

~~SECRET~~
Classification changed to
RESTRICTED by auth of
AF STS 128 by

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

"MISSION SUMMARY"

MISSION NO. 37
16TH. MARCH, 1944

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

REPORT OF OPERATIONAL
DAY

MISSION No. **37**

Date: **16 MAR 44**

TO: **AUGSBURG , GER.**

*File in
Mission Folder*

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

D-J-4

18 March 1944.

SUBJECT: Strange B-17.

TO : Captain Schap, ^{1ST DIV.} ~~94th Combat Wing~~, APO 634, U. S. Army,
Att. A-2.

1. Supplementing our TWX narrative on the Augsburg mission, we are submitting an extract from our interrogation as follows:

a. 1036 hrs. (4901 - 0405 E) 18000 ft. - TTG and TG observed strange B-17 join formation [U] on tail. Came in head-on, swung around and joined from rear. Fired two green flares - no chin turret. The TT of this B-17 did not move. When P-47 came up to Group this A/C dropped wheels, peeled off and went down into clouds in opposite direction from our course. Serial No. might end in 733.

b. 1100 hrs. (4830 - 0800 E) strange B-17 [G] stayed with formation for five minutes.

c. 1033 hrs. (80 miles inside France) B-17 [G] 23537 appeared to be aborting and passed us on our right then turned around and came up into formation for 17 minutes, then let down wheels and went back toward coast.

d. B-17 with [G] no one in BT or TT. Had red border around rectangle. No Squadron insignia - left formation when P-47's arrived.

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

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

D-G-1

16 March 1944.

SUBJECT: Crew Comments and Suggestions, Mission of 16 March 1944.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 634.

1. Capt. Donald G. McCree, Group Leader, suggests that it would be well for the Wing Leader to effect his rendezvous with the high and low group at some point before the spares turn back; today, rendezvous was not effected until the formation was actually over the enemy coast.

2. Lt. Samuel P. Wilson, Pilot, A/C 1369, stated that his crew had to wait thirty minutes for truck from dispersal area; this Airplane Commander is also of the opinion that other A/C taxied too slow today.

3. Lt. William J. Heck, Navigator, A/C 9879, stated that radio in his A/C was very poor today.

4. Lt. Clyde A. Lewis, Pilot, A/C 1963, stated that one A/C in the lead squadron of this Group discharged chaff for some time after 1235 hours (target was bombed at 1223 hours). S/Sgt. Ralph A. Hannabury, LNC, A/C 0855, believes that chaff is not now dropped according to exigencies of the situation and suggests a portion of it be saved against the possibility of running into additional flak areas.

5. The crew of Lt. Lee S. Bartley, Pilot A/C 0001, observed that the 457th Bomb Group dropped bombs practically through this Group on the bomb run, stating that A/C 0001 was barely missed. S/Sgt. Michael Helzman, TG, A/C 1091, confirmed this observation.

6. Lt. Elmer W. Engelhardt, Navigator, A/C 9847, stated that the Deenethorpe Buncher was jammed and was of no value at a distance farther than ten miles. Lt. Francis L. Shaw, Pilot, A/C 9847, wants steel helmets for his crew even if they are provided by ground personnel; this Airplane Commander also says that one kit and two flak suits were stolen from his truck.

7. Lt. Robert P. Walsh, Pilot, A/C 1068, wants better food served to his crew in the mess; this Airplane Commander also could not understand why the 401st Group left the Wing formation when it was under attack by fighters and bombed what he thought was "a little town".

W. B. FRY

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

Target No.
6(d)(vi) 127

RAILWAY MARSHALLING YARD — AUGSBURG (GERMANY)

Illustration No.
6(d)(vi) 127/1

0 500 1000 1500 2000 YARDS
0 1 MILE

Photographed 1941-1943

(1 : 32,000) approx.

Issued December 1943



A.I.3c(1)

A. MAIN STATION AND SIDINGS.
B. RAILWAY WORKSHOPS.

TYPE A

Illustration No.
6(d)(vi) 127/1

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

D-J-1

16 March 1944.

SUBJECT: Enemy Opposition and Tactical Analysis Report.

TO : Commanding General, 1st Bombardment Division, APO 634, U.S. Army.
 (Attention: A-2.)

1. The 401st Group sent 18 A/C on this mission flying in the low box. From 20 to 25 E/A were observed, mostly Me-109's, the markings of which are noted below. Attacks were individually made from no one level or angle and were not pressed. Our fighter cover was not seen for a period of one hour after leaving target area. It was during this time that most of the attacks were made. One crew commented "it seemed as though they were firing only with 20 mm. E/A began firing at extreme range and broke off early. 5 He-113's were seen at (4914-0253E) - they did not attack.

