

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

MISSION No. **19**

Date: **3 FEB. 44**

TO: **WILHELMSHAVEN , GER.**

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

E-D-1

3 February 1944

SUBJECT: Leader's Narrative, 401st Low Box, Mission No 19,  
3 February 1944.

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

1. The Low Box took off at scheduled time following the low squadron of the composite high box. A layer of broken clouds was encountered at 3,000 to 6,000 feet; group assembly was made at 8,000 feet in the clear. Wing assembly was good and formation left on course after receiving instructions from the Wing Leader that he was starting to climb immediately.

2. The formation climbed through several layers of clouds and managed to hold a fair formation. The Wing arrived at Point Z 2,000 feet above briefed altitude and the Wing left on course. Weather was encountered and after the low box was on instruments a call was received from the Wing Leader stating that he was going to make a 360° turn but not stating whether left or right.

3. Knowing that there was a Wing on the right of the 401st low box and not wanting to turn toward the formation, the low box began a 360° turn to the left. Upon reaching the top at 26,000 feet, only six ships were left in the low box. Seeing a two group Wing to the South, the low box leader decided it must be the 94th and began trying to catch up. Finally caught up at the IP at 28,000 feet but could not find a place to fill in as the formation was barely clearing the clouds.

4. The other ships left in the low box had become strung out and joined the formation wherever they could find a hole. The lead ship flew to the right of the main formation and bombed with the Wing.

5. After the target it was impossible to hold formation on let down and we let down on instruments from 28,000 feet to 14,000 feet with a few occasional breaks. Let down through another thin layer from 12,000 feet to 10,000 feet and then made regular descent to 2,000 feet and returned to the field.

6. Light, accurate flak was encountered over the target and a dog-fight was observed through a break in the overcast at a much lower altitude, but no enemy aircraft attacked the formation.

7. Twenty one (21) ships took off and eight returned early; one due

to personnel error, one due to mechanical failure and six because they could not find or catch up to the formation. Eleven ships bombed the target from different positions in the Wing formation. All aircraft returned safely to the base.

DEWYN E SILVER,  
Captain, Air Corps,  
Group Leader.

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

E-C-1

3 February 1944

SUBJECT: Operational Narrative, 401st Group formation, Mission No 19,  
3 February 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished the Low box, and the low squadron of the high composite box for the mission of 3 February 1944. Takeoff was staggered, the high box squadron taking off first and the low box taking off second. Assembly was individual over X Buncher at 8,000 feet. The low box assembly was normal. Wing assembly was good. As the Division assembly was being made, difficulty was encountered due to bad weather. Clouds were in layers and the low box was split after being forced to fly at an altitude which put them into the overcast. Enroute to the target, the low box formation split up into squadrons, elements and even single ships. All ships report flying on instruments at one time or another. Several of the ships returning early, returned because they became separated from the formation while on instruments and found themselves alone upon breaking out. They returned to base. In the target area, the low box formation was badly split up. There was no low box formation over the target, although the low box ships which proceeded to the target dropped their bombs. Enroute home, ships let down individually in elements and squadron formation. All ships returned to home base.

- I
- a. It is believed that the formation could have been held together easily if the intermittent instrument conditions had not prevailed. Weather forecast was very poor. The altitude over the target was 28,000 feet or 3,000 feet above the briefed altitude. Bombing was on the Wing Pif and results were unobserved. No enemy aircraft were encountered and flak was light and accurate.

2. AIRCRAFT NOT ATTACKING: Eighteen ships and three spares took off in the low box formation. Eight ships returned early. Of these one, 42-39979 was due to mechanical failure; one was due to personnel failure and six were lost from the formation due to instrument conditions. Eleven ships bombed the target with the low box.

- a. Formation at takeoff (diagram attached)
- b. Formation during cruise was by elements and squadrons (no box formation)
- c. Formation over the target - by elements, squadrons, and individual ships (no box formation).

3. AIRCRAFT LOST: No aircraft were lost; no enemy aircraft were encountered and flak was light and accurate.

ALLISON C BROOKS,  
Major, Air Corps,  
Operations Officer.

GROUP FORMATION

Combat Flight Leader: CAPT SILVER 3 FEB 1944  
 Deputy Flight Leader: lt. fox (Date)  
 Group Call Sign: \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 Ground Control: \_\_\_\_\_

FORMATION OF LOW BOX AT TAKEOFF

612 SQDN

GOODMAN (SILVER)

Call	A/C#
<u>M</u>	<u>8033</u>

WELLS

Call	A/C#
<u>D</u>	<u>1511</u>

FOX

Call	A/C#
<u>B</u>	<u>1662</u>

SMITH

Call	A/C#
<u>O</u>	<u>7487</u>

HAGAN

Call	A/C#
<u>H</u>	<u>9979</u> (aborted)

BINGHAM

Call	A/C#
<u>C</u>	<u>9993</u> (aborted)

613 SQDN

STELZER

Call	A/C#
<u>G</u>	<u>1226</u>

614 SQDN

GARLAND

Call	A/C#
<u>C</u>	<u>1315</u>

LEW

Call	A/C#
<u>H</u>	<u>9932</u> (aborted)

VOKATY

Call	A/C#
<u>N</u>	<u>0855</u>

WEBER

Call	A/C#
<u>K</u>	<u>1369</u>

KIRKHUFF

Call	A/C#
<u>M</u>	<u>9846</u>

JONES

Call	A/C#
<u>D</u>	<u>1202</u> (aborted)

