

REPORT OF OPERATIONAL
DAY

MISSION No. **24**

Date: **20 FEB. 44**

TO: **LEIPZIG , GER.**

C O N F I D E N T I A L

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

20 February 1944

SUBJECT: Air Commander's Narrative, 94th Wing and 1st Division Lead.

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

1. The lead PFF failed to arrive; the Deputy lead PFF developed an oxygen leak which had to be repaired, delaying takeoff of lead plane until 0945. The Group Deputy assembled the Wing and the PFF joined on time at Point "A", taking the lead just in time to meet in a collision with a B-24 Group. The B-24's won, and the 94th Wing unscrambled and arrived at "Z" three minutes late. Combat Wing 1A was not abreast, but the 94th departed on course and crossing the enemy coast on time, flew the route to and from the target approximately as briefed.

2. Weather was undercast over most of the route. Up to nearly the point of release of bombs, it was questionable whether the primary target would be visible. Clouds covered the city. The target was hazy but visible at the edge of the undercast. The three groups bombed visually and separately. It is reported by the Bombardier in the lead group that results were excellent. Col SMITH, who followed in Combat Wing 41A states that there was much smoke on the target when his wing bombed. Visual bombing in the lead box was done by the PFF plane.

3. Navigation teamwork between the PFF Navigator and the 401st Group Navigator was outstanding. The course and timing from their standpoint was perfect. No avoidable flak areas were encountered, check points were accurately made good and they compensated for timing changes which became necessary for reasons beyond their control (avoiding collision with B-24's, evasive action, double drifts to keep wing together).

4. The Wing Deputy Leader was knocked out of formation by fighters before reaching the target and returned alone to base. Three other planes left the formation, two of which returned safely. One is still unreported.

5. Enemy fighter attacks were infrequent, but there were several, especially enroute to target. One head-on attack by about ten to fifteen fighters was pressed close in with considerable persistence. Fighter cover was spasmodic but good when present.

6. Flak areas were avoided whenever possible. Little was encountered to and from the target. In the target area, flak was moderate but accurate. Chaf was dropped, with little effect so far as the lead wing was concerned.

7. About half way back to the enemy coast on return, a layer of haze ahead, which looked from a distance as it might be solid overcast, caused the Wing to climb from 20,000 feet (briefed altitude) to 23,400 feet until the area was passed.

8. Descent was started after crossing the enemy coast. About 2/3 of the way across the Channel, Groups were instructed to disperse and let down through the undercast enroute to base, rather than go to splasher, because:

- a. Gasoline was running low.
- b. The undercast was thin.
- c. There were a few breaks over the water that could be penetrated by small units.
- d. The danger of enemy opposition within a few minutes from England appeared less serious than gasoline shortage. Because of the time element, no attempt was made by Lead Group Leader to reform after breaking through. Position was given, SOP let-down announced, and planes instructed to proceed directly home.

9. Recommendations:

- a. It should be SOP to carry a Pilot in the tail gun position of all PFF aircraft in which the Air Commander flies, as well as in the Group Deputy plane. This group intends to do so (and did today).
- b. Since the lead Wing gets little benefit from chaff, why not have a P-38 precede the lead wing by a few minutes to drop chaff, thereby saving flak damage to the entire wing? It could also give weather advice ahead of the wing.
- c. Until such time as PFF aircraft are assigned to groups or wings so they can learn local procedures, the group deputy should lead the wing during assembly and dispersal over England.

H W BOWMAN,
Colonel, Air Corps,
Division Leader.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
APO 634

21 February 1944.

SUBJECT: Leaders Narrative, 401st High Box Formation, Mission of
20 February 1944.

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

1. The individual assembly at 12000 feet over Deenethorpe Buncher was good. The high box departed point X 2 minutes late and was not in Wing formation because the lead box had not yet been formed. Shortly after reaching point A the Wing was formed and a good formation was maintained until the IP was reached.

2. Before reaching the IP, the Wing Commander ordered that bombing would be visual but to stand by for a possible change in orders. On reaching the IP, the lead box did not open its bomb bay doors. The delay in opening the bomb bay doors made the high box lead bombardier decide that the secondary would be bombed. When the doors of the lead box did open the high box, of course, opened its doors. The high box lead bombardier assured the Group Leader that the Wing was past the primary target, and not having time to synchronize, toggled out his bombs. The bombing pattern was good and hits were made on buildings within the city.

3. The high box had no fighter attacks and received only moderate flak damage. Fighter support was generally excellent.

4. The Wing was dispersed a few miles off the English coast. Most of the airplanes returned to base individually, however, the Group Leader led a flight of eight through a break in the clouds and returned to base intact.

5. All ships returned safely, one landing away from home base because of gas shortage.

JERE W. MAUPIN,
Captain, Air Corps,
High Box Leader.

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

K-C-1

20 February 1944

SUBJECT: Operational Narrative (lead box) Mission No 24, 20 February 1944
TO : Commanding Officer, 401st Bombardment Group (H).

1. GENERAL NARRATIVE: The 401st Group furnished 20 ships including three spares for the lead box. A PFF was lead ship in this box, making a total of twenty one (21) ships, including spares. The assembly was above an overcast on the X Buncher. At the time the lead group left Point X, the formation was fair. The PFF ship took off late, and joined the formation at Point A. From X to A, the formation was lead by the deputy Wing leader. The Wing was assembled before reaching Point Z. At this point, another Wing crossed over and caused considerable confusion in both formations. The Wing was again in formation at the time of leaving the English Coast. The route in and out was as briefed, and the navigation was excellent.

2. AIRCRAFT NOT ATTACKING: All ships in the lead box were dispatched, however, one aircraft (42-31467) returned early because the pilot never found the formation, although takeoff was normal. Considered pilot and navigator error. Aircraft position was filled by a spare prior to the group's being dispatched. Two other aircraft, 42-31863 and 42-31518, did not drop bombs due to enemy action. One was lost before the target, one turned back and jettisoned its bombs.

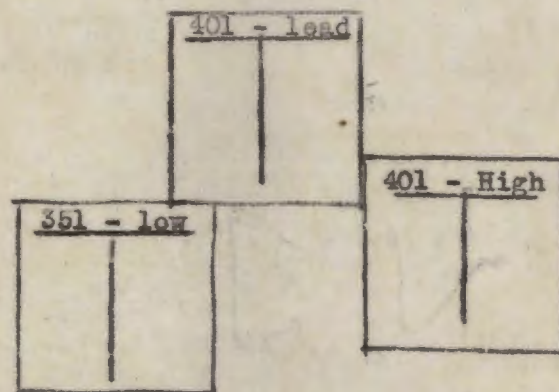
3. LOST AIRCRAFT: Flak was encountered over the target area. It was moderate but accurate. Several determined attacks were made by single engine enemy aircraft. They continued from a point prior to the IP to a point after the target. Aircraft 42-31518 was lost before target area after concentrated attacks. Aircraft 42-31863 was disabled and came home alone "on the deck".

4. RESULTS: Bombing was visual. The primary was attacked and the results were reported to be good.

5. Formation:

- a. Formation at takeoff and cruise (diagram attached).
- b. Formation over the target (diagram attached).

c. The 401st Group lead the 94th Wing:



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

401st Bomb G

LEAD BOX

Combat Flight Leader COL BOWMAN 30 FEB 44
 Date

Deputy Flight Leader CAPT SILVER

Group Call Sign _____ Fighter Call Sign _____

GROUND CONTROL _____

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

614 SQDN

BOWMAN

B

3484(PFF

Lead box formation at takeoff and
 on cruise

SILVER

KIRKHOFF

1863

9846

WILSON SP

9820

SMITH JR

DAVIS

1315

1116

614 SQDN

613 SQDN

LEWIS

SHOTTS

1730

1072

BYRD

CHRISTENSEN

SHEAHAN

SCHARFF

1077

1091

1467(aborted

1593

WYSOCKI

LOCHER

1069

3507

TRIMBLE

GARNER

SHANKS

SHARP

1369

1518

0855

9932

WILSON CL

SPARES

8002

PERDYN

1619(spare-returned)

VOKATY

1930(spare-returned)

401st lead box

Combat Flight Leader _____ Date _____
Deputy Flight Leader _____
Group Call Sign _____ Fighter Call Sign _____
GROUND CONTROL _____

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

SQDN

KIRKHUFF

848

WILSON SP

820

SMITH

815

SQDN

LEWIS

730

~~731~~

SQDN

SCOTT

072

BYRD

077

~~122~~

CHRISTENSEN

091

WILSON CL

002

SCHARFF

593

WYSOCKI

069

LOCHER

507

TRIMBLE

369

GARDNER

518 (lost before
target)

SHANKS

855

SHARP

932

SPARES

Lt Dawes - AC 116 - flew with Traingee A
group as #2 2nd El, 1d sqdn hi gp

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

E- -1

20 February 1944

SUBJECT: Operational Narrative (High Box) Mission No 24, 20 February 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished 20 ships, including two (2) spares, for the high box formation. The assembly was over X Buncher and the high box came into position in the Wing assembly on the route from Point X to Point A. The route in and out was as briefed, and corresponds to the route followed by the Wing lead. At the IP, a misunderstanding of bombing instructions occurred, and the high box bombed on the lead box rather than as a unit doing its own sighting. The rally and route out were normal and as briefed. A let down was accomplished at the Wing dispersal point, and ships proceeded to the base by elements and individual ships.

2. AIRCRAFT NOT ATTACKING: Nineteen ships were dispatched in the high box. There were two "returns early", and these were filled in by spares. Both abortives were due to personnel error.

42-37440 - oxygen filler hose on ball turret was left connected by gunner's error, and when turret was rotated broke the filler line and drained the system.

42-39765 - Returned soon after takeoff due to illness of pilot. Abortive is due to personnel reasons but should not be considered pilot error.

One other aircraft 42-37833, failed to drop bombs on the target as bomb bay doors and A-3 release were inoperative.

3. LOST AIRCRAFT: Enemy action was the same as that encountered by the lead box, though no ships were lost from the high box formation.

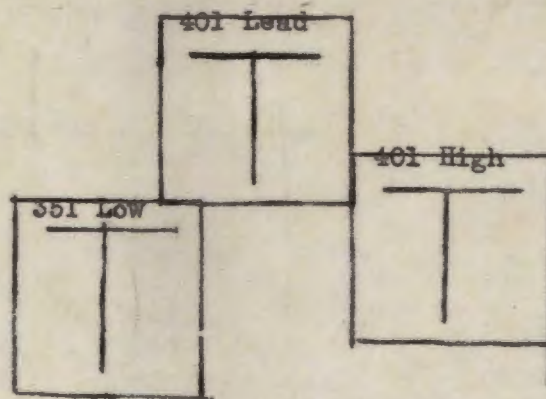
4. RESULTS: Bombs were dropped on the lead box rather than by sighting by the high box leader. Results are not known.

5. FORMATION:

a. Formation at takeoff and on cruise (diagram attached).

b. Formation over the target (diagram attached)

c. The High box position in the Wing formation:



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

401st Bomb Group (H)

Hi Box

Combat Flight Leader CAPT MAUPIN 20 FEB 44
Deputy Flight Leader Lt DAILEY Date
Group Call Sign _____ Fighter Call Sign _____
GROUND CONTROL _____

612
SQDN
MAUPIN

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

Hi Box Formation at takeoff
and on cruise

8033

BINGHAM

DAILEY

9993

1662

CURRIE

1034

DUNAWAY

HAGAN

9943

1511

SQDN
RUGBY

SQDN
HESS

7933

1557

CAMPBELL

KAMINSKI

STELZER

JONES

1621

9873

1226

1202

KAUFLAN

KELLY

1098

9765(aborted)

ARNESON

WEBER

HERSHEY

WEST

7440(aborted)

9881

1496

7487

SPARES

STINE

1488

JOHNSON

9979

401st High Box

Combat Flight Leader _____ Date _____

Deputy Flight Leader _____

Group Call Sign _____ Fighter Call Sign _____

GROUND CONTROL _____

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

SQDN

GOODMAN

033

STINE

488

DAILEY

662

*FORMATION
 OVER TARGET*

CURRIE

034
~~XXXX~~

DUNAWAY

948

WEST

487

SQDN

RUMSEY

833

SQDN

HESS

557

CAMPBELL

521

KAMINSKI

873

STELZER

226

JONES

202

KAUFMAN

098

JOHNSON

979

WEBER

881

HERSHEY

496

SPARES

Lt BINGHAM AC 998 Flew with Triangle J
 group as #3 2nd Element low sqdn

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

AAF Station 128
 20 February 1944.

SUBJECT: Statistical Summary, 401st Group (Lead Box), Mission of 20 Feb 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....20 (excl PFF)
 Number of A/C Spares..... 3
 A/C Taking Off Less Unused Spares.....18
 Number of A/C Dispatched.....19
 Number of Sorties..(E.E.T.).....18✓
 Number of Returns Early (Not E.E.T.)..... 0
 Number of A/C Attacking.....15*
 Number of A/C Not Attacking..... 3

Number of A/C Lost:

Due to Fighter: ...1

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Nose	Tail
Main Bombfall	15*	15*	(162 (18	500# 500#	GP GP	1/10 30 min	1/100 L.D.
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			180	500#	GP	X	X
Other Bomb Expenditures			24	x	x	x	x
Bombs Returned			12	x	x	x	x
Total (Loaded on A/C Taking Off)			216	500#	GP	1/10	1/100 (& L.D.)