2. Following is a chronological record of attacks:

- (a) 1244 hours (target area) - 3 Me-109's, all silver, made attacks which started from 1500 yards and broke off at 800 yards. They seemed like rookies.
- (b) 1250 hours (4830-0900E) - silver FW-190 attacked from 12 o'clock level.
- (c) 1253 hours (4816-0850E) - solid blue Me-109 came in low and broke off at 400 yards, went into a slow roll while still firing, then went into a spin but recovered 5000 feet below.
- (d) 1255 hours (4830-0800E) - 2 Me-109's attacked from sun and broke off at 300 yards.
- (e) 1310 hours (4820-0720E) - 2 Me-109's, black with gray markings, sat outside of formation for some time, then turned in at 9 o'clock breaking off attack at 400 yards. They were not persistent or aggressive.
- (f) 1335 hours (4850-0450E) - black Me-109, with silver nose, attacked from 3 o'clock.
- (g) 1345 hours (4850-0500E) - 2 Me-109's attacked from sun and broke off at 300 yards.
- (h) 1345 hours (4840-0535E) - 5 Me-109's attacked individually over a period of 15 minutes, from tail and nose. Not aggressive.
- (i) 1345 hours (Toul) - 2 Me-109's, painted like P-51's and using P-51 tactics, made 6 passes from all angles, breaking off at 200 yards. Very aggressive.
- (j) 1345 hours (4833-0558E) - 2 old type FW-190's came in from 9 o'clock level and returned for several tail attacks. Both were aggressive. TG says both were damaged.
- (k) 1345 hours (4840-0500E) - 3 Me-109's attacked individually from nose. 2 of them returned to attack the tail, then the nose, then the tail again. Attacks pressed closely. One was dark green with yellow markings, the other was black.

- (l) 1354 hours (4850-0430E) - Me-109's, 2 black and 2 silver, came in from different points level, started firing at extreme range and broke off before closing.
- (m) 1355 hours (4843-0610E) - black Me-109, with yellow line at wing roots, attacked from 6 o'clock level, broke off at 500 yards.
- (n) 1400 hours (4840-0620E) - Me-109 attacked from 10 o'clock level. Was not aggressive.
- (o) 1400 hours (4846-0450E) - 2 FW-190's, all black with long nose, attacked from 12 o'clock high and one returned for 2 more passes.
- (p) 1410 hours (4853-0400E) - Me-109, green with white belly, made 3 passes.
- (q) 1430 hours (4910-0310E) - black Me-109, with silver nose, attacked from 12 o'clock high. Not aggressive.

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

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

1. Target: Assigned . . . Lachfeld Date of Mission . 16 Mar. 44
Bombed Augsburg

2. Route as Flown:-
Exactly as briefed

3. Weather conditions: (a) At target . . . 10/10 (BFT)
(b) En route . . . 6/10 to 10/10 undercast
4. Were our A.C "Seen" or "Unseen" targets? (a) At target . Unseen
(b) En route . . . Unseen
Any Condensation trails? . . Occasional light

5. Description of Flak at Target, including METHOD OF FIRE CONTROL
Moderate, fair deflection and altitude, 70% black bursts with about 30% white which burst high. Some flak burst about a mile low, thought possibly because of chaff from wing ahead.

6. Flak encountered of observed en route. (IN the order experienced)
Very meager, black flak poor for altitude and deflection encountered at following: (4800-1011E) (IP) (4903-0357E) (4923-0243E).

7. Was CHAFF carried? . . . Yes
How discharged? As briefed

8. Position of Group
Low Box

9. Details:-

Group	A/C over enemy territory	Damaged	A/C to Flak	A/Clost	Time over Target	Time of Bomb Away	Height	Axis of Attack	Bomb Run
401	18	4	0			1223	19,000	20T	PPF
Totals									

10. Comments - Phenomena:-
1223 hours, Augsburg - 4 rockets that looked like roman candles, one crew described, burst like large red swarm of bees.

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

16 March 1944

WEATHER INFORMATION SUMMARY FOR MISSION OF 16 MARCH 1944.

TAKE-OFF: 0740. 8/10 stratocumulus, base 2000', tops 4000'. 6-7/10 altocumulus and altostratus, base 9000', tops 10,500'. 3-5/10 cirrostratus at about 25,000'. Visibility 2000 yds.