STINSON

Call	A/C#
<u>A</u>	<u>7440</u>

SHEAHAN

Call	A/C#
<u>J</u>	<u>1467</u> (aborted)

SCHARFF

Call	A/C#
<u>G</u>	<u>1518</u> (aborted)

ARNESON

Call	A/C#
<u>J</u>	<u>9820</u>

ZITKOVIC

Call	A/C#
<u>X</u>	<u>1036</u> (aborted)

SPIRES

CHRISTENSON

Call	A/C#
<u>G</u>	<u>1054</u> (aborted)

HERSHEY

Call	A/C#
<u>L</u>	<u>9837</u>

TANNER

Call	A/C#
<u>F</u>	<u>9943</u>

GROUP FORMATION

Combat Flight Leader: \_\_\_\_\_ (Date) \_\_\_\_\_

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

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

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

SQDN

Call		A/C#	
J		FOX	
Weiss		06 2	
Call	A/C#	Call	A/C#
D	511		

Call A/C#

Call	A/C#	Call	A/C#
F	943		

SQDN

SQDN

Call		A/C#		Garland		Call		A/C#			
				C		315					
Call		A/C#		Weber		Call		A/C#			
				K		369					
Call		A/C#		Stinson		Call		A/C#			
				A		440					
Call		A/C#		Arneson		Call		A/C#			
				J		820		Huskey			
Call		A/C#		Call		A/C#		Call		A/C#	
				L		837					

SPARES

Call A/C#

Call A/C#

Call A/C#

Call A/C#

Call A/C#

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

AAF Station 128  
 3 February 1944.

**SUBJECT: Statistical Summary, 401st Group Box, Mission of 3 February 1944.**

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

**STATISTICAL SUMMARY OF AIRCRAFT ATTACKING**

Number of A/C Taking Off.....21  
 Number of Spares..... 3  
 A/C Taking Off Less Unused Spares.....20  
 No. of A/C Dispatched.....18  
 No. of Sorties.....13  
 Number of A/C Attacking.....11\*  
 Number of A/C Not Attacking..... 9

**Number of A/C Lost:**

**TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET**

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	15*	11*	132	500	GP	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			132	500	GP	1/10	1/40
Other Bomb Expenditures			24	x	x	x	x
Bombs Returned			96	x	x	x	x
<b>Total (Loaded on A/C T.O.)</b>			<b>252</b>	<b>500</b>	<b>GP</b>	<b>1/10</b>	<b>1/40</b>

\*Note: 4 A/C bombed individually with other boxes in the wing and other wings.

For the Operations Officer:

**KEN W. DAUBLE**  
 Captain, Air Corps  
 Statistical Officer



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

H-C-1

3 February 1944

SUBJECT: Operational Narrative, Mission No 19, 3 February 1944  
(401st - 351st Composite Group Formation)

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

1. GENERAL NARRATIVE: The 401st Group furnished 6 ships and 1 spare to the High Composite Box. They flew as a low squadron. Takeoff and assembly was normal, the low squadron having no difficulty joining the high box at 12,000 feet. The cruise formation was good, and the high box fortunately avoided the weather that split up the low and lead boxes of the 94th Wing. The route in and out followed the briefed course, and the high box flew on the lead ship of the lead squadron. They bombed on the Pff ship of the lead box.

2. AIRCRAFT NOT ATTACKING: No ships aborted out of the low squadron, high box. The spare filled in an abortive from the 351st and flew the complete mission.

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

3. AIRCRAFT LOST: None.

4. RESULTS: Bombing was on PFF and results were unobserved. No enemy fighters were encountered, and flak was light and accurate.

ALLISON C BROOKS,  
Major, Air Corps,  
Operations Officer.

GROUP FORMATION

Combat Flight Leader: \_\_\_\_\_ (Date) \_\_\_\_\_  
 Deputy Flight Leader: \_\_\_\_\_  
 Group Call Sign: \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 Ground Control: \_\_\_\_\_

\_\_\_\_\_ SQDN

FORMATION AT TAKEOFF AND ON  
 CRUISE  
 Formation over target

Call	A/C#
_____	_____

Call	A/C#	Call	A/C#
_____	_____	_____	_____

Call	A/C#
_____	_____

Call	A/C#	Call	A/C#
_____	_____	_____	_____

615 SQDN

\_\_\_\_\_ SQDN

RUMSEY  
 Call A/C#  
F 7833

Call	A/C#
_____	_____

WYSOCKI  
 Call A/C#  
K 1069

GRINHAM  
 Call A/C#  
A 1077

Call	A/C#
_____	_____

Call	A/C#
_____	_____

DEMPSEY  
 Call A/C#  
O 1091

SMITH WR  
 Call A/C#  
H 7843

TRIMBLE  
 Call A/C#  
D 0002

GARDNER  
 Call A/C#  
L 1619

Call	A/C#
_____	_____

Call	A/C#
_____	_____

Call A/C#

GROUP INFORMATION

Combat Flight Leader: \_\_\_\_\_ (Date) \_\_\_\_\_

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

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

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

SQDN

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_ Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_ Call \_\_\_\_\_ A/C# \_\_\_\_\_

SQDN

SQDN

RUMSEY  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
F 7833

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Wysocki  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
K 069

GRINHAM  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
A 077

Call \_\_\_\_\_ A/C# \_\_\_\_\_

VOKATY  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
N 855

Dempsey  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
0 091

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Teindler  
Call \_\_\_\_\_ A/C# \_\_\_\_\_

GARDNER  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
L 916

Stelzer  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
226

SMITH W.R.  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
H 843

SPARES

SMITH  
Call \_\_\_\_\_ A/C# \_\_\_\_\_  
197 0

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

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

AAF Station 128  
 3 February 1944.