*Note: A/C 42-31116 bombed
 with 91st Group

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

AAF Station 128
 20 February 1944.

SUBJECT: Statistical Summary, 401st Bomb Group (High Box), Mission of 20 Feb 44.
 TO : Commanding Officer, 401st Bombardment Group, AAF STATION 128.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....20
 Number of A/C Spares..... 2
 A/C Taking Off Less Unused Spares.....20
 Number of A/C Dispatched.....19
 Number of Sorties (E.E.T.).....19
 Number of Returns Early (Not E.E.T.)..... 1 (A/C 42-39765)
 Number of A/C Attacking.....17*
 Number of A/C Not Attacking..... 3

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 Nose Tail
Main Bombfall	18*	17*	711	100#	IB	Inst.
Other Attacks	-	-	-	-	-	-
Bombs on Target			711	100#	IB	Inst.
Other Bomb Expenditures			42	100#	IB	x
Bombs Returned			87	100#	IB	x
Total (Loaded on A/C Taking Off)			840	100#	IB	Inst.

* Note: A/C 42-39993 bombed
 with 351st Group

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

APO 634

SUBJECT: Lead Navigator's Narrative Mission Flown 20 December 1944
Heron Box

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 0905 hours at 12000 feet.
 - c. Formed CBW at 1018 hours at 10000 feet.
 - d. Began climb at 1048 hours.
 - e. Reached altitude at 1120 hours.
 - f. Weather encountered over England:
 - (1) Clouds 8-10/10ths
 - (2) Visability 10 miles
 - (3) Wind at altitude 40 degrees, 40 Knots per hour.
 - g. Means of navigation over England.
See - Radio
 - h. Means of checking Metro Winds
See - Pilotage
 - i. Joined task force at 1045 hours at 10000 feet.
(Splasher, City or Coord)
 - j. Departed English Coast at 1047 hours.
Arrived at Enemy Coast at 1135 hours.

k. Fighter Rendezvous:

- (1) Going in: _____ hours.
(2) Coming Back: 1120 hours.

l. Wind used for bombing: 1410

Area Support over Target

- (1) _____ degrees.
(2) 45 knots per hour.
(3) How determined:

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

- (1) Reached IP at _____ hours.
(2) Mag heading over target _____ degrees.
(3) Altitude over target _____ feet.
(4) Time bombs away 1830 hours.
(5) Method of target Identification and weather over target: 1900

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

o. Gee:

- (1) Coordinates of furthest fix _____ N _____ E.
(2) Time _____ hours. 02 30 04 20

p. Comments: 1120

SIGNATURE

WALTER E. HANSEN
Capt, Air Corps
Lead Navigator (High box)

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

APO 634

SUBJECT: Lead Navigator's Narrative Mission Flown ~~20 October 1944~~
(High Box)
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 0955 hours at 12000 feet.
 - c. Formed C.W. at 1018 hours at 10000 feet.
 - d. Began climb at 1048 hours.
 - e. Reached altitude at 1125 hours.
 - f. Weather encountered over England:
 - (1) Clouds 8-10/10ths
 - (2) Visability 10 miles
 - (3) Wind at altitude 45 degrees, 40 Knots per hour.
 - g. Means of navigation over England.
See - Radio
 - h. Means of checking Metro Winds
See - Pilotage
 - i. Joined task force at 1045 hours at 10000 feet.
(Splasher, City or Coord)
 - j. Departed English Coast at 1047 hours.
Arrived at Enemy Coast at 1133 hours.

k. Fighter Rendezvous:

- (1) Going in: 1138 hours.
- (2) Coming Back: 1418 hours. Area Support over target

l. Wind used for bombing:

- (1) 45 degrees.
- (2) 20 knots per hour.
- (3) How determined:

Pilotage

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

- (1) Reached IP at 1332 hours.
- (2) Mag heading over target 129 degrees.
- (3) Altitude over target 11000 feet.
- (4) Time bombs away 1343 hours.
- (5) Method of target identification and weather over target:

PPV and visual

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

NONE

o. Gee:

- (1) Coordinates of furthest fix 32 30 N 04 21 E.
- (2) Time 1128 hours.

p. Comments:

NONE

SIGMA ONE
Capt, Air Corps
Lead Navigator (High box)

FLIGHT PLAN

PILOT COLONEL H. E. BURMAN NAVIGATOR CAPT. JAMES F. ROAN DATE 20 February 1948

STATIONS	0730	ENGINES	0830	TAXI	0845	T.O.	0900
LEAVE BASE:	1000						
COAST OUT:	1045						
ENEMY COAST:	1133						
I.P.:	1340						
TARGET:	1347						
ENEMY COAST:	1538						
English Coast	1558	Base	1625				

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

Last time of take off 1000 85 miles TO 91° 31' 28" 181 28

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT.	TRUE HDNC.	VAR.	MAG. HDNC.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base "X"	80	10000	155	154	68	72	70	10	80	130	40	18	1018			
Kings Lynn "A"	25															
52 45N 00 24E	85	10000	150	152	130	-7	123	10	133	132	35	16	1034			
Splasher #6 "B"	27	12000														
52 22N 01 08E	85	12000	155	159	74	72	76	10	86	132	24	11	1045			
Lowestoft (1) "C"	27															
52 29N 01 45E	90	12000	150	162	87	71	88	9	97	130	104	48	1133	Enemy Coast		
52 35N 04 39E (2)	32	20000														
" "	100	20000	155	182	90	72	92	7	99	148	111	45	1218			
52 35N 07 43E (3)	35															
" "	50	"	"	182	113	-10	103	6	109	164	72	26	1244			
52 07N 09 31E (4)	35															
" "	"	"	"	"	105	-9	96	5	101	160	26	10	1254			
52 00N 10 11E (5)	"	"	"	"	90	-7	83	5	88	154	91	35	1329			
52 00N 12 41E (6)	"	"	"	"	155	-10	145	4	149	188	32	10	1340	IP		
51 51N 13 02E (7)	"	"	"	"	155	-10	145	4	149	188	32	10	1340	IP		
TARGET (8)	"	"	150	177	252	74	256	4	260	209	25	7	1347			
51 23N 12 25E	"	"	155	182	218	-2	216	4	220	216	15	4	1352			
51 12N 12 11E (9)	"	"	"	"	267	77	274	5	279	208	97	28	1420			
51 06N 09 40E (10)	"	"	"	"	249	73	252	6	258	215	95	26	1446			
50 30N 07 20E (11)	"	"	"	"	263	-3	260	7	267	215	52	15	1501			
50 23N 06 00E (12)	100	"	"	"	289	72	291	8	299	216	134	37	1538	Enemy Coast Out		
50 07N 02 39E (13)	35	"	"	"												
Clacton (14)	90	20000	170	184	307	76	313	9	322	207	70	20	1558	English Coast In		
51 48N 01 11E	30	9000														
Base	75	9000	170	162	302	75	307	10	317	175	78	27	1625			
" "	20	5000														
Clacton	75	9000		162	358	77	005	10	15	157	34	13	1611			
Base	80	5000														

TIME	COURSE	W/V USED E/OR 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.
				Chaff At IP for eight minutes at rate of one unit for every three seconds								
				RE: H Utah - Eastern Wyoming - Grade A No IP Transmission S. Carolina								
				IP (Codeword - Windbag IP (Callsign - Goldsmith	2200 HOUR 1000 OXYGEN 5:15 hrs.							
				Let Down Splasher #6	Lead - 290° MH High - 300° MH							
				VISUAL BOMBING - SLAPSTICK								
0946			50	Take Off								
0950			160	Will join Wing at point "A"								
1000			105	Alter Course to pick up wing		150	6000 -10					
1018			133	Kings Lynn Wing sighted on right- S turn to let Wing Catch up								
1048			98	English Coast out. 2 miles south of Point Z		150	12000					Climbing to 20000
1101			104									
1103			100			150	16000					
1114			80	Wind 70° 26K		150	17500					
1131			99	Enemy Coast 52 32N 04 30E		155	20000					P-47's Picked up
1136			90	P-47's								

SIGNED _____ NAVIGATOR

VIII BOMBING COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary LEIPZIG
 Secondary _____
 Last Resort _____

TRACK CHART
 DATE 2-20-44

GREEN

Route followed by BRIEFED COURSE
401st Bomb. Gp. (H)
(MEB Formations)

FLAK
 HEAVY 4
 LIGHT 4

COMBAT
 FW 190 0
 ME 109 0
 JU 88 0
 ME 110 0
 DO 217 0

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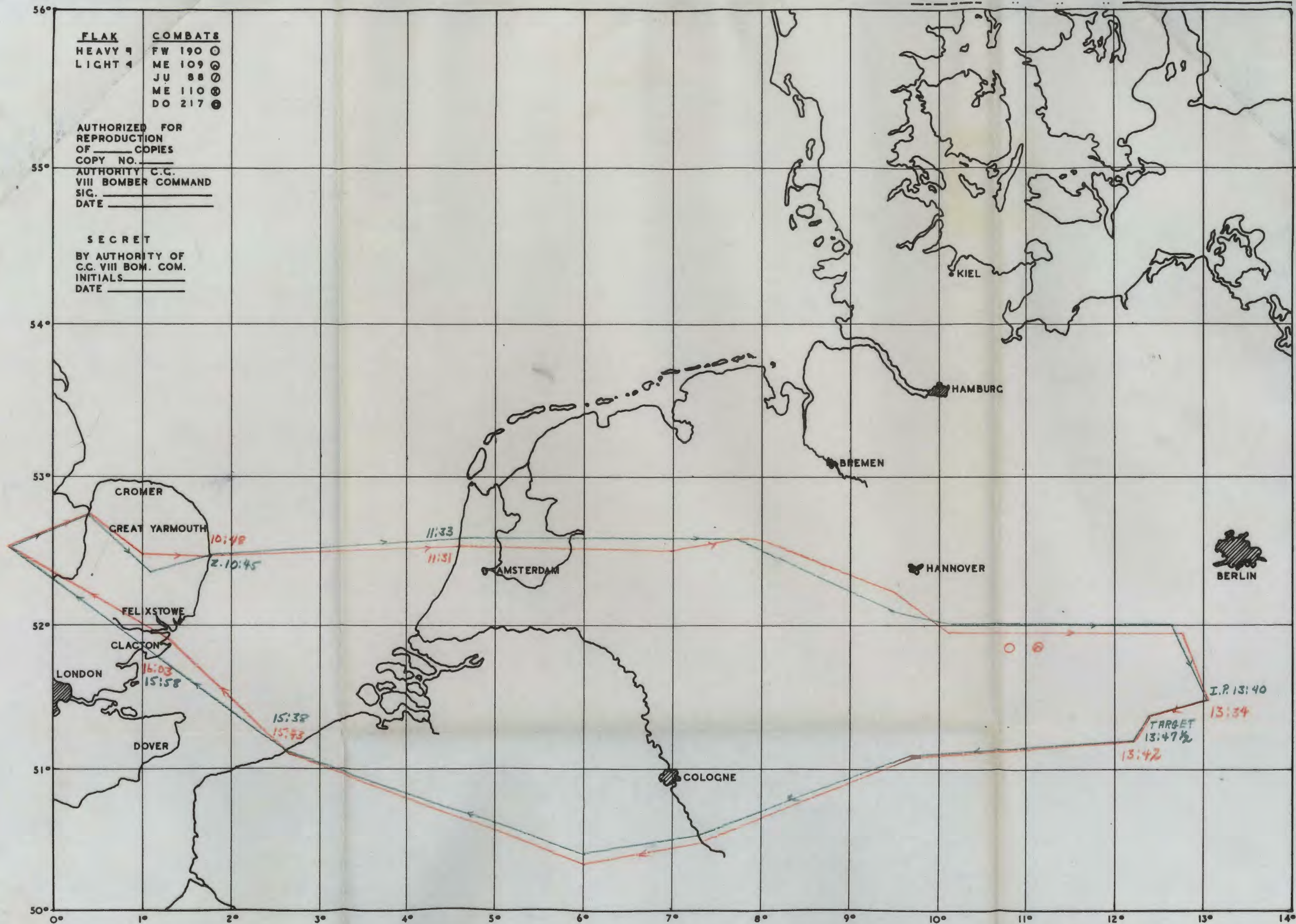


FLAK
HEAVY 4
LIGHT 4

COMBATS
FW 190 ①
ME 109 ②
JU 88 ③
ME 110 ④
DO 217 ⑤

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INITIALS _____
DATE _____



HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

20 February 1944

SUBJECT: GROUP Bombardier's Narrative, Mission to LEIPSIG, GERMANY

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

1. Disposition of Bombs, Lead Group: 14 of our aircraft of the lead group dropped 168 X 500 GP on the primary target. One PFF A/C dropped 8 X 500 GP, one a/c dropped 12 X 500 GP with the 91st Group. One A/C badly damaged emergency salvaged 12 X 500 GP bombs just before the first turn toward the IP.

2. Disposition of Bombs, High Group: 17 a/c of the high group dropped 711 X 100 IB M-47 A-1 on the city of Leipzig. One a/c dropped 42 X 100 M-47 IB at 51 05N 09 40E, after leaving the target. Doors would not open at IP, A-3 release failed to release bombs. Doors finally opened and bombs were toggled in Germany. Three bombs were returned to the base when they failed to release.

3. The Deputy lead of the Lead Group carrying the bombsight was badly damaged before reaching target, therefore visual bombing was done by the PFF Bombardier.