ROUTE OUT: 8/10 stratocumulus, base 3000', tops 4000' over England. 6-7/10 altocumulus and altostratus, base 9-10,000', tops 10,500 to 11,000', becoming 4-6/10 over Southern England, increasing to 7-10/10 over the channel, decreasing again to 5-7/10 over Eastern France, and finally increasing again to 8-10/10 just inside the German border. 3-5/10 cirrostratus becoming nil over the channel. Visibility 2-3 miles over England becoming unlimited at flight level.

TARGET: 1222. 9/10 altocumulus and altostratus, tops 11,000'. Nil high cloud. Visibility unlimited at flight level.

ROUTE BACK: 4-6/10 cumulus, tops 6-8000', between 6 degrees E. and continental coast, becoming 2-4/10 over the channel, tops 5-6000', and 4-6/10 over England, base 3500 to 4000', tops 5000'. 9-10/10 altocumulus and altostratus, tops 10,500 to 11,000', becoming nil by 6 degrees E. Nil high clouds. Visibility unlimited aloft, decreasing to 1-2 miles over the channel and England. Rain showers over England, south of base.

BASE ON RETURN: 1634. 4/10 cumulus, base 2500'. 6/10 altostratus, base estimated at 18-20,000'. Visibility 3 miles.

REMARKS: No contrails from bombers. Variable persistent, non-persistent contrails from fighters at 22-25,000', becoming persistent above 25,000'. Very light rime ice in middle type cloud on ascent. Temperatures as briefed; -28 degrees at 18,500'. Winds aloft: Over Southern England at 15,000', 255 deg. at 30 knots; over France to 6 deg. E. at 18,000', 265 deg. at 34 knots; over Germany at 18,700', 330 deg. at 20 knots; over Germany on route back at 15,500', 345 deg. at 13 knots.

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

ROUTE FORECAST

DATE..... 15 March 1964
PERIOD..... 0700 - 1700 hrs...

	(A) Base to 05 Deg East	(B) 05 Deg East to Target to 05 Deg East	(C) 05 Deg East to Base	(D)
WEATHER	(1) Cloudy with Haze and Mist	Cloudy with Haze	Cloudy with Haze	Mil at 05 Deg East.
CLOUDS	(2) Mil to 3/10 Variable Stratocumulus base 2000ft Tops 4000ft. becoming 4-6/10 variable Stratocumulus over Channel and remainder of Route. Mil to 3/10 Patchy Altostratus base variable 10-12000 tops 14,000ft. Decreasing to Mil at South Coast. 5-7/10 Cirrostratus base 23,000ft. Decreasing on Route to	4-6/10 Stratocumulus base 2000ft. tops 4000ft. becoming 5-7/10 variable cumulus base 23 2-3000ft tops 5000ft. on route. Mil Medium Cloud Mil High Cloud. On return to 05 Deg East becomes of above except Low Cloud increasing to 5-7/10 on Route to 05 Deg East. 7/10	5-7/10 Cumulus base 2-3000ft. tops 5000ft. becoming 6-8/10 Stratocumulus base 1-2000ft tops 5000ft. at English Coast and increasing to 8-10/10 base 1-2000ft tops 5000ft. at Base. Mil Medium gradually increasing to 6-8/10 Altostratus base 10,000ft.	tops 14,000ft. over Base Area. Mil High gradually increasing to 8-10/10 base 20,000ft in Base Area.
FREEZING LEVEL AND INDEX	(3) 2000 ft. Mil	2000ft. becoming 4000ft at 05 Deg East Mil	4000ft. Light Haze In Medium Cloud.	
VISIBILITY	(4) 1-2000yds becoming 4-6miles over South Coast and Remainder of Route.	4-6 miles becoming unlimited aloft. Downward visibility in target area reduced to 5-10 miles in base.	Unlimited aloft. Becoming less 2-4 miles at surface over East Anglia and 1-2 miles in base area.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE (5)	Base to 05 Deg East 240 15	05 Deg East to Target 330 15	Target to Base 240 02	1 Top of Base 5000ft to 05 Deg East.
5000 FT (6)	280 20	330 20	-09	2 Contrails Light and persistent 18,000ft. Dense 20,000ft. to Mil
10000 FT (7)	300 25	340 25	-12	05 Deg East. becoming Dense Persistent above
15000 FT (8)	300 30	340 30	-20	24,000ft. from 05 Deg East to Target.
20000 FT (9)	310 40	350 40	-34	Similar Conditions on return.
25000 FT (10)	320 50	350 50	-44	
30000 FT (11)	320 60	350 60	-53	

BASE ALTIMETER SETTING..... 29.93..... TARGET SURFACE TEMP..... Plus 02..... TARGET MEAN TEMP..... -13.0..... TARGET SURFACE PRESSURE..... 30.22 in.