SUBJECT: Statistical Summary, 401st-351st Composite Box, Mission of 3 Feb 44.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off..... 7  
 Number of Spares..... 1  
 A/C Taking Off Less Unused Spares..... 7  
 Number of A/C Dispatched..... 7  
 Number of Sorties..... 7  
 Number of A/C Attacking..... 7  
 Number of A/C Not Attacking..... 0

Number of A/C Lost:

None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	7	7	270	100#	M47	M126	1-40
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			270	100#	M47	M126	-
Other Bomb Expenditures			24	x	x	x	x
Bombs Returned			-	-	-	-	-
Total (Loaded on A/C Taking Off)			294	100#	M47	M126	-

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 of Mission Flown 3 February 1944

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
  - a. T/O at 0940 hours.
  - b. Group formed at 0920 hours at 8000 feet.
  - c. Formed CBW at 0938 hours at 10000 feet.
  - d. Began climb at 0950 hours.
  - e. Reached altitude at 1047 hours.
  - f. Weather encountered over England:
    - (1) Clouds 10/10ths
    - (2) Visability \_\_\_\_\_ miles.
    - (3) Wind at altitude 270 degrees. 60 knots per hour
  - g. Means of navigation over England.

See Radio
  - h. Means of checking Metro Winds  
"G"
  - i. Joined task force at 1025 hours at Spl. 48 (city, splasher, Coordinates)
  - j. Departed English Coast at 1020 hours.  
Arrived at Enemy Coast at 1051 hours

**H. Fighter Rendezvous:**

- (1) Going in: \_\_\_\_\_ hours.
- (2) Coming back: 1151 Hours.

**L. Wind used for bombing:**

- (1) 270 degrees
- (2) 80 knots per hour.

**M. Description of bomb run and Method of target identification.**

- (1) Reached IP at 1125 hours.
- (2) Mag heading over target 350 degrees.
- (3) Altitude over target 27,500 feet.
- (4) Time bombs away 1138 hours.
- (5) Method of target Identification and weather over target:

PVT 10/10ths

**N. Difficulties encountered with Radio, compass, and special equipment:**

"G" burned out      Temperature gauge out

**O. Gee:**

- (1) Coordinates of furthest fix 52 30N  
00 36W .
- (2) Time 0901 hours.

**P. Comments:**

None

FRANK P. FRAIOLI  
2nd Lt, A C  
Lead Navigator

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary Wilhelmshaven  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

TRACK CHART  
 DATE 2/3/44

Blue Route followed by Briefed Course  
Red \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



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ME 110  
DO 217

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INITIALS \_\_\_\_\_  
DATE \_\_\_\_\_









HEADQUARTERS  
AAF STATION 128  
APO 634 U.S. ARMY

3 February 1944

SUBJECT: Group Bombardier's Narrative, Mission No. 19  
Wilhelmshafen, Germany

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

1. Seven of our aircraft dropped 270 X 500 M-47 A-1 IB on the Primary with the 351st Group. One a/c returned 3 bombs due to reported malfunction, racks checked O.K. upon return. One a/c Jettisoned 3 bombs in the channel, arming wire from bomb fouled release lever. One a/c jettisoned 18 bombs at 53 54N 08 08E, short found on inboard racks.

2. Twenty-one a/c loaded with 252 X 500 M-45 GP took off for Tgt. Of these, 15 crossed the target; 11 dropped 132 X 500 M-45 GP on the primary. One a/c dropped 12 X 500 GP two minutes late due to the nose being frosted up and Bombs Away could not be seen. One a/c dropped 12 X 500 GP at 53 35N 07 30E, bomb bay door motor burned out, doors did not open fully and bombs were released late.

3. Bombing was by PFF, all a/c released on Lead Ship.

JULIUS PICKOFF  
Capt, A C  
Gp Bomb O

HEADQUARTERS  
AAF STATION 128  
APO 634 U.S. ARMY

3 February 1944

SUBJECT: Lead Bombardier's Narrative, Mission No. 19, 401st Low Box  
Wilhelmshafen, Germany