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER PTT CCSGGG DATE 20 February 1944
 PILOT Col. H. W. Bowman TAKE OFF 0948
 NAVIGATOR Capt. J. P. Ryan LANDED _____
 ORGANIZATION _____ Squadron 401st Group AIRPLANE _____
 OBJECTIVE LEADING
 AIMING POINT (MPI) _____
 INITIAL POINT 51 31N 13 02E
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER OF ATTACKING A/C IN GROUP 20 COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: ---
 DEFLECTION AND RANGE SIGHTING, GROUP LEAD Bomb. COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 BOMBS, TYPES AND SIZES 500 L M-45 GP
 NUMBER OF BOMBS LOADED 216 RELEASED 190
 FUZING, NOSE 1/10 TAIL 1/100
 SYNCHRONIZATION _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>4 30</u>	Mag. Head. Order	<u>260</u>	Actual	<u>260</u>
True Altitude above target	<u>19800</u>	True Heading			
Ind. Altitude	<u>20000</u>	Drift, Est.	<u>61</u>	Actual	
Pressure alt of target	<u>-508</u>	True Track			
Altimeter setting	<u>29.92</u>	Actual Range			
C.E.A.S.	<u>180</u>	B.S. Type			
T.A.S.	<u>204</u>	Time of Release	<u>25-0</u>		
G.S., Est.	<u>240</u>	Intervalometer setting	<u>1554</u>		
Wind Direc. & Metro	<u>80</u>	Length of Bombing Run	<u>7112</u>		
Wind Veloc., Metro	<u>22</u>	C-1 Pilot	<u>Ken</u>		
D.S. <u>140</u>	Trail <u>48</u>	A-5 Pilot			
TAN. D. A. Est.		Manual Pilot			

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

NAVIGATION DATA:

MEAN TEMP. METRO ACTUAL

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000	---	80	80	35	35	-30
25000						-31
28000						
30000						

METHODS OF BOMBING

	T	
	T T	PFF BOMBING
	T	
T	T T	T
T T		T T
T		T
T T		T T

COMPOSITE GROUPS

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

Bombardier making complete sighting operation

T

Bombardier making range operation only

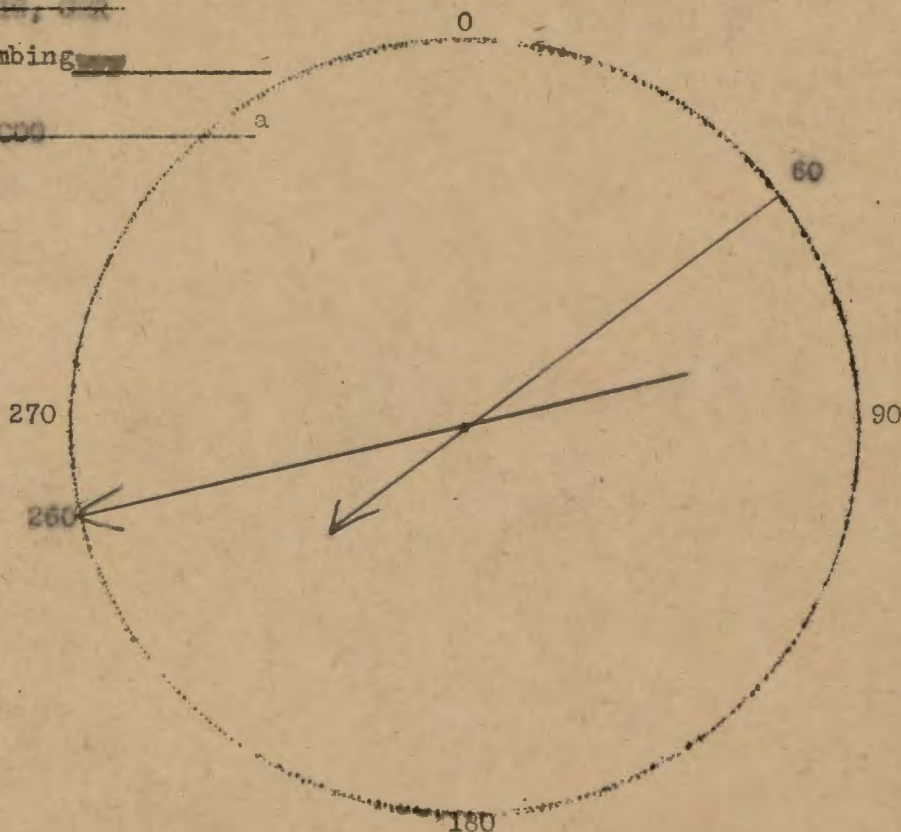
T

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

T

BOMBARDIER'S ILLUSTRATED PLOT

Target
Method of Bombing
Altitude 20000



PLOT
Wind Direction
Wind Velocity
Direction of attack 260

REMARKS-----

<u>15</u> A/C <u>Salvoed</u>	Bombs at the target. - - - - -	<u>180</u>
<u>1</u> A/C	Returned Bombs to the Base- - - - -	<u>12</u>
<u>2</u> A/C Emergency Salvoed	<u>0</u> Bombs- - - - -	<u>24</u>
<u>0</u> Bombs were unaccounted for**	- - - - -	<u>0</u>

TOTAL BOMBS A' COUNTED FOR 216

Types of Bombs used 5000 GP Bomb

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

20 February 1944

SUBJECT: Lead Bombardier's Narrative, 401st Lead Group, Mission
to Leipzig, Germany

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

1. Bombing Approach and Run: The Lead Bombardier of the Lead Group was the regularly assigned bombardier for the PFF A/C. Bombing data and observations may be read in the Air Commander's Narrative of the mission and in the Lead Bombardier's Narrative, 401st High Box.

2. Disposition of Bombs: See Separate report.

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE GROUP BOMBARDIER

E-F-4

20 February 1944

SUBJECT: Lead Bombardier's Narrative, 401st High Group, Mission to
Leipzig, Germany.

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

1. BOMBING APPROACH AND RUN: The Group approached the IP about two miles South of course. The turn towards the target was made just south of the IP. Shortly after the turn the Lead Bombardier of the High Group was able to pick up the primary target (an airport), the area immediately beyond the target had 10/10 cloud coverage at three to four thousand feet. The Lead and Low Groups apparently did not see the primary target because they did not open their bomb bay doors until they were practically over it. Prior to this time, because the Lead Group had not opened their bomb bay doors the lead bombardier of the High Group assumed they had decided to bomb the secondary target at Gotha. As the Lead and Low Groups approached the center of the City of Leipzig bombs fell spasmodically from the Lead Group. The Low Group's bombs were unobserved. The High Group lead bombardier being at that time too close to the bomb release point to synchronize on an MPI in the center of town arbitrarily picked an MPI in his range of maneuver which seemed to be the most logical object to bomb. The object appeared to be a large group of barracks on the edge of town. With approximately 15 to 20 seconds to make corrections the lead bombardier verbally directed the pilot over the target and toggled his bombs. After the Group had passed beyond the target a large column of smoke was observed in the target area.

2. DISPOSITION OF BOMBS: A tabular summary showing the disposition of bombs is included in separate report.

3. TYPES OF RELEASE: All bombs in High Group were toggled.

DONALD WOODHOUSE,
Capt. AC,
Lead Bombardier.

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT. R. HOGAN 606666 DATE 20 February 1944
 PILOT Capt. J. W. Maupin TAKE OFF 0851
 NAVIGATOR Capt. W. H. Heberer LANDED 1451
 ORGANIZATION Squadron 401st Group AIRPLANE
 OBJECTIVE LEIPZIG
 AIMING POINT (MPI)
 INITIAL POINT 51 317 13 026
 METHOD OF ATTACK Individual Flight Squadron Group Wing
 NUMBER OF ATTACKING A/C IN GROUP 20 COMPOSITE GROUP
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 DEFLECTION AND RANGE SIGHTING, GROUP Lead COMPOSITE GROUP
 RANGE SIGHTING ONLY, GROUP COMPOSITE GROUP
 BOMBS, TYPES AND SIZES 100 LB. M-47
 NUMBER OF BOMBS LOADED 540 RELEASED 712
 FUZING, NOSE TAIL
 SYNCHRONIZATION On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>430</u>	Mag. Head. Order <u>260</u> Actual <u>260</u>
True Altitude above target <u>20800</u>	True Heading <u></u>
Ind. Altitude <u>21000</u>	Drift, Est. <u>41</u> Actual <u>41</u>
Pressure alt of target <u>-200</u>	True Track <u></u>
Altimeter setting <u>29.62</u>	Actual Range <u></u>
C.E.A.S. <u>150</u>	B.S. Type <u></u>
T.A.S. <u>204</u>	Time of Release <u>1450</u>
G.S., Est. <u>240</u> Actual <u></u>	Intervalometer setting <u>110</u>
Wind Direc. Metro <u>80</u> Actual <u>45</u>	Length of Bombing Run <u></u>
Wind Veloc., Metro <u>25</u> Actual <u>40</u>	C-1 Pilot <u>Yes</u>
D.S. <u>146</u> Trail <u>40</u> ATF <u>20.12</u>	A-1 Pilot <u></u>
TAN. D. A. Est. <u></u> Actual <u></u>	Manual Pilot <u></u>

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

NAVIGATION DATA:

MEAN TEMP.

METRO

ACTUAL

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP. C.

Metro

Actual

Metro

Actual

Metro

Actual

1000
5000
10000
15000
17000
19000
20000
25000
28000
30000

50

45

35

40

-50

-31

METHODS OF BOMBING


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VISUAL

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COMPOSITE GROUPS

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Bombardier making complete sighting operation

Bombardier making range operation only

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





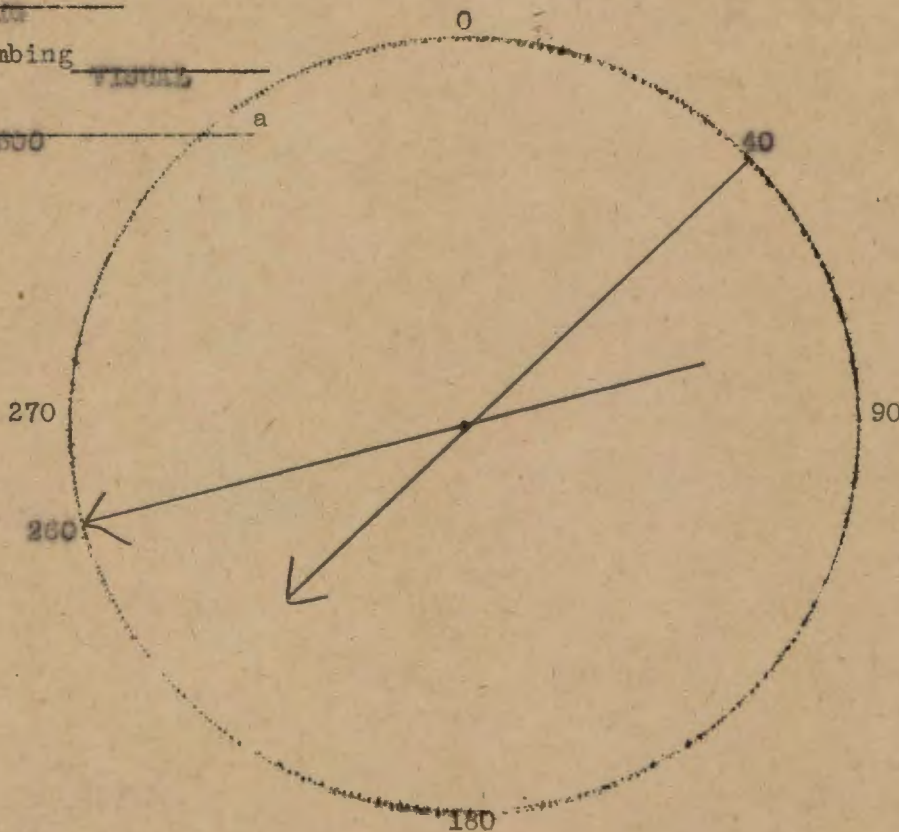


BOMBARDIER'S INDIVIDUAL PLOT

Target Laos

Method of Bombing FIGURE

Altitude 21600



PLOT

Wind Direction 45

Wind Velocity 40

Direction of attack 260

REMARKS-----

<u>17</u>	A/C <u>salvoed</u>	Bombs at the target. - - - - -	<u>711</u>
<u>3</u>	A/C <u>(in part)</u>	Returned Bombs to the Base- - - - -	<u>57</u>
<u>1</u>	A/C Emergency Salvoed	Bom' s- - - - -	<u>48</u>
<u>0</u>	Bombs were unaccounted for**	- - - - -	<u>0</u>

TOTAL BOMBS A' COUNTED FOR 816

Types of Bombs used 100% M-27 A-1 B

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

A.P.O. 634
20 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39765 returned early for the reason that the Pilot became ill.

b. Airplane No. 42-31467 returned early because it could not find formation.

c. Airplane No. 42-97440 failed to complete mission for the reason that the Waist Gunner did not disconnect the Oxygen Recharger line from Ball Turret after servicing, and in operating the turret the oxygen connection tore loose from the bulkhead, causing loss of oxygen.