PLEASE COMPLETE REVERSE SIDE AND RETURN AT INTERROGATION

Hq SOS USAPP 11-43/15M/17999

E. Lechfeld

1. A/D 12 1/2 miles S of Augsburg. Two large runways-2100 yds. and 1100 yds.
2. Hangars and workshops are grouped in the SW corner and include 5 very large hangars, 2 smaller hangars all with workshops adjacent.
3. Ammunition stores in the NW corner.
4. Barracks, quarters and HQ just to the rear of the hangars.
5. There are no organized dispersal areas-the A/C observed here are just parked where most convenient. ~~xxxxxx(hangars)xxxxxx(hangars)xxxxxx(hangars)~~
6. This base has also been used for a Bomber School, a gunnery school and air observation, and has also been used as a last phase training base for operational units.

9441

9441 GPN. + 1A2.
 1/2 FRAG. CLUSTERS

2. There will be two Wings from this division on this target. While you are hitting here, the 40th. and 40th composite will be hitting another A/D near Munich. (Over 100 planes recently reported here-149)

The 40th. CBW ~~and a portion of the 2nd. Div.~~ will be hitting the A/D just a few miles S of your target. (over 100 A/C reported here.)

3. The most important function now going on at your target today is experimental work on a new type of Me 410. In addition, 3 Staffel of He 177's and Fw 200's (approximately 40 planes) have just moved into the field.

On Mar 1, 128 A/C were visible here including 177's, 410's, 217's and 111's.

4. The 2nd. Div. is going in on Friedrichshafen and the 3rd. Div on Augsburg itself.
5. Show route in on Map 1:500,000
6. Show fighters.

1 Sp. P-47	5000-0115
1 Sp P-47	4917-0300
1 Sp P-47	4847-0430
1 Sp P-38	4832-0630
1 Sp P-51	4820-0900
4 Sp. P-51	4750-1040
1 Sp. P-47	4827-0710
1 Sp. P-47	4845-0430
6 Sp. Spitz	4915-0300

2 Sp. - fighters
 6 Sp. Spitz

7. Show route on Map 1:250,000

8. Show flak and flak map.

Meager at the coast and along the route in if followed as briefed.

At the target itself, there are estimated to be ~~any~~ 3 or 4 batteries which should throw up only meager fire.

Chaff will be thrown out by CBW ahead.

Route out is the same.

9. Show nite target chart.

no snow expected.

10. Show photo with MPI

11. Secondary target photo - *Angsburg. Munchen's goal - P.B.B. (Lancaster 3rd Lt. Lbr.)*

12. Last resort target,

Any military objective positively identified as being in Germany

13. Special Instructions.

1. Escape kits if landing away, Cp will collect them and turn over to an officer at the control tower or an S-2 officer and get a receipt for them. Upon returning to this base, bring them back but if this impossible bring back the receipt.

2. Report all A/C or dinghies down by radio at once. DON'T WAIT UNTIL LANDING.

3. If forced down in Swit. destroy all papers and A/C if possible.

1. Read SOP for A/C flying over Swit.

2. State you were on a Non-operational Flight.

3. Ask to be put in touch with Our Military Attache.

4. P/W

4. If forced down in France (first leg), Avoid towns unless directed by a helper; remember there is a curfew in most towns. Stay East of Amiens.

Anywhere else in France, approach individuals for help but avoid the towns. Avoid officials, but contact Farmers, RR workers, School-teachers, priests and children.

Answer all questions willingly and quickly. If traveling by train, use slow, locals.

If forced down in Germany itself, make for the Swiss border.

the S ~~bank~~ of Lake Constance. between Hohenems and Diepoldsau.

Avoid the Lake itself-it is well guarded.

Swiss frontier guards are friendly.

If gotten into Swit., declare yourself an escaper from Germans and ask for Brit. Consul.