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

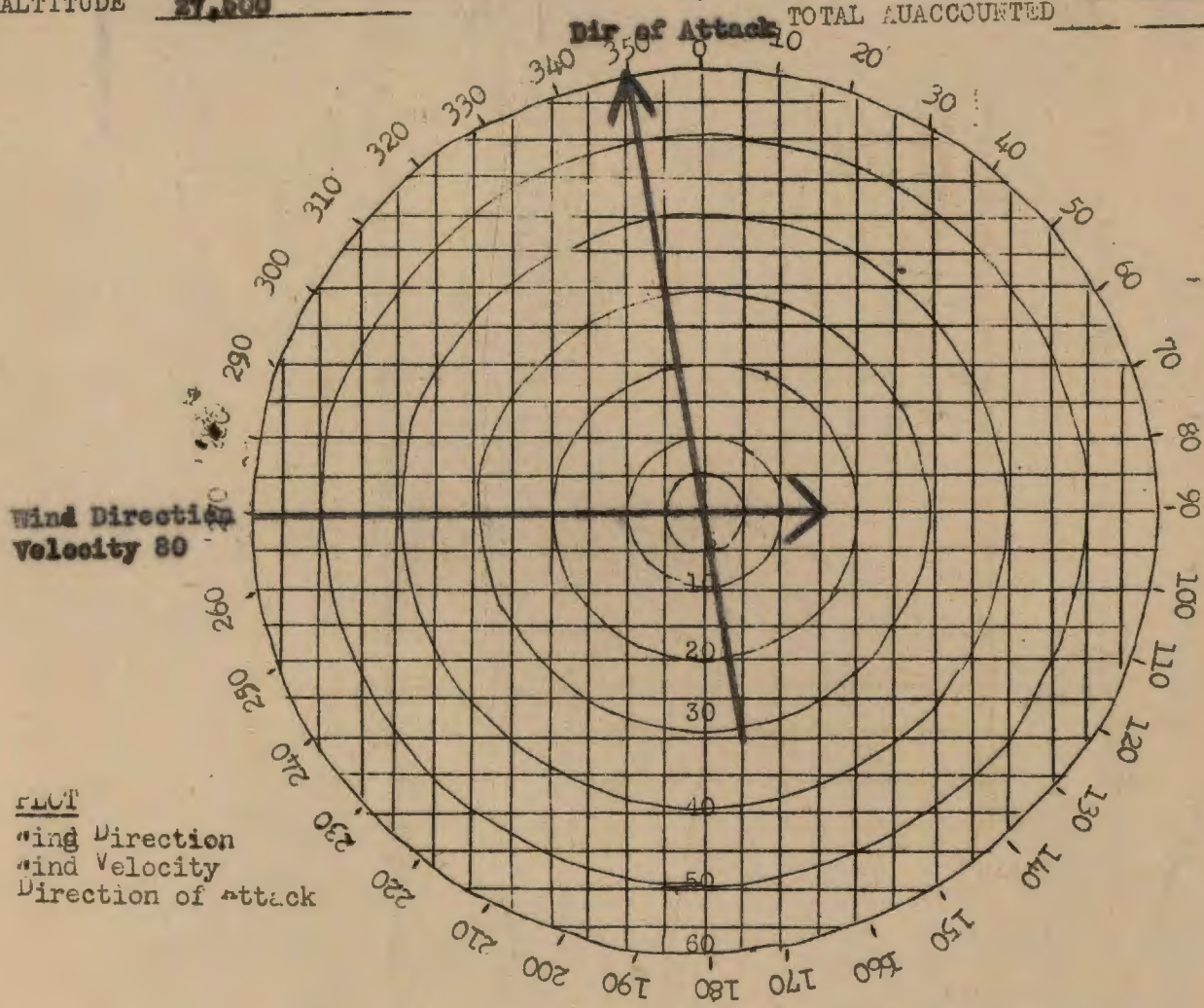
1. Bombing Approach and Run. At the IP our a/c, the lead ship, was all alone, separated from the rest of the Group because of weather. The ship rejoined the Wing shortly after the IP but due to the lack of a vacant position, flew to the right of the High Box. Upon reaching the target, bombs were salvoed on the High Box Leader. Bombs Away was at 1138 hours. Results were not observed due to cloud coverage. The Wing formation at Bomb release was rather unorthodox but moderately compact.

DONALD W. ANDERSON  
2nd Lt, A C  
Lead Bombardier (Low Box)

OMBARDIERS INDIVIDUAL PLOT

GROUP 401st  
 TARGET WILHELMSHAFEN, GERMANY  
 METHOD OF BOMBING FPF  
 ALTITUDE 27,500

TOTAL BOMBS CARRIED SEE REMARKS  
 TOTAL BOMBS AT TARGET \_\_\_\_\_  
 TOTAL BOMBS HITTING TARGET \_\_\_\_\_  
 TOTAL ACCOUNTED FOR \_\_\_\_\_  
 TOTAL UNACCOUNTED \_\_\_\_\_



FPF  
 Wind Direction  
 Wind Velocity  
 Direction of Attack

( For Combat use form as  
 thousand foot concentric  
 circles..... For practice  
 use form as one hundred  
 foot concentric circles )

7 A/C loaded with 294 X 100 M-47 IB  
 7 A/C dropped 270 X 100 M-47 IB at Primary Target  
 1 A/C returned three bombs  
 1 A/C jettisoned 3 bombs in the channel  
 1 A/C jettisoned 18 bombs after leaving target ~~XXXXXXXX~~ ~~XXXXXX~~  
 ( 53 44N 03 05E )

21 a/c loaded with 252 X 500 M-45 GP Bombs  
 11 a/c dropped 132 X 500 M-45 GP on the primary Target  
 1 a/c dropped 12 X 500 M-45 GP 2 minutes late due to malfunction  
 1 a/c dropped 12 X 500 M-45 GP's at 53 55N 07 30E

COMBAT BOMBING FLIGHT RECORD<sup>1</sup>

BOMBARDIER<sup>2</sup> Ed. D. Anderson <sup>b</sup> DATE 5 February 1944  
PILOT<sup>2</sup> Ed. J. F. Goodman TAKE OFF 0840  
NAVIGATOR<sup>2</sup> Ed. P. E. Spruiell LANDED 1510  
ORGANIZATION Squadron 401st AIRPLANE 038  
Group