2. Battle Damage.

a. 42-31863 - Numerous holes in top of left wing and in left side of fuselage caused by flak and bursting 20mm. 3"X3" flak rip in right side of fuselage, below horizontal stabilizer; Several holes in bottom of right horizontal stabilizer and right elevator caused by bursting 20mm; Bullet hole through right side of Ball Turret.

b. 42-31116 - Bullet hole in bottom of left wing, inner panel, tokio tank punctured; 2" X 2" flak hole in bottom of # 4 nacelle.

c. 42-39846 - Two flak holes through right wing, near tip, severing tubular brace; Three flak holes through left wing, near tip, cutting stiffener; 2" flak hole in bottom of right wing, near fuselage, cutting stiffener; 2" flak hole in bottom of right wing, inner panel, damaging spar and feeder tank; 2" flak hole in bottom of left wing, between # 1 and # 2 nacelles in inspection door; 4" X 1 " flak hole in bottom of right horizontal stabilizer, cutting stiffener.

d. 42-31315 - Two small flak holes in right side of Dorsal Fin, near station 8.

e. 42-31369 - 2" flak hole in right side of fuselage, forward of waist position.

SUBJECT: Mission Summary Report (continued)

f. 42-39820 - Bullet hole through Dorsal Fin, near station 8; Flak hole in Plexiglas Nose Section.

g. 42-38002 - Small flak hole in bottom of left wing, left of # 1 nacelle, near leading edge; Small flak hole in bottom of right elevator.

h. 42-31488 - 2" X 2" flak hole in bottom of left wing, left of # 1 nacelle.

i. 42-97440 - Small flak hole in top of left aileron.

j. 42-31034 - Flak hole behind tail compartment door.

k. 42-39993 - Small flak hole in right elevator.

l. 42-38033 - Flak hole in left bomb bay door.

m. 42-31496 - # 1 propeller damaged by flak.

n. 42-31662 - Flak hole in right wing tip; Flak hole behind gas tank, near station 18, midway; Flak hole in left wing near station 16; Flak hole in left feeder tank door, tank punctured; Flak hole in trailing edge of right flap, near station 3.

o. 42-31593 - Flak hole in top of right wing behind # 3 nacelle; Flak hole through right side of fuselage into Bomb Bay.

p. 42-39932 - Small flak hole in top of fuselage, in front of Radio Hatch; Nick in # 4 propeller caused by flak; Cal. 303 hole through left elevator; Small flak hole in left side of # 2 nacelle.

q. 42-31226 - Flak hole through left wing fairing near leading edge.

r. 42-31072 - Flak hole in bottom of left wing, between # 1 and # 2 nacelles, main fuel tank punctured; Flak hole in left Bomb Bay Door; Plexiglas Nose Section cracked by flak.

s. 42-31507 - Flak hole through right wing, outer panel; Flak hole through right Bomb Bay Door, damaging stringer; Cal. 50 hole through fuselage, rear of waist position, and into top and out leading edge of left wing; Small flak hole in right side of fuselage, rear of waist position.

t. 42-37833 - Small flak hole in leading edge of left wing, outer panel.

u. 42-39873 - Small flak hole in Plexiglas Nose Section.

SUBJECT: Mission Summary Report (continued)

v.

v. 42-31069 - 2nd flak hole in top of Dorsal Fin to rear of Radio Room; 2nd flak hole in Astro-dome.

w. 42-31077 - Two small flak holes in top of right wing, near fuselage; Cal. 303 hole through # 3 propeller blade; Large flak hole in main entrance door.

x. 42-31730 - 20mm shell entered leading edge of left wing and burst causing numerous small holes in top of wing; Flak hole in bottom of left wing, outer panel, and out leading edge; Small flak hole in bottom of right wing, outer panel.

<u>TOTAL NO. OF A/C</u>	<u>MINOR DAMAGE</u>	<u>MAJOR DAMAGE</u>	<u>FLAK & FIGHTER</u>	<u>BY FLAK</u>
24	23	1	7	17

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
20 February, 1944

SUBJECT: Armament Narrative, Mission No. 24, 20 February, 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 20 February, 1944.

a. One left chin turret gun belt feed lever plunger
spring broken.

b. One right beam gun charging handle broken.

c. One chin turret sight bulb burned out.

BOMB RACK MALFUNCTIONS

a. One ship failed to release one bomb. Racks being
rechecked.

b. One ship dropped bombs by emergency release because
Bombardier could not open doors. Ground check revealed no
malfunction.

SAM P. BROOKHALL 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 20 FEBRUARY 1944

GROUP LO1ST BOMB GROUP (H)

TYPE AIRCRAFT B-17G

I - AIRCRAFT: DEPARTED 38

RETURNED EARLY 5

ATTACKING TARGET 32

LEFT 1

	SIZE	QUANTITY	FUZING
II - BOMBS: INITIAL LOAD (TOTAL)	500 LB GP	216	NOSE-1/10 SEC
	M7A1 INCN	840	NOSE-INST.
EXPENDED (ON TARGET)	500 LB GP	180	TAIL-1/100 SEC
	M7A1 INCN	711	TAIL-NONE
ABANDONED	500 LB GP	12	
	M7A1 INCN	12	
RETURNED	500 LB GP	12	
	M7A1 INCN	87	
UNACCOUNTED FOR	500 LB GP	12	

III - FLARES: LANDING, 9 INC
 PHOTOFLASH CARRIED

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

POSITION	CAL.	NO. OF GUNS	AMMUNITION EXPENDED	
			CAL..30	CAL..50
CHIN TURRET	50	64		2685
LEFT NOSE	50	25		585
RIGHT NOSE	50	32		800
UPPER TURRET	50	66		3120
LOWER TURRET	50	66		2515
RADIO GUN	50	33		850
LEFT WAIST	50	33		1705
RIGHT WAIST	50	32		1410
TAIL GUNS	50	66		2790
TOTALS				

(OVER)

S E C R E T

S E C R E T

TOTAL A/C REPORTED BY POSITION:

CAL..30 _____ RDS.

CAL..50 10,60 RDS.

TOTAL EXPENDED FROM ABORTIVE A/C:

CAL..30 _____ RDS.

CAL..50 _____ RDS.

EXPENDED A/C OST OR MISSI :

CAL..30 _____ RDS.

CAL..50 14,80 RDS.

GROUP TOTALS:

CAL..30 _____ RDS.

CAL..50 309,0 RDS.

V - REMARKS: AIRCRAFT NOS. 42-3507, 42-39820, AND 42-31069
WERE EACH LOADED WITH SIX (6) X-4 T-38 "30 MIN"
LONG DELAY FUSES. ALL WERE EXPENDED ON TARGET.

(SIC 10)

David Capt. Bud.
STA ORD OFF OR ASS'T

S E C R E T

HEADQUARTERS
 1401ST BOMBARDMENT GROUP (H)
 OFFICE OF THE COMMUNICATIONS OFFICER
 AAF STA 128, APO 634

(J-A-1)

20 FEBRUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 24.
 (REFERENCE FIELD ORDER 285)

TO : COMMANDING OFFICER, 1401ST BOMB GROUP (H), AAF STA 128,
 APO 634.

1. USE OF VHF SET.

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

2. VHF/DF BEARINGS.

SHIP 1116 OBTAINED THREE BEARINGS FROM DEENETHORPE
 VHF/DF STATION.

3. HF/DF BEARINGS.

SHIP 9979 OBTAINED ONE QDM FROM POLEBROOK.

4. MF/DF FIXES.

NONE.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

SPLASHERS		MULTI-GROUP		BUNCHER	
BEACON	USED BY	BEACON	USED BY	BEACON	USED BY
4	3	A	1	4	30
5	15	B	2		
6	29				
7	19				
8	6				
9	1				
16	17				

7. INFORMATION ON MEACONING.

SHIP 976 REPORTED MEACONING ON SPLASHERS 6,7,. SHIP
 932 REPORTED MEACONING ON SPLASHERS 6, 16. SHIP 098
 REPORTED MEACONING ON SPLASHERS 5,6,7,16.

8. USE OF GEE.

MAXIMUM FIX: NORMAL - 0520E, 5232N

COMMUNICATIONS REPORT, OPS MISSION NO 24, 20 FEB 44. (CONTD)

9. BREACHES OF RADIO DISCIPLINE.

NONE.

10. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

PLANE	REPORTED DEFICIENCIES
033	CHECK PILOT AND CO-PILOT'S MIKE BUTTONS.
993	PILOT'S MIKE BUTTON STICKS.
979	CHECK INTERPHONE AND COMMAND.
226	BALL TURRET'S INTERPHONE MIKE OUT.
855	RIGHT WAIST AND BOMBARDIER'S MIKE SWITCH, CHECK COMPASS.
202	CHECK INTERPHONE.
557	COMMAND AND LIAISON ANTENNAE BROKEN.
863	CHECK ALL EQUIPMENT FOR BATTLE DAMAGE.
846	CHECK VHF, CHECK INDICATOR NEEDLE ON COMPASS.
116	CHECK COMPASS, LIAISON RECEIVER OUT.
098	CHECK LEFT WAIST MIKE SWITCH, BALL TURRET INTERPHONE WEAK.
440	LIAISON TRANSMITTER WOULD NOT TUNE UP ON LOW FREQ.
488	NO RECEPTION ON LIAISON RECEIVER.
091	INTERPHONE CUT OUT PERIODICALLY, LIAISON TRANSMITTER WOULD NOT TUNE UP ON LOW FREQ.
077	CHECK LIAISON TRANSMITTER.

11. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

12. GEE EQUIPMENT FAILURES.

SHIP 557 RESISTOR BURNED OUT ON RETURN TRIP. SHIP 873 SET INEFFECTIVE DUE TO DISCONNECTED POWER CABLE FROM FUSE BOX TO INVERTER. SHIP 863 OUT DUE TO BATTLE DAMAGE.

13. FUNCTIONING OF DEENETHORPE BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. GOOD RESULTS.

14. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION IN OPERATION ENTIRE MISSION. THREE BEARINGS GIVEN TO SHIP 1116.

15. REMARKS.

NONE.

HAROLD M. KENNARD JR.
 1ST LT. AIR CORPS
 COMMUNICATIONS OFFICER

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

T/SGT JAMES J. GRAH
(RADIO OPERATOR'S NAME)
FEB 20 - 1944
(DATE)SHIP NO 033
NO OF QDM'S 0
NO OF FIXES 0
NO OF SOS'S 0TIME WATCH OPENED - 0851DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION H - (B1S)
CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN NCJM

TIME	TO	FROM	REMARKS
0820			ENGINES START
0835			TAXI
0850			TAKE OFF - DETONATOR PLUG IN
0900	- 7MT 7MT 7MT - 3 -	V'S - X445 - 0904A	AR
0930	- 7MT 7MT 7MT - 6 -	V'S - X445 - 0934A	AR
0945	UVJB 7MT	R-INT 1 - 063 - K	
	7MT UVJB	R IMI INT 1163 K	
	UVJB 7MT	R R- INT 1 - 063 IMI INT 1 - 063- K	
	7MT	AS (R-AS)	
0948	7MT UVJB	-NR 1- GR 1 BT ASJE BT K-	
	UVJB 7MT	R - R - AS	
0949	UVJB 7MT	R - R - NR 1 R NR 1- AS (AS)	
1000	7MT 7MT 7MT - 4 -	V'S - X445 - 1004A	AR
1030	7MT 7MT 7MT - 7 -	V'S - X445 - 1034A	AR
1034	7MT WSCP	X259 - K	
	WSCP 7MT	RK	
	7MT WSCP	R-NR 1 - GR 3 BT OKOG DIVB LRWM BT 1030A K	
	WSCP 7MT	R - R - NR 1 - K	
	7MT WSCP	R - AR	
1100	7MT 7MT 7MT - 8 -	V'S X445 - 1104A	AR
1106		TEST FIRED GUN - OK	
1107	7MT WSCP	X259 - K	
	7MT WSCP	X259K	
	7MT WSCP	X259 - K	
1110	7MT WSCP	X259 - K	
	AA 7MT	IMI K	
	7MT WSCP	X259 - K	
	WSCP 7MT	R - K	
	7MT WSCP	R-NR 3 - GR 5- BT ONVB WOON WMBT WDDQ OK BT	
		1105A K	
	7MT	IMI K	
	WSCP 7MT	R - R - NR 3 K	
	7MT WSCP	R AR	
1114	7MT WSCP	X259 K	
	AA 7MT	IMI IMI K	
1115	7MT WSCP	X259 K	
	7MT WSCP	X259 K	
1116	7MT WBGZ	X259 X259 K	
	WBGZ 7MT	R R K	
	7MT WBGZ	R - NR 1 - Y - GR 1 BT VSOZ BT 1115A - K	
	WBGZ 7MT	R- NR 1 K	
	7MT WBGZ	R - AR	
1120	7MT WSCE	X259 -K	
1121	7MT WSCE	X259 -K	

LEAD SHIP RADIO OPERATOR'S LOG, CONTD.

TIME	TO	FROM	REMARKS
1130	7MT 7MT 7MT - 5 -	X445 - 1134A	AR
1134	7MT	DSCE	X259 - K
1138			ON GUN
1556	DZ8	NCJM	-X198 - K
		DZ8	NR 7 NR 7 -Y- GR 4 BT SOYA LJYB WOWM WKMP BT
			1600A WEATHER REPORT - P -32 - 16 N - E-
			2500 - 62(12 MI)
1605			GIVE TO PILOT
1615	XNCC	DZ8	NR 7 - F- GR 4 BT SOYA LJYB WOWM WKMP BT 1--
1617			IFF ON DET OUT
1630	7MT 7MT 7MT - 5 -	V'S - X445 - 1634A	AR
1634	DZ8	NCJM	X696 - K (N) -
1700			OVER BASE
1708			LAND - IFF OFF
1710			DES AREA
1711			EQUIPMENT CHECKED
1712			ENGINES OFF
1714			OFF WATCH

T/SGT J.J. GRAHAM

Primary

Target No.
3 (e) 36

ERLA MASCHINENWERK G.m.b.H.,
Etc.