5. Be sure to save Dog tags, passport photos and CI shoes.

6. DON'T MENTION THE TARGET OR MISSION AFTER BRIEFING.

7. If any A/C cannot make the base when returning, land at Friston.

5-3

612TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 APO 634

AAF Station 128
 16 March 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bombardment Group (H),
 AAF Station 128, APO 634

Plane 42-39979

P	Dunaway, John A.	2nd Lt.	612th
CP	Kane, Henry (NMI)	2nd Lt.	"
N	Mock, William J.	2nd Lt.	"
B	Krol, Theodore J.	2nd Lt.	"
RO	Mastronardi, Francis J.	S/Sgt.	"
TTG	Horst, Harry C.	S/Sgt.	"
BTG	Rusch, Walter R.	Sgt.	"
TG	Benz, Marvin H.	Sgt.	"
Katsaros, John (NMI)	LWG	Sgt.	"
RWG	Crowley, John W.	Sgt.	"

Plane 42-31511

P	Goodman, James F.	1st Lt.	"
CP	McCree, Donald G.	Capt.	"
N	Haberer, Walter E.	Capt.	"
B	Anderson, Donald M.	2nd Lt.	"
RO	Graham, James J.	T/Sgt.	"
TTG	DeWees, Foster E.	T/Sgt.	"
BTG	Farmer, John O.	T/Sgt.	"
TG	Ramsey, Robert J.	1st Lt.	"
LWG	Henderson, Pete D.	S/Sgt.	"
RWG	Markle, Burton A.	S/Sgt.	"

Plane 42-31662

P	Hershey, Harry J.	2nd Lt.	"
CP	Woods, Robert R.	2nd Lt.	"
N	Buder, Eugene H.	1st Lt.	"
B	Boxer, Martin W.	2nd Lt.	"
RO	Cherry, Noel C.	T/Sgt.	"
TTG	Pugh, Alfred E.	T/Sgt.	"
BTG	Chiccino, Joseph R.	S/Sgt.	"
TG	Joseph, Meload C.	Sgt.	"
LWG	Civello, Hubert C.	Sgt.	"
RWG	Gulan, Frank F.	Sgt.	"

Plane 42-39943

P	Kuhl, Frank O.	2nd Lt.	"
CP	Caupryk, Edward J.	2nd Lt.	"
N	Sussman, Armand M.	2nd Lt.	"
B	Urry, William C.	2nd Lt.	"
RO	Shaw, Edward (NMI)	S/Sgt.	"
TTG	Robinson, Charles E.	Sgt.	"
BTG	Deladzia, Ray P.	Sgt.	"
TG	Rister, Kenneth A.	Sgt.	"
LWG	Funk, Robert D.	S/Sgt.	"
RWG	Terwiske, James G.	Sgt.	"

8-3

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

16 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'S MISSION.

DUTY	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. 42-31072</u>				
P	1st Lt.	HESS	CHARLES	F.
CP	2nd Lt.	MURPHY	WALTER	J.
N	2nd Lt.	EVYANT	CHARLES	W.
B	2nd Lt.	BUCHANAN	ALLEN	(NMI) JR.
RO	PVT.	CHARLES	HUGH	W.
TT	T/SGT.	TRYDA	ALEXANDER	F.
BT	S/SGT.	MARTINEZ	RICHARD	V.
TG	S/SGT.	KASHER	CHARLES	D.
LNG	PVT.	HAGGELL	DAVID	N.
RWG	S/SGT.	FLOREZ	LOUIS	(NMI)

PLANE NO. 42-31037

P	2nd Lt.	SHARP	JAMES	C.
CP	2nd Lt.	HES	VINCENT	J.
N	2nd Lt.	STEPHENS	DAVID	M.
B	2nd Lt.	MESE	MYLES	R.
RO	SGT.	FINDIE	CHARLES	S.
TT	N/SGT.	OLDER	HAROLD	K.
BT	SGT.	SKRIBIS	JOHN	J.
TG	S/SGT.	TOMKINSON	ALFRED	A.
LNG	S/SGT.	TOBINE	ROBERT	T.
RWG	SGT.	DRAIN	JAMES	A.

PLANE NO. 42-30855

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	N.
TT	T/SGT.	PARSLOE	BENTON	(NMI)
BT	S/SGT.	SASSI	LOUIS	M.
TG	S/SGT.	POSE	ANTHONY	F.
LNG	S/SGT.	HANNABURY	RALPH	A.
RWG	SGT.	KOFIBER	STEPHENS	F.

PLANE NO. 42-31005

P	2nd Lt.	VOKATY	ALFRED	E.
CP	2nd Lt.	GAMBRELL	WILLIAM	L. JR.
N	2nd Lt.	SCHACHTER	SHEA	(NMI)
B	2nd Lt.	STRODE	CHARLES	R.
RO	T/SGT.	HALPIN	RONALD	G.
TT	T/SGT.	BORGES	JOSEPH	J.
BT	S/SGT.	CHULL	HOWARD	M.
TG	S/SGT.	CANTER	WARREN	(NMI)
ING	S/SGT.	SANDERS	ROY	G. JR.
HWG	SGT.	CAMPBELL	JOHN	F.