SUBJECTIVE<sup>3</sup> WILHELSHAFFEN, GERMANY

STARTING POINT (MPI) \_\_\_\_\_

INITIAL POINT 52 50R 07 30E

METHOD OF ATTACK<sup>4</sup>  
Individual Flight Squadron Group Wing  
X

NUMBER OF ATTACKING A/C IN GROUP 18 COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: PVT

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

RANGE SIGHTING ONLY. GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES M-47 1000 LB and M-43 5000 GP

NUMBER OF BOMBS LOADED 294 X 100 LB RELEASED 270 X 100 LB  
252 X 500 GP 132 X 500 GP

WEIGHTING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION<sup>5</sup>  
On PVT Fast \_\_\_\_\_ Slow \_\_\_\_\_

INFORMATION AT RELEASE POINT<sup>6</sup>

Altitude of target <u>Sea Level</u>	MAG. HEAD, Order <u>25</u> Actual <u>250</u>
True Altitude above target <u>27,250</u>	True Heading <u>346</u>
Pressure Altitude <u>27,500</u>	Drift, Est. <u>100</u> Actual _____
Pressure altitude of target <u>27,250</u>	True Track _____
Altimeter setting <u>29.92</u>	Actual Range <u>16157</u>
C.I.A.S. _____	B.S. Type <u>M-3</u>
T.A.S. _____	Time of release _____
W.S., Est. <u>272</u> Actual _____	Length of Bombing Run <u>PVT</u>
Wind Direction, Metro <u>270</u> Actual <u>270</u>	Intervalometer setting <u>Min</u>
Wind Velocity, Metro <u>80</u> Actual <u>80</u>	C-1 Pilot <u>Yes</u>
Trail _____ ATF _____	A-5 Pilot _____
W.S. D.A. Est. <u>.60</u> Actual _____	Manual PILOT _____

NAVIGATION DATA:<sup>8</sup>

MEAN TEMP. METRO \_\_\_\_\_ ACTUAL \_\_\_\_\_

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000	280		80		-15	
25000	270		70		-24	
27000	270		80		-55	
29000		270		80	-25	-25
28000						
30000						

METHODS OF BOMBING<sup>10</sup>

	T	FTT SHIP
	T T	
	T	
T	T T	T
T T		T T
T		T
T T		T T

COMPOSITE GROUPS<sup>11</sup>

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

Bombardier making complete sighting operation - - -



Bombardier making range operation only - - -



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



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

A.P.O. 634  
3 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-39979 returned early for the reason that the Pilot could not maintain formation because all four superchargers would not produce more than 33" Hg at 2350 RPM at 6000 feet. Ground check revealed all superchargers putting out 45" Hg at 2500 RPM. No test hop due to operational restrictions.

b. Airplane No. 42-31036 returned early for the reason that the Ball Turret Gunner did not disconnect the Oxygen Recharger Line from turret, and in operating the turret the oxygen connection tore loose from the bulkhead, causing loss of oxygen.

2. Battle Damage.

a. 42-97440 - 2" X 4" .50 cal. hole in fuselage, underside forward of bomb bay doors, causing damage to longeron.

b. 42-40002 - 1 1/2" X 3" flak hole through left side of fuselage, just below Pilot's Compartment, causing hole through heater duct and bending turnbuckle on control buckle.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FIGHTER</u>	<u>BY (FRIEND)</u>
2	0	2	1	0	1

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



HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
Station 128

A.P.O. 634  
3 February, 1944

SUBJECT: Armament Narrative, Mission No. 19, 3 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 3 February, 1944.

a. One ship had a small leak in vickers unit upper turret.

b. One ball turret failed to fire at altitude.

BOMB RACK MALFUNCTIONS

a. Two ships bomb bay door retracting motor burned out.

b. One ship had bombs toggled from left rack, salvoed right rack. Ground check revealed no malfunction.

c. One ship toggled four and salvoed eight bombs. Bomb racks found to be sprung as a result of closing doors on an obstruction between racks and doors.

d. One ship, top three right hand inboard stations would not toggle because of a short in wiring.

e. One ship, three bombs would not toggle, because one release had arming wire fouled in release lever.

SAM P. BROOMHALL JR.  
2nd Lt., Air Corps,  
Group Armament Officer

**128 MISSION REPORT - AMMUNITION**

Air Station 401ST BOMB GROUP (H)

Group B-17-G

Type Aircraft 28

I - Aircraft: Departed 8

Returned early 18

Attacking target 6

Lost	500# GP	252	1/10, 1/40
	M47A1	294	NGSE
	500# GP	132	SAME
	M47A1	270	SAME
	500# GP	24	LONG DELAY
	M47A1	21	NOSE
	500# GP	96	1/10, 1/40
	M47A1	3	NOSE

II - Bombs: Initial load (total)

Expended (on target)

(jettisoned)

Returned

Unaccounted for

III - Flares: Landing, bombing  
 photoflash carried

IV - Expenditures of Small Arms Ammunition (by rd's per gun position)

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..20	Cal..50
	<b>.50</b>	<b>56</b>		<b>210</b>
Chin Turret	"	18		170
Left Nose	"	28		285
Right Nose	"	56		680
Upper Turret	"	56		760
Lower Turret	"	28		310
Radio Gun	"	28		305
Left Waist	"	28		330
Right Waist	"	56		620
Tail Guns		354		4180
Totals				

SECRET

Total A/C Reported by gun position:

Cal..30 \_\_\_\_\_ rds.