LEIPZIG (Mockau)
(GERMANY)

Illustration No.
3 (e) 36/13

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

Photographed 1942-1943

(1 : 32,000) approx.

Issued December 1943

- A. ERLA MASCHINENWERK G.m.b.H.
- B. ALLGEMEINE TRANSPORT ANLAGEN G.m.b.H.
- C. AIRFIELD.
- D. JUNKERS FLUGZEUG-u. MOTORENWERKE A.G.



A.I.3c(1)

TYPE A

Illustration No.
3 (e) 36/13

DECLASSIFIED PER NND 245007
BY 125 NARA DATE 11/2/11

Target No.
3 (e) 36

ERLA-MASCHINENWERK G.m.b.H. (A) — LEIPZIG (MOCKAU), (GERMANY)

Illustration No.
3 (e) 36/3

0 500 1000 1500 FEET

(1 : 8,500)

Photographed 3.10.41

Issued October 1942



OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 634

20 February, 1944.

SUBJECT: Commendation to Combat Crews re Observations.

TO : COMMANDING OFFICER, 491st Bombardment Group (H) ., APO 634.

1. It was particularly gratifying to note the number and accuracy of observations made by crew members on the mission this date.

2. More than twenty-four separate and distinct reports were made to interrogators and when passed on to division were warmly received and deemed of military importance.

3. Reports included details of enemy gun positions, tank, motor and bomb depots; enemy A/D's, E/A, R.R., activity and etc.

4. Times and locations were excellent.

5. Such observations reveal that past training of combat personnel was not in vain.

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

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

D-I-4

20 February 1944.

SUBJECT: Comments of Crews Participating in LEIPZIG 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 #1521 - Entire crew states that entire fighter cover was good.
2. A/C #9979 - Lt. Musso "Get some good head sets; lights in armament shop; and some good flying helmets." Lt. Johnson states more equipment clothing be issued for entire crew.
3. A/C #1496 - Entire ^{crew} states mess becoming very poor; their truck had no top. Also state that formation was poor over the target and that the bomb run was not straight. They also stated that P-47's provided good cover and that the P-51's exhibited poor tactics in that they headed into formations.
4. A/C #9873 - Crew states fighter cover was good. They also report that the TT gunner on A/C #333 shot three long bursts at a P-51 at 1255. The '51 was too close too have been mistaken for enemy A/C.
5. A/C #1098 - Lt. Kaufman states that the high box did not follow lead box across the target; formation bad.
6. A/C #1557 - Crew states that P-51's pointed noses toward formation and came in too close. Lt. Buchanan requests a heater in A/C #557.
7. A/C #7437 - Lt. West states formation bad. At one time two ships stalled out, due to leader going too slow. Turns were too violent.
8. A/C #1438 - Crew requests heated equipment that fits; too many men for truck; more forty-eight hour passes.
9. A/C #1662 - Lt. Hutson states that people steal equipment from A-3 bags. Lt. Dailey states that definite effort should be made too keep all combat crew members from behind the counter in equipment room. He thinks also that there was too much talk on the VHF.
10. A/C #8033 - Lt. Goodman and Capt. Maupin said that the lead navigator did an excellent job. They also suggest that the Air Commander of the high box ride in the pilot's seat, too gain better observation of formation. Sgt. Smith said gloves were out of commission before take-off. They were reported before, but were not repaired. Sgt. Henderson stated that an electric glove and an electric shoe burned out. They checked out O.K. on equipment room machine, but wouldn't

work in a plane. They got too hot.

11. A/C #1077 - Lt. Byrd said he waited an hour in the cold and mud for a truck.

12. A/C #8002 - Lt. Schultz stated that the high squadron leader made erratic banks and turns and changed the air speed.

13. A/C #1069 - Men stated there was too much ammunition in the Chin Tur-ret.

14. A/C #9820 - Lt. Wilson and Lt. Gattis reported that the PFF Leader did a good job.

15. A/C #1072 - Lt. Shotts complained that there was not enough electrical flying equipment. The entire crew stated that the lead of division today was masterful.

16. A/C #1730 - Sgt. Tosh LWG, reported that chaff ejected from the radio room chute hit his gun and piled up, bending the sight.

17. A/C #1315 - Lt. Grane stated that the Mission today was well planned and well flown.

18. A/C #0855- Sgt. Santargelo states that more than one blanket was needed. Sgt. Anderson could fire only three rounds of the RWG. Sgt. Gibson requests bigger oxygen bottles for the BT.

19. A/C #3507 - Lt. Brown reported that there was not enough time between bomb bay doors open and bombs away. The entire crew states there were plenty of escort fighters but they stayed high and not with the formation during fighter attack.

20. A/C #1593 - Crew states that equipment was stolen from A-3 bags in the equipment room.

21. A/C #1091 - Crew states that the P-51's gave good fighter support. That P-47's stayed high but provided good cover.

W. B. Fry, 1st Lt.
for

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

SS Form 90

S-2 STATISTICAL REPORT

Mission of 20 Feb. 1944.
 Target LEIPZIG

Time of Preparation 2250
 Telephoned to A-2 2240

- (1) Designation of Group 401st(Lead Group)
- (2) Total No. of A/C
 airborne, incl. spares 20 (SPARES 3)
- (3) Total No. of A/C
 Dispatched 19
- (4) No. of A/C Attacking 15
- (5) No. of A/C Dispatched
 but not Attacking 3 Due to:
 (a) Mechanical Failure 2
 (b) Weather 1
 (c) Enemy Action
 (lost before target) 1
 (d) Other 2
- (6) No. of A/C Lost 1 Due to:
 (a) Anti-aircraft fire 1
 (b) Enemy fighters 1
 (c) Flak and fighters 1
 (d) Accident 1
 (e) Reasons Unknown 1
- (7) Times of Attack 1542
- (8) Altitudes of Attack 20,500
- (9) Bombs on Each Target (a) 180 (b) Size 500 # (c) Type G.P.-1s (P.T.)
- (10) Personnel Casualties 11 Type:
 (a) Number Killed 1
 (b) Number Wounded 1
 (c) Number Missing 10
- (11) A/C Suffering Battle
 Damage 14 Category:
 (a) Minor 13
 (b) Major 1
 (c) Salvage 1

REMARKS: A/C 116 flew with A #2.

2nd E. Lead Sq. his group.

Lt. J. M. Meredith
 Preparing Officer

(12) Claims: 12

(13) Leaflets: None

S-2 STATISTICAL REPORT

Mission of 20 Feb. 1944.
Target LEIPZIG

Time of Preparation 2230
Telephoned to A-2 2240

(1) Designation of Group 491st (high box)

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

(3) Total No. of A/C
Dispatched 19

(4) No. of A/C Attacking 17

(5) No. of A/C Dispatched
but not Attacking 2

Due to:

- (a) Mechanical Failure _____
(b) Weather 2
(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 1
(d) Accident _____
(e) Reasons Unknown _____

(7) Times of Attack 1345

(8) Altitudes of Attack 21,500

(9) Bombs on Each Target (a) 711 (b) Size 100 # (c) Type M 47 I/B's (P.T)
(10) Personnel Casualties 0 Type: 100 # jettisoned at 5105-0940E

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

(11) A/C Suffering Battle
Damage 10

Category:

- (a) Minor _____
(b) Major 10
(c) Salvage _____

REMARKS: A/C 993 flew with 

as #3 in low sq.

A/C 511 landed at Raydon due to gas shortage

Preliminary

(12) Claims: 3

(13) Leaflets: None

Prepared by: Lt. J. H. Marsden

OFFICE OF THE INTELLIGENCE OFFICER
STATION 12B - APO 634
U.S. ARMY

D-J-4

20 February 1944.

SUBJECT: Enemy Tactics and Opposition.

TO : A-2, 1st. Bombardment Division, APO 634, US ARMY.

1. Location - About 40-50 S/E enemy fighters attacked at the following places (5215 - 0950 E) 5158 - 1010 E) (5205 - 1245 E) three miles past target and Oschersleben. Most of them were ME 109's with a few FW 190's.

2. Tactics - Attacks were aggressive and pressed to 100 to 200 yards. Most attacks coming from 11 to 1 o'clock level from a queue ~~at~~ 9 o'clock, the E/A turning belly up and flying between boxes, then diving to right or left. One of our A/C was surprised by attack from the sun while watching these queues.

3. E/A Markings - FW 190 - Silver with white spinner. ME 109's - (many with belly tanks) silver with yellow nose, grey with orange and black bottom - silver & green - black with grey nose - blue and grey - yellow with two large cannons.

4. Claims - ~~10/5/6~~ 10/0/5

5. Losses - 23 slightly damaged, 1 major damage, one lost.

6. New Observations - Strange S/E enemy A/C with radial engine, round wing tips, swept back lead edge, straight trailing edge, color - black. A/C was flying low near Bernburg.

7. FW 190 with long nose, air scoop about 3 feet back of nose under fuselage. Markings: Silver with white spinner, yellow nose, seen at 1245 Hours, 20,500 feet. (5203 - 0940 E.)

W. B. FRY
Major AC
Group S-2 Officer.

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Assigned... 1217210

1. Target: Bombed..... Date of Mission 20/2/44

2. Route as Flown:- Very close to briefed route - did not vary more than 7-10 miles south.

3. Weather conditions: (a) At target 8/10 broken clouds - 20 mi. visibility
 (b) En route Base going and 8/10 overcast on return

4. Were our A/C "Seen" or "Unseen" targets? (a) At target Seen
 (b) En route seen
 Any Condensation trails? No

5. Description of Flak at Target, including REPORT OF FIRE CONTROL
Moderate, accurate, predicted barrage seen. Black bursts with few white bursts high. Three ground rockets which burst into red balls trailing smoke, object believed to be glider bomb released by 8/8 fighter. It held steady course toward formation but results were not observed.

6. Flak encountered or observed en route. (In the order experienced).
All was meager - inaccurate for alt. and deflection. Seen individual bursts.
(5236-0437E) (5228-0720E) (5203-0950E) (5203-1215E)

Also Bernburg - Dessau - Lalle - Anchen - Cable

7. Was CHAFF carried? Yes
 How discharged? Thru window by 80 from 10 to 10 mi. past target.

8. Position of Group Lead box of wing also high box

9. Details:-

Group	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bomb away	Height	Axis of Bomb Attack	Bomb Run
High 401st	19	10	0	1342	1342	22,600	229° E	30 Secs.
Lead 401st	18	14-15	1 unknown	1348	1348	21,500	250° E	2 min.
Totals	37	24						

10. Comments - Phenomena:-

S E C R E T

OPERATIONAL ROUTE FORECAST

DATE 31 February, 1944

PERIOD 0000-1700 hrs

Hq SOS USAPP 9-43/90M/15227

	A	B	C	D
WEATHER	07 Deg East to 10 Deg East Overcast with scattered light to moderate snow showers and haze.	07 Deg East to Target to 10 Deg East Overcast becoming cloudy to partly cloudy when becoming cloudy to overcast.	10 Deg East to Base Cloudy to overcast with scattered light to moderate snow showers.	
CLOUDS	10/10 Stratus Base 1500-2500 ft. Tops 5-6000 ft. 2-4/10 Patchy Cirrus at above 25,000 ft.	10/10 Stratus Base 1500-2500 tops 5-6000 ft. Breaking to 4-6/10 at target and increasing to 8-10/10 at 10 Deg East. 2-4/10 Patchy Cirrus Above 25,000 ft.	8-10/10 Stratus Base 2-3000 ft. Tops 5-6000 ft. 2-4/10 Patchy Cirrus at above 25,000 ft.	
ICING	1000 ft. Heavy Rime in Cloud.	Surface. Heavy Rime in Cloud.	1000 ft. Heavy Rime in Cloud.	
VISIBILITY	1-3 Miles except 1-2 miles in snow showers.	3-5 Miles at surface unlimited at flight altitude.	3-5 Miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 07 Deg East	07 Deg East to Target	Target to Base	
5000 FT	070 20	060 20	-0	
10000 FT	090 35	060 35	-14	
15000 FT	090 30	090 30	-27	
20000 FT	100 35	090 35	-30	
25000 FT	100 35	090 35	-42	
30000 FT	110 40	090 40	-52	

BASE ALTIMETER SETTING 30.40 TARGET SURFACE TEMP. -1 TARGET MEAN TEMP. -15.5
 TEMP. AT 30,000 FT. -30 TARGET SURFACE (PRESSURE-ALT) 3006

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

20 February, 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 20 FEBRUARY, 1944.

TAKE OFF (0850): 10/10 Cumulus and Strato-cumulus, base 1600', tops 4-5000'.
Visibility 7 miles.

ROUTE OUT: 10/10 Cumulus and Strato-cumulus, tops 4-5000', and 4-6/10
cirrus becoming nil, breaking to 7-9/10 Stratus over North Sea and over
continent, tops 4-5000'. Nil middle and high cloud over North Sea and con-
tinent. Visibility unrestricted.