PLANE NO. 42-31007 34026

P	1st Lt.	STELZEN	ROBERT	L.
CP	2nd Lt.	JOHNSON	WENDELL	T.
N	2nd Lt.	HONES	HERBERT	L.
B	2nd Lt.	WARREN	ROBERT T	(NMI)
RO	T/SGT.	HECKER	DONALD	A.
TT	T/SGT.	MARK HARP	MORRIS	C.
BT	S/SGT.	BLACK	JAMES	P.
TG	S/SGT.	NICELY	JOHN	M.
ING	S/SGT.	RICH	EDWARD	J.
HWG	S/SGT.	HOLLAND	THOMAS	M.

PLANE NO. 42-31508

P	2nd Lt.	LEE	SAMMY	(NMI)
CP	2nd Lt.	FRIEST	GORDON	S.
N	2nd Lt.	SCHLIEPER	ROGER	F.
B	2nd Lt.	KELLY	JOHN	J.
RO	T/SGT.	JOHNSON	ALVIN	A.
TT	T/SGT.	THAYER	BLISS	P.
BT	S/SGT.	FRANKLIN	PAT	H.
TG	S/SGT.	HIBBS	ALIE	E.
ING	S/SGT.	ROBINSON	MARSHALL	D.
HWG	S/SGT.	EDWARD McCARTHY	WILLIAM	A.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
Office of the Operations Officer

March 18, 1944

SUBJECT: Loading list.

TO : Operations Officer, 401st Bomb Gp (H), APO # 654.

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

PLANE # 42-31983

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	1st Lt	Lewis	Glyde	A.	615th
CP -	Captain	Gould	George	(NMI)	615th
N -	1st Lt	Eaton	William	M.	615th
B -	1st Lt	Arnold	Harold	S.	615th
RO -	T/Sgt	Sinkin	Nathan	C.	615th
TT -	T/Sgt	Weber	Melvin	G.	615th
BT -	S/Sgt	Howell	James	E.	615th
TG -	T/Sgt	Seaton	Clarence	H. C.	615th
LWG -	S/Sgt	Tosh	William	A.	615th
RWG -	S/Sgt	Jackson	Harry	E.	615th

PLANE # 42-31091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	2nd Lt	Byrd	G. (10)	C.	615th
CP -	2nd Lt	Maloney	Milton	F.	615th
N -	2nd Lt	Patterson	Wayne	D.	615th
B -	2nd Lt	Vickrey	Charles	R.	615th
RO -	S/Sgt	Exniewski	Joseph	C.	615th
TT -	S/Sgt	Patterson	Delbert	L.	615th
BT -	Sgt	Skelton	Floyd	(NMI)	615th
TG -	S/Sgt	Holsman	Michael	(NMI)	615th
LWG -	Sgt	Muscarella	Lawrence	S.	615th
RWG -	S/Sgt	Hussey	Wayne	T.	615th

PLANE # 42-30873

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	1st Lt	Kaminski	Vincent	J.	615th
CP -	2nd Lt	Mallon	Richard	F.	615th
N -	2nd Lt	Hildinger	Lawrence	J.	615th
B -	2nd Lt	Hallagher	Joe	C.	615th
RO -	S/Sgt	Chenutham	Elmer	R.	615th
TT -	S/Sgt	Draginis	Donald	L.	615th
BT -	S/Sgt	Brown	Saul	H.	615th
TG -	S/Sgt	Powell	Gerald	(NMI)	615th
LWG -	S/Sgt	Robideaux	Jay	W.	615th
RWG -	S/Sgt	Loenholt	Jay	T.	615th

PLANE # 42-30833

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
PLANE # 42-37833					
PAC-	1st Lt.	Wysocki	Stephen	(NMI)	615th
CP-	2nd Lt.	Shelton	Horace	H.	615th
NO-	1st Lt.	Taylor	James	(NMI)	615th
BL-	1st Lt.	Curvin	Robert	M.	615th
RO-	T/Sgt.	Kenny	Gerald	H.	615th
TT-	S/Sgt.	Gould	George	F.	615th
BT-	S/Sgt.	Clare	David	E.	615th
TG-	Sgt.	Finchell	Sherwyn	(NMI)	615th
LWG-	S/Sgt.	Koon	Ernest	H.	615th
RWG-	S/Sgt.	Ostrowski	Julius	F.	615th

