left horizontal stabilizer; 20mm entered top of left wing, inner panel, damaging rib and fuel tank; 20mm entered leading edge of right wing, hitting battery and severing hydraulic line; 20mm hole through # 3 ring cowl, damaging # 3 and # 4 cylinders.

b. 42-39847 - 2" flak hole through right side of fuselage, beneath Navigator's window.

c. 42-39820 - 2" X 4" flak hole in top of right horizontal stabilizer, near fuselage; 2" flak hole in top of left horizontal stabilizer, near tip.

d. 42-31077 - 20mm entered top of right wing, hitting feeder tank; 20mm entered top of left wing, hitting main fuel tank; Severe damage to left horizontal stabilizer and elevator, caused by 20mm.

e. 42-31496 - Flak hole in right side of plexiglass nose emerging through top of fuselage, near station 2d.

f. 42-97487 - Leading edge of horizontal stabilizer cut at station 208 and station 78 by shell casings.

g. 42-38033 - Hole in bottom of right horizontal stabilizer emerging through trailing edge of horizontal stabilizer striking leading edge of elevator and through top of elevator, by 20mm.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>BY</u> <u>FIGHTER</u>	<u>BY</u> <u>FRIEND</u>
7	0	7	3	3	1

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

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

A.P.O. 634
18 March, 1944

SUBJECT: Armament Narrative, Mission No. 38, 18 March, 1944

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

1. The following Armament malfunctions were reported at
the conclusion of the mission of 18 March, 1944.

<u>A/C No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-38033	Chin Turret	Amplidyne brushes burned out.	Equipment

BOMB RACKS MALFUNCTIONS

A negative bomb rack malfunction report is submitted for the
mission of 18 March, 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

18 March 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
42-31496	1. Fisk hole in right side of plexiglass nose. emerging through top of fuselage. near station 2d.
42-97487	1. Leading edge of horizontal stabilizer cut at station 208 & station 78. by shell casings.
42-58033	1. Hole in top bottom of right horizontal stabilizer emerging & through trailing edge of horizontal stabilizer striking leading edge of elevator and emerging through top of elevator.
42-39943	Negative
42-31087	Negative

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