TARGET (1342): Generally 4-6/10 Stratus, except for large break over the
target; Nil middle and high cloud. Visibility unrestricted.

RETURN ROUTE: 10/10 Stratus over continent breaking to 8-10/10 Cumulus
and Strato-cumulus over Channel and increasing to 10/10 Cumulus and Strato-
cumulus over England, tops 5-6000', bases 1500-2000'. Nil middle and high
cloud. Visibility unrestricted.

BASE ON RETURN (1609-1719): 10/10 Cumulus and Strato-cumulus, base 1400'.
Visibility 7 miles.

REMARKS: Winds; direction and velocity as forecast. Temperatures as fore-
cast. Light contrails over continent at 26,000'.

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

B. R. O. 413

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

ED. H. HANCOCK 19 44

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 # 42-31507 ✓

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADR
P -	1st Lt.	LOCKER	JAMES	B. Jr.	0701585	619th
CP -	2nd Lt.	FRUIT	BOB	C.	0501771	"
N -	2nd Lt.	FRANZTIE	FRED	D.	0736692	"
B -	2nd Lt.	BROWN	JOHN	F.	0673723	"
RO -	1/1ST.	RYAN	OTTO	H.	35115110	"
LT -	1/1ST.	KEIGHTY	GEOGE	L.	16008922	"
BT -	1/1ST.	DEWITT	FRANK	C.	19061865	"
FG -	1/1ST.	MCNILL	CLARE	C.	13098619	"
LVG -	1/1ST.	KLICK	JOHN	C.	36111112	"
RVG -	1/1ST.	DOAN	ROALD	E.	18176517	"

*Plane # 42-31557

P *	1st Lt.	HEB	CHARLES	F.	0602852	"
CP *	2nd Lt.	HEFFIN	WALTER	J.	0715175	"
B -	2nd Lt.	HEWITT	JACK	B.	0736652	"
J -	2nd Lt.	HECHMAN	ALLEN	Jr.	0738535	"
RO -	1/1ST.	Meezer	Benjamin	Z.	13095360	"
LT -	1/1ST.	HEIDA	ALFRED	F.	36605554	"
BT -	1/1ST.	HARTMAN	WILLIAM	V.	17160111	"
FG -	1/1ST.	HASLER	CHARLES	D.	15338266	"
LVC -	1/1ST.	HASLER	DAVID	E.	18176517	"
RVC -	1/1ST.	FLANER	LOUIS	(MI)	1902859	"

*Plane # 42-30855

P -	2nd Lt.	HINES	LOX	H.	0809288	"
CP -	2nd Lt.	MYERS	ALFRED	F.	0607311	"
N -	2nd Lt.	HOFMANN	EDWARD	W.	0609518	"
B -	2nd Lt.	HOLIN	THOMAS	H.	0622088	"
FG -	1/1ST.	SANDERFIELD	MARIO	H.	32792059	"
P -	1/1ST.	JANETT	WILLIAM	B.	35115110	"
BT -	1/1ST.	GIBSON	HARVEY	A.	13117804	"
FG -	1/1ST.	HOSKINS	BARCLAY	E.	32187215	"
LVG -	1/1ST.	HANK	GLEN	L.	35698611	"
RVG -	1/1ST.	ANDERSON	FRED	C.	37311169	"

*Enter complete number of aircraft
 ** Designate Engineer

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
------	------	-------------	-------	------	--------	----------

*Plane # 42-31072

P	-	1st Lt.	SINIS	RYAN	H.	0657578	613th
CP	-	2nd Lt.	CAMPBELL	BRUCE	H.	0690226	"
N	-	1st Lt.	SAVAGE	WILLIAM	F.	0601712	"
B	-	1st Lt.	IRVINGTON	HUGH	R.	0601518	"
RO	-	T/SGT.	ROSE	ROBERT	L.	36372210	"
TT**	-	T/SGT.	SHOFTON	LOREN	L.	26564116	"
BT	-	S/SGT.	FINCH	HARVEY	V.	1712385	"
TG	-	S/SGT.	IRVINGTON	JOHN	R.	14084579	"
LWG	-	S/SGT.	SCHWARTZ	DONALD	H.	36703732	"
RWG	-	S/SGT.	JONES	WILLIAM	F. JR.	38397179	"

*Plane # 42-31202

P	-	1st Lt.	JONES	DONALD	S.	07337322	"
CP	-	2nd Lt.	O'NEIL	EDWARD	T.	0745163	"
N	-	1st Lt.	IRVINGTON	CYRUS	P.	0749217	"
B	-	1st Lt.	GRATE	LOUIS	B.	0661617	"
RO	-	T/SGT.	SCHWARTZ	NICHOLAS	D.	35406251	"
TT**	-	T/SGT.	WELCH	THOMAS	(REI)	25910871	"
BT	-	S/SGT.	WEAVER	WILSON	F.	33316065	"
TG	-	S/SGT.	DE GINKER	LEWIS	A.	32269811	"
LWG	-	S/SGT.	SCHWARTZ	ARTHUR	(REI)	12080058	"
RWG	-	S/SGT.	FINCH	ARTHUR	V.	11110259	"

*Plane # 42-31226

P	-	1st Lt.	STICKER	ROBERT	L.	0661320	"
CP	-	2nd Lt.	JOHNSON	WILLIAM	T.	0607836	"
N	-	2nd Lt.	HUGH	EDWARD	L.	0608441	"
B	-	2nd Lt.	WARRIN	ROBERT	(REI)	0605328	"
RO	-	T/SGT.	FEIGER	DONALD	A.	36522065	"
TT**	-	T/SGT.	HACK	JAMES	O.	38222601	"
BT	-	S/SGT.	BLACK	JAMES	D.	39900425	"
TG	-	S/SGT.	HUGH	JOHN	H.	13156041	"
LWG	-	S/SGT.	HUGH	EDWARD	J.	16096299	"
RWG *	-	S/SGT.	HILLARD	THOMAS	H.	38211200	"

*Plane # 42-39932

P	-	2nd Lt.	SHARP	JAMES	G.	0745199	"
CP	-	2nd Lt.	HUGH	VINCENT	J.	0751139	"
N	-	2nd Lt.	STEFANO	DAVID	H.	0809751	"
B	-	2nd Lt.	HUGH	WILLIAM	P.	0606102	"
RO	-	PVT.	FINCH	CHARLES	S.	11131662	"
TT**	-	S/SGT.	OLIVER	HAROLD	E.	6565310	"
BT	-	SGT.	Cohen	WALTER	B.	38252138	"
TG	-	S/SGT.	TORRISON	ALFRED	A.	37277363	"
LWG	-	SGT.	TORRISON	HUGH	T.	31175915	"
RWG	-	SGT.	Kelsen	HAROLD	J.	12182527	"

*Enter Complete number of Aircraft
** Designate Engineer

619th BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 634

20 FEBRUARY

19 44

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 # 42-31593**

DUTY	RANK	LAST (NAME)	FIRST	(LI)	A.S.N.	SQUADRON
P -	2nd Lt.	SCHUFF	PAUL	P.	080657	619th
CP -	2nd Lt.	FORST	CHARLES	A.	042637	"
B -	1st Lt.	WOOD	REAGAN	D.	067364	"
B -	1st Lt.	HEAVILL	DAVE	V.	073530	"
CO -	1st Lt.	WILSON	ROBERT	O.	068753	"
FT -	C/PT.	KATZ	STANLEY	K.	330717	"
BT -	SGT.	WHEEL	CHARLES	S.	325717	"
FG -	SGT.	WALLIN	JAMES	H.	330360	"
LWG -	SGT.	LEWIS	JOHN	T.	334030	"
RWG -	SGT.	HANNABURY	RALPH	A.	111174	"

***Plane # 42-31467**

P *	2nd Lt.	WILSON	WILLIAM	G.	071643	"
CP *	2nd Lt.	COHEN	WILLIAM	B.	067830	"
B -	2nd Lt.	WATSON	ROBERT	G.	080800	"
B -	2nd Lt.	COHEN	WILLIAM	H.	068575	"
CO -	C/PT.	SILVERMAN	EDWARD	P.	123549	"
FT -	C/PT.	WILSON	EDWARD	V.	150543	"
BT -	SGT.	WILSON	EDWARD	(HAI)	153614	"
FG -	SGT.	WILSON	JOHN	V.	150638	"
LWG -	SGT.	WILSON	EDWARD	(HAI)	170370	"
RWG -	SGT.	WILSON	EDWARD	P.	111537	"

***Plane # 42-31930**

P -	2nd Lt.	WILSON	ALFRED	H.	080371	"
CP -	2nd Lt.	WILSON	WILLIAM	L. Jr.	075073	"
N -	2nd Lt.	WILSON	WILLIAM	(HAI)	080731	"
B -	2nd Lt.	WILSON	WILLIAM	H.	071706	"
CO -	C/PT.	WILSON	EDWARD	G.	321232	"
FT -	C/PT.	WILSON	EDWARD	J.	332870	"
BT -	SGT.	WILSON	EDWARD	H.	153991	"
FG -	SGT.	WILSON	EDWARD	(HAI)	151126	"
LWG -	SGT.	WILSON	EDWARD	G. Jr.	371932	"
RWG -	SGT.	WILSON	EDWARD	V.	180519	"

***Enter complete number of aircraft**

**** Designate Engineer**

on film

613th History Feb 1944

Page 6 approx. $\frac{1}{2}$ way
thru the reel.

paper copy too weak.

8-3

OFFICE OF THE OPERATIONS OFFICER
APO # 634

20 Feb 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 # 42-39943

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUAD
P -	2nd Lt.	Dunaway	John	A.	745054	612th
CP -	2nd Lt.	Kane	Henry	(NMI)	690106	"
N -	2nd Lt.	Mock	William	J.	811775	"
B -	2nd Lt.	Krol	Theodore	J.	688595	"
RO -	S/Sgt.	Mastronardi	Francis	J.	34613370	"
**TT -	Sgt.	Horst	Harry	C.	33289777	"
BT -	Sgt.	Rusch	Walter	R.	39125747	"
TG -	Sgt.	XXXXXX Staley	XXXXXX Philip	H.S.	XXXXXX 39151977	"
LWG -	Sgt.	Katsaros	John	(NMI)	11130671	"
RWG -	Sgt.	Crowley	John	W.	34601869	"

*Plane # 42-38033

CP *	1st Lt.	Goodman	James	F.	0-665678	"
N -	Capt.	Maupin	Jere	W.	0-24750	"
B -	Capt.	Haberer	Walter	E.	0-409740	"
RO -	Capt.	Woodhouse	Ronald	(NMI)	0-415741	"
**TT -	T/Sgt.	Graham	James	J.	16099737	"
BT -	T/Sgt.	DeWees	Foster	E.	35488515	"
TG -	T/Sgt.	Farmer	John	O.	6861113	"
LWG -	XXXXXX 2nd Lt.	Ramsey	Robert	J.	0-681191	"
RWG -	S/Sgt.	Henderson	Pete	D.	38213690	"
	S/Sgt.	Smith	William	D.	XXXXXX 19122676	"

*Plane # 42-31034

P -	2nd Lt.	Currie	Donald	A.	0-805408	"
CP -	2nd Lt.	Johnston	Clayton	A.	0-745105	"
N -	2nd Lt.	Wilson	Darrell	D.	0-750147	"
B -	2nd Lt.	Winn	Roy	R.	0-679433	"
**T -	T/Sgt.	DiPierro	Cosimo	A.	12172553	"
BT -	T/Sgt.	Brown	Allen	D.	38294097	"
TG -	S/Sgt.	Graf	⁸ / ₄ Cecil	L.	19188506	"
LWG -	S/Sgt.	Surprise	Walter	L. Jr.	17129684	"
RWG -	S/Sgt.	Severson	Marvel	T.	37466585	"
	S/Sgt.	Amber	Joe	R.	36703821	"

*Enter complete number of aircraft
** Designate Engineer

PLANE RANK LAST(NAME) FIRST (MI) A.S.N. SQUADRON

*Plane # 42-31662

P	-	1st Lt.	Dailey	Scribner	C.	0-801940	612th
CP	-	2nd Lt.	Stokes	Alexander	C.	0-801578	"
N	-	2nd Lt.	Fraioli	Frank	P.	0-683234	"
B	-	1st Lt.	Hutson	Wayman	T.	0-406409	"
NO	-	T/Sgt.	Hildreth	Author	W.	110555299	"
NT	-	T.Sgt.	Flynn	William	B.	16046687	"
RT	-	S/Sgt.	Callahan	Michael	J.	18150617	"
G	-	S/Sgt.	Weatherman	James	H.	6923486	"
WG	-	Sgt.	Plate	William	B.	36268711	"
WG	-	T/Sgt.	Hagen	Charles	T.	37316748	"

Plane # 42-31511

P	-	2nd Lt.	Hagen	Marion	O. Jr.	0-803190	"
CP	-	2nd Lt.	Dann	John	B. Jr.	0-690067	"
	-	2nd Lt.	Cordell	Wilbur	F.	0-811569	"
	-	2nd Lt.	Graham	Fred	E.	0-676246	"
NO	-	S/Sgt.	Barr	Martin	A.	33238108	"
RT	-	S/Sgt.	Simmons	Harry	G. Jr.	33251053	"
	-	Sgt.	Cox	Wade	H.	15071368	"
IG	-	Sgt.	Stone	James	A.	31129680	"
IG	-	Sgt.	Henson	William	W.	34604655	"
IG	-	Sgt.	Huston	Author	A.	38264456	"