PLANE #	42-37843	PLANE (NAME)	LINE	(MI)	SQUADRON
P	1st Lt.	Post	Edwin	A.	615th
CP	2nd Lt.	Ledray	Vincent	L.	615th
N	2nd Lt.	Hirsch	Bernard	M. H.	615th
B	2nd Lt.	Walsh	James	V.	615th
RO	S/Sgt.	Reddy	Hughes	(D.)	615th
TT	S/Sgt.	Romano	Manuel	(L.)	615th
BT	Sgt.	Lutz	Frank	F.	615th
TG	Sgt.	Campson	Robert	A.	615th
LWG	Sgt.	McGaha	James	M.	615th
RWG	S/Sgt.	Burger	Alvin	L.	615th
OB	Sgt.	Wojcik	Wojcik	H.	615th
PLANE #	42-31019	PLANE	G. (TO)	C.	615th

PAC-	2nd Lt.	Lusinski	Stephen	(NMI)	615th
CP-	2nd Lt.	Child	Eldon	R.	615th
NO-	2nd Lt.	Rush	Louis	R.	615th
BL-	2nd Lt.	Hughes	Harold	E.	615th
RO-	S/Sgt.	Neber	Bernard	J.	615th
TT-	S/Sgt.	Mesurier	Michael	J.	615th
BT-	Sgt.	Keller, Jr.	James	F. G.	615th
TG-	Sgt.	Standsfer	Stanley	(NMI)	615th
LWG-	Sgt.	Elliott	Ralph	D.	615th
RWG-	S/Sgt.	Williams	John	A.	615th
B-	1st Lt.	Wojcik	Wojcik	H.	615th
M-	1st Lt.	Wojcik	Wojcik	H.	615th
OB-	Sgt.	Gault	George	(NMI)	615th
B-	1st Lt.	Gault	George	V.	615th

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
PLANE # 42-37892					

1. Following is the list of names belonging to regular mission.
 2. Observations Officer: 1st Lt. G. (H) VLO & 1st.
 3. 1st Lt. G. (H) VLO & 1st.

RECORDED 10 1944

OFFICE OF THE OBSERVATION OFFICER
 SIX HUNDRED AND EIGHTEEN BOWEN ROAD, BIRMINGHAM (H)

SIX HUNDRED AND FOURTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OFFICER

AAF Station # 120
 16 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 42-39440

P -	1st Lt.	KIRKHOFF, DONALD V.	614th
CP -	1st Lt.	SOBOLAK, BENNIE W.	"
N -	1st Lt.	PIERCE, MYRON E.	"
B -	1st Lt.	MONTONE, LIBER J.	"
RO -	T/Sgt.	Cook, Harold (NMI)	"
*TT -	T/Sgt.	Nicholas, Charles L.	"
BT -	S/Sgt.	Merritt, William E.	"
TG -	S/Sgt.	Cohn, Leroy (NMI)	"
LWG-	S/Sgt.	Kochler, Earl E.	"
RWG-	S/Sgt.	Michel, Delmar E.	"

*Plane 42-39847

P -	2nd Lt.	SHAW, FRANCIS L.	614th
CP -	2nd Lt.	COLE, WILLIAM R.	"
N -	2nd Lt.	ENGELHARDT, ELMER W.	"
B -	2nd Lt.	AUTRY, ALFRED L.	"
RO -	Sgt.	Terroux, Kenneth A.	"
*TT -	S/Sgt.	Macomber, Richard W.	"
BT -	Cpl.	Hurd, John L.	"
TG -	Sgt.	Smith, Glenn W.	"
LWG-	Sgt.	Seagren, Carl E.	"
RWG-	Sgt.	Gordon, Robert T.	"

*Plane 42-31369

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 -	Sgt.	Aronson, Arlyn G.	"
*TT -	T/Sgt.	Corley, Jesse C.	"
BT -	T/Sgt.	LaFountain, Louie M.	"
TG -	S/Sgt.	Sokol, Leonard E.	"
LWG-	Pvt.	Morrissey, John E.	"
RWG-	S/Sgt.	Wolf, William G.	"

** Designates Engineer

Loading List - Continued.