Cal..50 4180 rds.

Total expended from abortive A/C:

Cal..30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

Expended A/C lost or missing:

Cal..30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

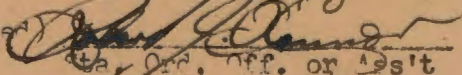
Group Totals:

Cal..30 \_\_\_\_\_ rds.

Cal..50 4180 rds.

V - Remarks:

**A/C 42-31518 DID NOT ATTACK TARGET. JETTISONED BOMBS FITTED WITH LONG DELAY (M124) FUZES.**

(Signed)   
Lt. Col. Ord. Off. or Asst

SECRET

**ROBERT J. O'CONNOR  
2ND LT. ORD. DEPT.**

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE COMMUNICATIONS OFFICER  
AAF STA 128, APO 634

J-A-2

3 FEBRUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 19.  
(REFERENCE FIELD ORDER 276).

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

1. USE OF VHF SET.

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

2. VHF/DF BEARINGS.

077, 1 HOMING FROM DEENETHORPE.

3. HF/DF BEARINGS.

511, 4 QDM'S FROM POLEBROOK.  
033, 2 QDM'S FROM POLEBROOK.

4. MF/DF FIXES.

843, 2 FIXES FROM SECTION G.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
837	16	NOT USED	DEENETHORPE
487	4,5,6,7,16	B,C	NOT USED
511	5	NOT USED	NOT USED
662	5	NOT USED	NOT USED
033	5,6	NOT USED	DEENETHORPE
943	5	B	DEENETHORPE
226	4,5,6,16	NOT USED	NOT USED
855	5	NOT USED	DEENETHORPE
846	5,6,16	NOT USED	DEENETHORPE
369	3,4,5,6,16	NOT USED	NOT USED
315	5,6,16	NOT USED	DEENETHORPE
440	6,16	NOT USED	DEENETHORPE
843	4,6,16	NOT USED	DEENETHORPE
091	4,5,6	B	NOT USED

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 19, 3 FEB 44.

6. RADIO BEACONS USED (CONTD).

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
619	3,4,5,6,7,16	B,C	DEENETHORPE
069	4,5,6	NOT USED	NOT USED
833	5,6	NOT USED	DEENETHORPE
077	4,5,6	NOT USED	DEENETHORPE

7. USE OF GEE.

<u>PLANE</u>	<u>NORMAL TRANS</u>	<u>XF NO 1</u>	<u>XF NO 2</u>
833	5235N 0500E	NOT USED	NOT USED
943	5300N 0428E	NOT USED	NOT USED
315	5243N 0427E	NOT USED	NOT USED
662	5228N 0404E	NOT USED	NOT USED
846	5240N 0430E	NOT USED	NOT USED
820	5247N 0410E	NOT USED	NOT USED
069	5243N 0440E	NOT USED	NOT USED
855	5248N 0425E	NOT USED	NOT USED
369	5250N 0600E	NOT USED	NOT USED
226	5306N 0227E	NOT USED	NOT USED
077	5243N 0437E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION G AVAILABLE. SHIP 843 OBTAINED 2 FIXES.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
662	INTERPHONE - LEFT WAIST MIKE CORD OUT, WEAK AT ALTITUDE. VHF - SQUEAL.
511	LIAISON - BAD TO ZERO BEAT. COMPASS - INACCURATE.
943	INTERPHONE - SCRATCHY, AMPLIFIER VERY WEAK.
033	LIAISON - EXTERNAL TUNING UNIT NO GOOD, CAN'T TUNE ON FREQUENCY BELOW 500 KCS, RECEIVER ABOUT 35 KCS OFF, 6635 IS ON 6600. VHF - BROKEN, KEEPS CHANGING CHANNELS.
487	INTERPHONE - CHECK SYSTEM IN BALL TURRET. COMPASS - NOT TOO WELL.
440	INTERPHONE - RIGHT WAIST MIKE BUTTON OUT.
820	INTERPHONE - NAVIGATOR'S MIKE CORD BROKE IN SWITCH. COMPASS - NOT SUCCESSFUL.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 19, 3 FEB 44.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES (CONTD).

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
002	INTERPHONE - BALL TURRET MIKE SWITCH OUT. COMMAND - COULD NOT TRANSMIT. COMPASS - OUT.
833	INTERPHONE - NOISY.
226	VHF - WEAK RECEPTION, COULD NOT TRANSMIT.
855	INTERPHONE - WEAK AT ALTITUDE, BOMBARDIERS & CO-PILOTS POSITIONS OUT.
315	VHF - ALL LIGHTS ON CONTROL BOX LIT, COULD HEAR EVERYTHING, COULD NOT TRANSMIT. INTERPHONE - WEAK.
619	INTERPHONE - NOISY.
077	INTERPHONE - CHECK MIKE BUTTON IN TURRETS.
069	VHF - NOISY.
843	INTERPHONE - WEAK AT ALTITUDE. VHF - NOISY.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. INFORMATION ON MEACONING.