Plane # 42-39765

	-	1st Lt.	Kelly	William	J.	0-802205	"
	-	2nd Lt.	Coyne	Daniel	J. O-	684694	"
	-	2nd Lt.	VanDyke	George	B.	0-683350	"
	-	2nd Lt.	Troy	Ephraim	F.	0-673754	"
	-	S/Sgt.	Vanduren	Paul	R.	12185646	"
	-	T/Sgt.	Johnson	Morris	W.	35493817	"
	-	T/Sgt.	Stengel	Percy	J.	36276698	"
IG	-	S/Sgt.	Garity	John	B.	16155719	"
IG	-	S/Sgt.	Peacock	George	P.	6573367	"
	-	T/Sgt.	Conner	Jay	L. Jr.	33443389	"

Plane # 42-39993

	-	2nd Lt.	Bingham	George	F.	0-679033	"
	-	2nd Lt.	Hoad	Francis	W.	0-685332	"
	-	2nd Lt.	Tomlinson	Harvey	G.	0-688132	"
	-	2nd Lt.	Lott	Eugene	F.	0-686092	"
	-	T/Sgt.	Giorgiani	Alex	(NMI)	33472233	"
	-	S/Sgt.	Dunn	Johnny	K.	35391715	"
	-	S/Sgt.	Yeatts	Lawrence	K.	37248950	"
	-	S/Sgt.	Johns	Carl	W.	37248950	"
	-	Sgt.	Carey	Joe	R.	15333912	"
	-	Sgt.	Chapman	William	E.	12074438X	"

ter complete number of aircraft
Designate Engineer

612 BARBETTE SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 634

20 Feb

19

44

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 # 42-97487
~~42-97487~~

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADR
P -	2nd Lt.	West	George	E.	0-802628	612th.
CP -	2nd Lt.	McKinnon	Douglas	H.	0-752008	"
N -	2nd Lt.	Nutter	Lloyd	J.	0-752502	"
B -	2nd Lt.	Montgomery	Thomas	B.	0-686111	"
RO -	T/Sgt.	Andrus	Robert	L.	32583791	"
TT -	T/Sgt.	Russell	Francis	L.	17154673	"
BT -	S/Sgt.	Womble	John	L.	34355686	"
FG -	S/Sgt.	Lefkin	Michael	(NMI)	32496129	"
LWG -	Sgt	Russell	Hugh	H.	15019006	"
RWG -	S/Sgt.	Marini	Alfred	J.	32492617	"

*Plane # 42-97496

P *	2nd Lt.	Hershey	Harry	J.	0-803198	"
CP *	2nd Lt.	Woods	Robert	R.	0-677390	"
N -	2nd Lt.	Buder	Eugene	H.	0-1575801	"
B -	2nd Lt.	Boxer	Martin	W.	0-684132	"
RO -	S/Sgt.	Cherry	Noel	Q.	39853397	"
TT -	S/Sgt.	Pugh	Alfred	E.	18050867	"
BT -	Sgt.	Van Booven	Donald	W.	37232922	"
FG -	Sgt.	Joseph	Melead	C.	11114921	"
LWG -	Sgt.	Civello	Hubert	C.	38195262	"
RWG -	S/Sgt.	Sierra	Charles	P.	12155142	"

*Plane # 42-39979

P -	2nd Lt.	Johnson	Benjamin	H. Jr.	0-72553	"
CP -	2nd Lt.	Waller	Jack	E.	0-121913	"
N -	2nd Lt.	Fishbech	Howard	D.	0-69730	"
B -	2nd Lt.	Musso	David	M.	0-682594	"
FG -	S/Sgt.	Brandt	Malvin	A.	37318955	"
T -	S/Sgt.	Carr	Maurice	A.	16035651	"
BT -	Sgt.	Shaeffer	Donald	E.	36704434	"
FG -	Sgt.	Blaugh	Joseph	M.	35598397	"
LWG -	Sgt.	Shannon	James	L.	13057862	"
RWG -	S/Sgt.	Litchfield	Russell	E.	37271053	"

*Enter complete number of aircraft

** Designate Engineer

PFF 3484

Col	Bowman	H.	W.
Capt	EGAN	J.	F.
1st	Cushman	T.	R.

2-3

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

20 February 1944 19

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 # 42-31863

DUTY	RANK	LAST (NAME)	FIRST	(MI) T	A.S.A.	SQUADRON
P -		CHAPMAN, ALVAH H.	1st Lt.		0461727	614
CP -		SILVER, DELWYN C.	Captain		0436011	401st Hqs
N -		SMITH, CHARLES M.	1st Lt.		0734380	614th
B -		DEVILLE, FRANK M. JR.	1st Lt.		0747581	614th
RO -		Pyle, Robert B.	T/Sgt.		15335829	"
BT -		Wilson, George S.	T/Sgt.		35407356	"
ST -		Spatilson, Bruno J.	1st Lt. S/Sgt.		33164854	"
PG -		TIMBERLAKE, ROBERT N.	2nd Lt.		0687721	"
LWG -		Cohen, Franklin C.	S/Sgt. 14044099			"
RWG -		Brennan, Michael G.	S/Sgt.		31192434	"

*Plane # 42-39820

P -		WILSON, SAMUEL P.	1st Lt.		0667623	614th
CP -		GATTIS, ELGIN V.	2nd Lt.		0748622	"
N -		SUDAKOV, LAWRENCE H.	2nd Lt.		0750258	"
B -		DALY, JOHN J. JR.	1st Lt. 2nd Lt.		0739145	"
RO -		Kelley, Homer C.	T/Sgt.		38273969	"
BT -		Corley, Jesse C.	T/Sgt.		34386015	"
ST -		Murphy, James J.	Pvt.		33143267	"
PG -		Sokol, Leonard E.	S/Sgt.		37461563	"
LWG -		Dayton, James E.	S/Sgt.		39032317	"
RWG -		Wolf, William G.	S/Sgt.		37201936	"

*Plane # 42-31315

P -		SMITH, WALLACE R. JR.	1st Lt.		0801313	614th
CP -		FAULHABER, DONALD A.	F/O.		T-121885	"
N -		CRANE, RENFRO V.	2nd Lt.		0688629	"
B -		LEVEY, JAMES G.	2nd Lt.		0674688	"
RO -		Castronova, Salvatore L.	32550406	S/Sgt.		"
BT -		Fair, Charles H.	S/Sgt.		37211030	"
ST -		McKendry, Daniel D.	S/Sgt.		13114386	"
PG -		Sundberg, David C.	6878362	S/Sgt.		"
LWG -		Roberts, Marion E.	S/Sgt.		14159491	"
RWG -		Highlan, Harold A.	36527080	S/Sgt.		"

*Enter complete number of aircraft

** Designate Engineer

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
*Plane # 42-31116						
P	-	DAWES, WILLIAM R. JR.	1st Lt.		0802731	614th
CP	-	PRATT, JOHN D.	2nd Lt.		0748784	"
N	-	SCHUBERG, JOHN A.	2nd Lt.		0750222	"
B	-	VAN NOY, RUSSELL N.	2nd Lt.		0679404	"
RO	-	Wilber, Mannice V.	Cpl.		12139342	"
TT**	-	Nobell, Olle A.	T/Sgt.		36147173	"
BT	-	LaFountain, Louie M.	T/Sgt.		38183420	"
TG	-	Gentry, Ray A.	S/Sgt.		34434724	"
LWG	-	Teel, Oliver E.	S/Sgt.		18160414	"
RWG	-	Mooney, William R.	S/Sgt.		18169545	"
*Plane # 42-38002						
P	-	WILSON, CARLETON L.	2nd Lt.		0803329	614th
CP	-	SCHULZ, JOHN	REMOVED 2nd Lt.		0542593	"
N	-	HARDING, JAMES B.	2nd Lt.	0650168		"
B	-	PEDRO, ORLANDO J.	2nd Lt.		02044995	"
RO	-	Anderson, Carl D.	S/Sgt.		35612826	"
TT**	-	Quinn, Robery E.	S/Sgt.		35512632	"
BT	-	Passeno, William W.	36539194	Sgt.		"
TG	-	Pettit, Gerld N.	13109913	Sgt.		"
LWG	-	McMahon, James P.	Sgt.		32714726	"
RWG	-	Smith, George R.	13131441	Sgt.		"
*Plane # 42-39846						
P	-	KIRKHUFF, DONALD V.	1st Lt.		0801995	614th
CP	-	SOBOLAK, BENNIE W.	2nd Lt.		0684571	"
N	-	PIERCE, MYRON E. JR.	2nd Lt.		0749399	"
B	-	MONTONE, LIBER J.	1st Lt.		0732639	"
RO	-	Cook, Harold	T/Sgt.		35458366	"
TT**	-	Nicholas, Charles L.	S/Sgt.		13084635	"
BT	-	Merritt, William E.	S/Sgt.		31203844	"
TG	-	Cohn, Leroy	S/Sgt.		39279686	"
LWG	-	Koehler, Earl E.	S/Sgt.		16133877	"
RWG *	-	Michel, Delman E.	S/Sgt.		17166768	"
*Plane # 42-31098						
P	-	KAUFMAN, RICHARD H.	1st Lt.		0802121	614th
CP	-	LONG, JOHN C.	2nd Lt.		0653901	"
N	-	MATRICIAM, MICHAEL	2nd Lt.		0690478	"
B	-	PORTER, GUY R.	2nd Lt.	0748098	"	"
RO	-	Zappala, Vincent	Pvt.		32578092	"
TT**	-	Tweed, Stanley A.	S/Sgt.		34209397	"
BT	-	Collie, Perry O.	36427682	Sgt.		"
TG	-	Brgoch, Ludvick J.	19180643	Sgt.		"
LWG	-	Cartmill, Charles L.	35560963	Sgt.		"
RWG	-	Layland, John M.	Sgt.		37457551	"

*Enter Complete number of Aircraft

* Designate Engineer

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

20th February 1944 19

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 # 42-39440

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -		ARNESON, VERNON A.	2nd Lt.		0741875	614th
CP -		KLEINBURG, JEROME, E	2nd Lt.		0678877	"
N -		DEAN, JOHN H.	2nd Lt.		0809551	"
B -		GILMORE, GEORGE J. JR.	2nd Lt.		0682104	"
RO -		Aronson, Arlyn C.	S/Sgt.		17155135	"
IT -		Shults, Glennie C.	Sgt.		34472857	"
BT -		Provencher, Armand L.	S/gt.		11083958	"
FG -		Schmidt, Richard G.	S/Sgt.		36724944	"
LWG -		Shutes, Adrian L.	Sgt.		13124339	"
WVG -		Trambitsky, Edward	Sgt.		12093118	"

*Plane # 42-39881

P *		WEBER, EZRA S.	2nd Lt.		0804435	6145h
CP *		PEACOCK, GEORGE N.	2nd Lt.		0687758-	"
N -		WIRBEL, CHARLES H.	2nd Lt.		0690530	"
B -		OLIVER, WALTER L.	2nd Lt.		0746602	"
RO -		Krekorian, Ruben	T/gt.		31173020	"
IT -		Huber, John A.	T/gt.		13028157	"
BT -		Harmon, Terrance W.	Cpl.		32446490	"
FG -		Schellenburg, Clarence H.	S/Sgt.		16049924	"
LWG -		Kinsey, Robert S.	S/Sgt.		17129375	"
WVG -		Panichas, George T.	S/Sgt.		11110633	"

*Plane # 42-31488

P -		STINE, ROBERT O.	2nd Lt.		0803891	614th
CP -		KEHOE, ROBERT J.	2nd Lt.		0652209	"
N -		MILLER, LEE S. JR.	2nd Lt.		0809680	"
B -		EMPRIC, WALTER P.	2nd Lt.		0682091	"
RO -		Keeney, Frank E.	S/Sgt.		32623979	"
P -		Trump, Paul W.	S/Sgt.		13119931	"
BT -		Risi, John M.	Sgt.		12176766	"
FG -		Prager, Gilbert	Sgt.		32714501	"
LWG -		Thill, Richard G.	Sgt.		16146854	"
WVG -		Phillips, Edward J.	Sgt.		38398663	"

*Enter complete number of aircraft

** Designate Engineer

8-3
615th BOMBARDMENT SQ. LEO (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 634

20 February 19 44

SUBJECT: Loading List.