*Plane 42-40901

P -	2nd Lt.	BARTLEY, LEO S.	614th
CP -	2nd Lt.	HAMMOND, HOWARD W.	"
N -	2nd Lt.	RYAN, WILLIAM F.	"
B -	2nd Lt.	CARTER, JAMES P.	"
RO -	S/Sgt.	Frederick, Eugene D.	"
TT -	Sgt.	Rader, Richard A.	"
BT -	Sgt.	Hurd, Robert O.	"
TG -	Sgt.	Hartwell, Dennis R.	"
LWG -	Sgt.	DeGraff, Andrew D.	"
RWG -	Pvt.	Sherman, Gilbert	"

*Plane 42-51098

P -	2nd Lt.	WALSH, ROBERT P.	614th
CP -	2nd Lt.	LONG, JOHN C.	"
N -	2nd Lt.	WIRBEL, CHARLES H.	"
B -	2nd Lt.	PORTER, GUY R.	"
RO -	Cpl.	Zappala, Vincent (NMI)	"
TT -	T/Sgt.	Stallcup, Mose H.	"
BT -	S/Sgt.	Collie, Perry O.	"
TG -	S/Sgt.	Brgech, Ludvick J.	"
LWG -	S/Sgt.	Cartmill, Charles L.	"
RWG -	S/Sgt.	Layland, John M.	"

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

E- -1

16 March 1944.

SUBJECT: Crew Comments and Suggestions, Mission of 16 March 1944.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 634.

1. 1. Capt Donald G Mc Cree, Group leader, suggests that it would be well for the Wing Leader to effect his rendezvous with the high and low group at some time before the spares turn back. Today, rendezvous was not effected until the formation was actually over the enemy coast.

2. Lt Samuel P Wilson, Pilot AC 1369, stated that his crew had to wait thirty minutes for truck from dispersal area; this airplane commander is also of the opinion that other AC taxied too slow today.

3. Lt William J Meek, Navigator, AC 9379, stated that radio in his AC today was very poor.

4. Lt Clyde A Lewis, Pilot AC 1983, stated that one AC in the lead squadron of this Group discharged chaff for some time after 1235 hours (target was bombed at 1223 hours). S/Sgt Ralph A Hannabury, LWGA/C 0955 believes that chaff is not now dropped according to exigencies of the situation and suggests a portion of it be saved against the possibility of running into additional Flak areas.

5. The crew of Lt Lee S Bartley, Pilot AC 0001, observed that the 457th Bomb Group dropped bombs practically through this Group on the bomb run, stating that AC 0001 was barely missed. S/Sgt Michael Helman, TG AC 091 confirmed this observation.

6. Lt Elmer W Engelhardt, Navigator AC 9847, stated that the Deenethorpe buncher was jammed and was of no value at a distance further than 10 miles. Lt Francis L Shaw, Pilot AC 9847, wants steel helmets for his crew even if they are provided by ground personnel; this airplane commander also says that one kit and two flak suits were stolen from his truck.

7. Lt Robert P Walsh, Pilot AC 1098, wants better food served to his crew in the mess; this airplane commander also could not understand why the 401st group left the Wing formation when it was under attack by fighters and bombed what he thought was a "little town".

5508

W B FRY,
Maj. AC
Gp S-2.

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

A.P.O. 634
16 March, 1944

SUBJECT: B-4 Combat Mission Report on Mission 16 March, 1944
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Flap Motors Burned Out (2) Tachometer Out (1)
Cylinder Head Temperature Gauge Out (1)
Carburetor Temperature Gauge Out (1)

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

Ball Turret Azimuth Clutch would not remain engaged. (1)
Faulty Bomb Racks (1)

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

Heated Suits Burned Out (1)

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

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

A.P.O. 634
16 March, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-37843 returned early because Bombardier became ill.

2. Battle Damage.

a. 42-31662 - 20mm shell hole in left wing tip. Wing tip change necessary.

b. 42-31037 - Two cal. 303 holes through left stabilizer and elevator, causing severe damage to both.

c. 42-39440 - 3" X 2" flak hole in right stabilizer fairing. Three small flak holes in bottom of # 3 nacelle.

d. 42-31369 - Large tear in left horizontal stabilizer and elevator caused by fire from left waist gun; Two small rips in fabric of left side of rudder, caused by flak; 2" flak hole in right side of fuselage at station 3.

<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>FIGHTER</u>	<u>BY</u> <u>FLAK</u>	<u>BY FLAK</u> <u>& FRIEND</u>
4	0	4	2	1	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
16 March, 1944

SUBJECT: Armament Narrative, Mission No. 37, 16 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 16 March, 1944.

<u>A/C No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-37440	Ball Turret	Azimuth clutch would not remain engaged.	Equipment

BOMB RACK MALFUNCTIONS

- a. 42-31098 - Bombs would not toggle and were salvoed.

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