077 REPORTED SPLASHER 5 MEACONED AT 1330.  
833 REPORTED SPLASHER 4 OR 5 MEACONED BEFORE 1300.

14. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. NAVIGATORS  
REPORTED GOOD RESULTS. ONE NAVIGATOR REPORTED RANGE  
OF 50 MILES.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION IN OPERATION ENTIRE MISSION. ONE HOMING WAS  
GIVEN WITH GOOD RESULTS.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED & CORRECTED.

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

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

T/SGT JAMES J. GRAHAM  
 (RADIO OPERATOR'S NAME)  
2-3-44  
 (DATE)

SHIP NO 033  
 NO OF QDM'S 2  
 NO OF FIXES 0  
 NO OF SOS'S 0  
 \*X 1

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING.

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION G (CQ9)  
 CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN SSAM

TIME 0810 WATCH OPENED. NAME JAMES J. GRAHAM  
 COMPASS OK COMMAND OK LIAISON OK  
 INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
<del>0810</del>			ENGINES START
<del>0825</del>			TAXI
<del>0840</del>			TAKE OFF - DETONATOR IN
<del>0900</del>		7MT	-8-V'S-X1445- <del>0900</del> A---AR
<del>0930</del>		7MT	-3-V'S-X1445- <del>0930</del> A---AR
<del>1000</del>		7MT	-7-V'S-X1445- <del>1000</del> A---AR
<del>1024</del>	7MT	MHSG	-X259-K
	MHSG	7MT	-R-K
	7MT	MHSG	-R-NR1-P-GR3 BT BJPP STNG GL BT <del>1020</del> K
	MHSG	7MT	-R-R-NR1-AR (AR)
<del>1030</del>	7MT	PSFU	-X259-X259-K
	PSFU	7MT	-R-K
	7MT	PSFU	NR1-Y-GR4-BT PXLK GLBM KHYK VG BT <del>1025</del> K
	PSFU	7MT	-R-R-NR1-AR
	7MT	PSFU	-R-AR
<del>1032</del>		7MT	-1-V'S-X1445- <del>1032</del> A---AR
<del>1045</del>		7MT	-R-X625-K
	PUHJ	7MT	-R-K
		PUHJ	-R-NR1-Y-GR1 BT RWVW BT <del>1028</del> AR
	PUHJ	7MT	-R-R-NR1-AR
	7MT	PUHJ	-R-AR
<del>1100</del>		7MT	-9-V'S-X1445- <del>1100</del> A---AR
<del>1112</del>	RQQB	7MT	-R-INT1-K
	RQQB	7MT	-R-X639-X291-5K
	RQQB	7MT	-R-C-X639-X291-5K
<del>1125</del>	PUHJ	7MT	-R-K
	7MT	PUHJ	-R-NR2-P-Y-GR2 BT QMWG MOPJ MUPJ BT 1123A K
	PUHJ	7MT	-R-R-NR2 AR
	7MT	PUHJ	-R-AR
<del>1126</del>	7MT	TFNG	-X259-TMT-X259-K
	TFNG	7MT	-R-K
	7MT	TFNG	-R-NR1-P-Y-GR2 BT QMWG MOEH BT <del>1120</del> A K
	TFNG	7MT	-R-R-NR1-AR
	7MT	TFNG	-R-AR
<del>1127</del>	7MT	PSFU	-X259-X259-K
	PSFU	7MT	-R-K
	7MT	PSFU	-R-NR2-Y-GR2 BT QMWG MOEH BT 1117A K
	PSFU	7MT	-R-R-NR2-AR
	7MT	PSFU	-R-AR
<del>1132</del>		7MT	-5-V'S-X1445- <del>1132</del> A---AR

TIME	TO	FROM	REMARKS
1136	7MT	MHSG	-X259-K
	MHSG	7MT	-R-K
	7MT	MHSG	-R-NR2-P-GR2 BT QMVG MOEH BT 1115 K
	MHSG	7MT	-X575-TMT AA BT K
	7MT	MHSG	-R-R-NR2-NR2-P-P-GR2-GR2 BT BT QMVG QMVG MOEH MOEH BT 1113ARR K
	MHSG	7MT	-R-NR2-AR
1137			BOMBS AWAY
1140	7MT	SCWE	-X259-K
	SCWE	7MT	-R-K
	7MT	SCWE	-R-NR1-P-Y-GR2 BT QMVG MOPJ BT 1130A-K
	SCWE	7MT	-R-NR1-AR
1142	RQQB	7MT	-R-X114-X696 TMT X114-X696-K
	RQQB	7MT	-R-X114-X696 TMT X114-X696-K
1150	KBHP	7MT	-R-K
	7MT	KBHP	-R-NR2-NR1-Y-GR2 BT QMVG MOEH BT 1140A K
	KBHP	7MT	-R-NR1-AR
1155	SWVC	7MT	-X259-X259-X259
	SWVC	7MT	-NR1-NR1-F-F-GR5-GR5-BT BT VLDV NLIW ZJHY VNTU QZ BT 1153A TMT ETC.
			WEATHER REPORT - CLOUDY - HT OF CLOUD BASE - 1,500 FEET - VISIBILITY - 4 - MILES
1201			GAVE REPORT TO PILOT
1224	SWVC	7MT	-X259-X259-X259
	SWVC	7MT	-NR1-NR1-F-F-GR5-GR5-BT BT VLDV NLIW ZJHY VNTU QZ BT 1153A TMT
			(GAVE TO PILOT AT 1201A)
1300	SWVC	7MT	-X259-X259-X259
	SWVC	7MT	-NR1-F-GR5-BT VLDV NLIW ZJHY VNTU QZ BT 1153A TMT
1305	CQ9	SSAM	X625-K
	CQ9	SSAM	X623-X279-K (N)
1310			NAVIGATOR CALLED - IFF ON - OK - DETONATOR OUT
1330		7MT	-NR1-F-GR5-BT VLDV NLIW ZJHY VNTU QZ BT 1153A TMT
1334	DZ8	SSAM	-X623-X279-K
	SSAM	DZ8	-R-K
	DZ8	SSAM	-X575-TMT
	SSAM	DZ8	-R-X613-4-X291-3-K
			-R-X696-K
	SSAM	DZ8	-R-X687-K 691 K
			X575 TMT
	SSAM	DZ8	-R-X687-K
	DZ8	SSAM	-R-SSAM-----
	SSAM	DZ8	-R-X698-260-260-1340 K
	DZ8	SSAM	-R-AR
1358			IFF CHECKED OK
1400		7MT	-6-V'S-X445-1400A-AR
1416	R6T	SSAM	X623-X279-K
	SSAM	R6T	R-X639-X291-4-3-K
	R6T	SSAM	R-X696-K
	SSAM	R6T	R-R-K
	R6T	SSAM	-R-R-SSAM-----SSAM-----
	SSAM	R6T	R-X698-234-234-1417 K
1430	R6T	SSAM	44M'S-X445-1430A---AR
1500			OVER BASE
1520			LANDED - IFF OFF
1523			DISPERSAL AREA - EQUIPMENT CHECKED
1525			ENGINES OFF OFF WATCH T/SGT J.J. GRAHAM