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

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

*Plane # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(M)	A.S.N.	SQUADRON
P -	1st Lt.	Lewis	Clyde	A.	0-800905	615th
W -	2nd Lt.	Sutton	Emmett	S.	0-684790	615th
M -	1st Lt.	Eaton	William	M.	0-749643	615th
S -	1st Lt.	Arnold	Harold	S.	0-681515	615th
RO -	S/Sgt.	Beller	James	E.	6247280	615th
CT -	T/Sgt.	Weber	Melvin	C.	37261444	615th
BT -	S/Sgt.	Howell	James	E.	35398898	615th
FG -	S/Sgt.	Knapp	Phil	N.	39540171	615th
WG -	S/Sgt.	Tosh	William	A.	35431664	615th
WG -	S/Sgt.	Jackson	Harry	E.	6850574	615th

*Plane # 42-37833

P -	* Captain	Rumsey	William	M.	0-728740	615th
CP -	* 2nd Lt.	Kaercher	Robert	D.	0-681433	615th
M -	1st Lt.	Walsh	Michael	R.	0-676185	615th
B -	1st Lt.	Haffner	James	D.	0-739024	615th
RO -	T/Sgt.	Carter	William	W.	39829464	615th
PT -	T/Sgt.	Roberts	Donald	B.	32377788	615th
BT -	S/Sgt.	Lieberman	Irving	I.	13103453	615th
FG -	S/Sgt.	McElligott	Herbert	F.	36426974	615th
LWG -	S/Sgt.	Brathwell	Frank	A.	33330990	615th
WG -	S/Sgt.	Lee	Ivan	R.	12073240	615th

*Plane # 42-31521

P -	2nd Lt.	Campbell	Paul	E.	0-745614	615th
CP -	2nd Lt.	De Siano	Ambrose	(NMI)	0-751279	615th
N -	2nd Lt.	Wilhelm	Andrew	C.	0-809788	615th
B -	2nd Lt.	Malone	Ralph	B.	0-746818	615th
W -	S/Sgt.	Anderson	Martin	A.	36525889	615th
P -	S/Sgt.	Hensley	Ora	N.	35440605	615th
BT -	S/Sgt.	Brown	Saul	H.	32478555	615th
FG -	S/Sgt.	Hamilton	James	R.	35664584	615th
LWG -	S/Sgt.	Smith	Alan	E.	32610440	615th
WG -	Sgt.	Kendrick Jr.	Joseph	W.	14150904	615th

*Enter complete number of aircraft

** Designate Engineer

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
*Plane # <u>42-31091</u>						
P	- 1st Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP	- 2nd Lt.	Rustand	Ronald	L.	0-753815	615th
N	- 2nd Lt.	Wong	Delbert	E.	0-750236	615th
B	- 2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO	- S/Sgt.	Mehlmann	Raymond	G.	32438897	615th
TT**	- T/Sgt.	Cbckerham	Roy	W.	13143036	615th
BT	- S/Sgt.	Norris	John	B.	14093939	615th 612th
TG	- Sgt.	Ross	Harry	A.	13145459	615th
LWG	- S/Sgt.	Batson	Allen	L.	39268048	615th
RWG	- S/Sgt.	Johnson	Russell	W.	32466408	615th
*Plane # <u>42-31069</u>						
P	- 1st Lt.	Wysocki	Stephen	(NMI)	0-677398	615th
CP	- Capt.	Gould	George	(NMI)	0-900201	615th
N	- 2nd Lt.	Taylor	James	(NMI)	0-750228	615th
B	- 2nd Lt.	Gurvin	Robert	M.	0-676945	615th
RO	- S/Sgt.	Kenny	Gerard	M.	12157361	615th
TT**	- T/Sgt.	McIntyre	William	(NMI)	33289742	615th
BT	- S/Sgt.	Clare	David	E.	13092668	615th
TG	- Sgt.	Finchell	Sherwyn	(NMI)	14119235	615th
LWG	- S/Sgt.	Koon	Ernest	H.	34441033	615th
RWG	- Pvt.	Roundtree	Charles	L.	38076003	615th
*Plane # <u>42-39873</u>						
P	- 1st Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
CP	- 2nd Lt.	Mallon	Richard	W.	0-683089	615th
N	- 2nd Lt.	Hildinger	Lawrence	J.	0-734914	615th
B	- 2nd Lt.	Gallagher	Joe	C.	0-679495	615th
RO	- T/Sgt.	Lewis	Charles	M.	11103284	615th
TT**	- S/Sgt.	Draginis	Donald	L.	16133104	615th
BT	- S/Sgt.	Hardy	Charles	E.	11097732	615th
TG	- S/Sgt.	Powell	Gerald	J.	38715204	615th
LWG	- S/Sgt.	Cummings	William	T.	33346986	615th
RWG	* S/Sgt.	Loadholt	Jay	T. Jr.	14125585	615th
*Plane # <u>42-31077</u>						
P	- 2nd Lt.	Byrd	G. (io)	C.	0-803551	615th
CP	- 2nd Lt.	Calfee	Fred	M.	0-690925	615th
N	- 2nd Lt.	Patterson	Wayne	D.	0-809968	615th
B	- 1st Lt.	Dolan	William	W.	0-741142	615th
RO	- S/Sgt.	Exnowski	Joseph	C.	36566748	615th
TT**	- S/Sgt.	Patterson	Delbert	L.	18162265	615th
BT	- Pvt.	Brandt	Gordon	B.	16095987	613th
TG	- S/Sgt.	Holzman	Michael	(NMI)	32265851	615th
LWG	- Sgt.	Muscarfella	Lawrence	S.	32472575	615th
RWG	- Sgt.	Hussey	Wayne	T.	11122241	615th

*Enter Complete number of Aircraft

** Designate Engineer

615th BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 634

20 February

19 44

SUBJECT: Loading List.

PO : Operations Officer, 401st Bomb GP (H), APO #634.

I. Following is the list of Combat Cre participating in today's mission.

*Plane # 42-31369

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	Trimble	William	W.	0-802891	615th
CP -	2nd Lt.	Shantz	Fred	L.	0-745197	615th
N -	2nd Lt.	Lemke	Beryle	L.	0-690672	615th
B -	2nd Lt.	Cury	Enver	C.	0-670027	615th
RO -	S/Sgt.	Mackey	Jack	L.	14041992	615th
FT -	S/Sgt.	Tracey	Edward	(NMI)	32143812	615th
BT -	Sgt.	Schaffer	John	E.	35395238	615th
FG -	Sgt.	Asbell	William	R.	14182638	615th
LWG -	S/Sgt.	Housman	Herbert	M.	12156697	615th
RWG -	S/Sgt.	Courtad	Paul	K.	35424839	615th

*Plane # 42-31619

P *	2nd Lt.	Ferdyn	Joseph	E.#.	0-804320	615th
CP *	2nd Lt.	Enstad	Robert	J.	0-687686	615th
N -	2nd Lt.	Manning	Charles	H.	0-753015	615th
B -	2nd Lt.	Black	J. (io)	Dee	0-749667	615th
RO -	T/Sgt.	Wagner	Robert	F.	34209104	613th
FT -	T/Sgt.	Agee	Jack	D.	6962724	615th
BT -	Sgt.	Johnson	Joe	R.	18162671	615th
FG -	Sgt.	Hertzan	Harold	(NMI)	32438490	615th
LWG -	S/Sgt.	May	William	M.	37409202	615th
RW -	S/Sgt.	Bushendorf	Everett	M.	36264715	615th

*Plane # 42-31518

P -	2nd Lt.	Gardner	Edward	T.	0-745881	615th
CP -	2nd Lt.	Carter	George	L.	0-750770	615th
N -	2nd Lt.	Gouger	Carroll	A.	0-808038	615th
B -	2nd Lt.	Foster	John	L.	0-684793	615th
7th -	Sgt.	Monnes	Fred	(NMI)	12187401	615th
T -	S/Sgt.	Minard	Dale	W.	16125203	615th
BT -	S/Sgt.	Piazza	Peter	J.	35583120	615th
FG -	S/Sgt.	Bosowski	Stephen	R.	35561239	615th
LWG -	Sgt.	Trupia	Salvatore	A.	12133746	615th
RWG -	Sgt.	Durben	Francis	J.	17154973	615th

*Enter complete number of aircraft

** Designate Engineer

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

A.P.O. 634
20 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39765 returned early for the reason that the Pilot became ill.

b. Airplane No. 42-31467 returned early because it could not find formation.

c. Airplane No. 42-97440 failed to complete mission for the reason that the Waist Gunner did not disconnect the Oxygen Recharger line from Ball Turret after servicing, and in operating the turret the oxygen connection tore loose from the bulkhead, causing loss of oxygen.

2. Battle Damage.

a. 42-31863 - Numerous holes in top of left wing and in left side of fuselage caused by flak and bursting 20mm. 3"X3" flak rip in right side of fuselage, below horizontal stabilizer; Several holes in bottom of right horizontal stabilizer and right elevator caused by bursting 20mm; Bullet hole through right side of Ball Turret.

b. 42-31116 - Bullet hole in bottom of left wing, inner panel, tokio tank punctured; 2" X 2" flak hole in bottom of # 4 nacelle.

c. 42-39846 - Two flak holes through right wing, near tip, severing tubular brace; Three flak holes through left wing, near tip, cutting stiffener; 2" flak hole in bottom of right wing, near fuselage, cutting stiffener; 2" flak hole in bottom of right wing, inner panel, damaging spar and feeder tank; 2" flak hole in bottom of left wing, between # 1 and # 2 nacelles in inspection door; 4" X 1 " flak hole in bottom of right horizontal stabilizer, cutting stiffener.

d. 42-31315 - Two small flak holes in right side of Dorsal Fin, near station 8.

e. 42-31369 - 2" flak hole in right side of fuselage, forward of waist position.

HEADQUARTERS
STATION NO. 126
APO 634

20 February, 1944

SUBJECT: S-4 Combat Mission Report on Mission 20 February, 1944

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

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

Runaway Supercharger (1) Fuel Gauge Out (1)
Engine Oil Pressure Gauges Out (1)
Heating System Out due to blown fuse (2)
Runaway Propeller due to faulty Prop Governor (1)
Landing Gear Motors Burnt Out (1)

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

Belt Feed Lever Plunger Spring Broken (1)
Broken Charging Handle (1)
Sight Bulb Burned Out (1) Faulty Bomb Releases (1)

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

Heated Shoes Burnt Out (2)

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

SUBJECT: Mission Summary Report (continued)

f. 42-39820 - Bullet hole through Dorsal Fin, near station 8; Flak hole in Plexiglas Nose Section.

g. 42-38002 - Small flak hole in bottom of left wing, left of # 1 nacelle, near leading edge; Small flak hole in bottom of right elevator.

h. 42-31488 - 2" X 2" flak hole in bottom of left wing, left of # 1 nacelle.

i. 42-97440 - Small flak hole in top of left aileron.

j. 42-31034 - Flak hole behind tail compartment door.

k. 42-39993 - Small flak hole in right elevator.

l. 42-38033 - Flak hole in left bomb bay door.

m. 42-31486 - # 1 propeller damaged by flak.

n. 42-31662 - Flak hole in right wing tip; Flak hole behind gas tank, near station 18, midway; Flak hole in left wing near station 16; Flak hole in left feeder tank door, tank punctured; Flak hole in trailing edge of right flap, near station 3.

o. 42-31593 - Flak hole in top of right wing behind # 3 nacelle; Flak hole through right side of fuselage into Bomb Bay.

p. 42-39932 - Small flak hole in top of fuselage, in front of Radio Hatch; Nick in # 4 propeller caused by flak; Cal. 303 hole through left elevator; Small flak hole in left side of # 2 nacelle.

q. 42-31226 - Flak hole through left wing fairing near leading edge.

r. 42-31072 - Flak hole in bottom of left wing, between # 1 and # 2 nacelles, main fuel tank punctured; Flak hole in left Bomb Bay Door; Plexiglas Nose Section cracked by flak.

s. 42-31507 - Flak hole through right wing, outer panel; Flak hole through right Bomb Bay Door, damaging stringer; Cal. 50 hole through fuselage, rear of waist position, and into top and out leading edge of left wing; Small flak hole in right side of fuselage, rear of waist position.

t. 42-37833 - Small flak hole in leading edge of left wing, outer panel.

u. 42-39873 - Small flak hole in Plexiglas Nose Section.

SUBJECT: Mission Summary Report (continued)

v.

v. 42-31069 - 2" flak hole in top of Dorsal Fin to rear of Radio Room; 2" flak hole in Astro-dome.

w. 42-31077 - Two small flak holes in top of right wing, near fuselage; Cal. 303 hole through # 3 propeller blade; Large flak hole in main entrance door.

x. 42-31730 - 20mm shell entered leading edge of left wing and burst causing numerous small holes in top of wing; Flak hole in bottom of left wing, outer panel, and out leading edge; Small flak hole in bottom of right wing, outer panel.

<u>TOTAL NO. OF A/C</u>	<u>MINOR DAMAGE</u>	<u>MAJOR DAMAGE</u>	<u>FLAK & FIGHTER</u>	<u>BY FLAK</u>
24	23	1	7	17

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
20 February, 1944

SUBJECT: Armament Narrative, Mission No. 24, 20 February, 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 20 February, 1944.

a. One left chin turret gun belt feed lever plunger
spring broken.

b. One right beam gun charging handle broken.

c. One chin turret sight bulb burned out.

BOMB RACK MALFUNCTIONS

a. One ship failed to release one bomb. Racks being
rechecked.

b. One ship dropped bombs by emergency release because
Bombardier could not open doors. Ground check revealed no
malfunction.

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

20 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 on the combat mission
completed this date.

AIRPLANE	NO.	BATTLE DAMAGE
42-31034	42-31034	1. Flak hole behind tail compartment door.
42-39993		1. Flak hole in right elevator.
42-38033		1. Flak hole in left bomb door.
42-97487		1. Negative battle damage.
42-31496		1. #1 prop damaged by flak.
42-31662		1. Flak hole behind gas tank near station 18, midway. 2. Flak hole in right wing tip 3. Flak hole in left wing near station 18, midway. 4. Flak hole left feeder tank door. Tank punctured 5. Flak hole trailing edge of right flap near station 3.
42-39943		1. Negative battle damage.
42-39979		1. Negative battle damage.
42-31511		1. Did not return to base. Reported as flyable.

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