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

3 February 1944.

SUBJECT: Final Claims Report, Mission of 3 February 1944.

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

1. No combat claims were submitted by our crew members for the mission to Wilhelmshaven on 3 February 1944.

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

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

3 February 1944.

SUBJECT: Comments of Crews Participating in WILHELMSHAVEN Raid, 3 Feb. 44.

TO : Commanding Officer, 401st. Bombardment Group (H), APO 634, US Army.  
(Through Lt. Col. Regner and Major Brooks.)

1. The following comments by Combat Crew members participating in the Wilhelmshaven operation, this date, as taken from the Intelligence Interrogation forms, are submitted for your information:

a. A/C 855. Lt. Vekaty said a triangle J and a triangle A ship bombed with our formation. Sgt. Rodgers said that after an hour on oxygen, his mask mike seemed to freeze up.

b. A/C 1315. Sgt. McNab said more flak suits are needed. If more were available for issue, he said, more crew members would wear them. Lt. Owens was pleased with the formation. Sgt. Spacek said the ammunition cans were not loaded.

c. A/C 1619. Lt. Gardner said it was a milk run.

d. A/C 440. Lt. O'Neal said his ship was hit by a projectile from another ship which apparently was testing its guns.

e. A/C 091. Lt. Dempsey said formation flying on instruments is bad. He said an A/C with the initials KU-J with a triangle J, the wing man of an element, crowded out Lt. Dempsey's ship.

f. A/C Sgt. McKendry said the hydraulic fluid in the ball turret overflowed. Lt. Levey said the hydraulic chargers and clamps in the chin turret were rusty. All members of the crew said reception on interphone was poor. Sgt. Fair would like some anti-frost liquid for the top turret. The bombardier and navigator did not have complete flak suits because they were not available.

g. A/C 820. Sgt. Prevoucher said the heating system in the ball turret was out of commission and it has a cracked right window. The navigator's interphone was out. Sgt. Aronson, radio operator, doesn't like the chutes in the left radio window. Sgt. Shutes would like lids for the ammo boxes in the waist. The tail gunner's seat hinge is broken. Only five flak suits were available for the crew.

h. A/C 837. Sgt. Joseph said the flexible chutes for ammo jam. Lt. Hershey said the formation was poor due to clouds. Sgt. Pugh suggests guards should be put on the sight switches.

i. A/C 846. Lt. Kirkhuff said transportation on return from mission was inadequate. The crew was forced to wait one hour and 30 minutes at the plane for truck.

j. A/C 226. Lt.Stelzer said , "I den't think we should take formations through rough weather such as we had today."

k. A/C 847. Lt.Smith says the Weather Department would do well to look out the window now and then.

l. A/C 002. Lt.Curry wants a better breakfast in the morning before missions. He said he had difficulty in getting rid of the bombs and he suggested more walk around bottles are needed.

m. A/C 369. Sgt.Sleeper said a larger hole is needed in the ball turret for the oxygen hose. Tension on the mask pulls it off, he said/ Lt.Oliver said bombs could not be released with the hand release and it was necessary to save them.

n. A/C 662. Lt.Wilson asked why the formation returned along or parallel to Frisian islands instead of as briefed.

o. A/C 943. Lt.Tanner said the weather would have caused casualties if any enemy fighters had appeared. The plane's interphone went out of commission at approximately 1030 hours and a switch was made to No.3 Command set but it was weak and worked poorly.

p. A/C 511. Lt.Wells said the Group was late at the assembly point, that ships in the rear couldn't keep up, that the Wing was lost in the clouds over the channel and he then caught up with the wing at the IP and bombed off the lead box--specifically off the wing of triangle J No.231712. The PFF ship was 23487-E. He criticised the poor formation of the wing and said it was not coordinated and suggested assembly at a higher altitude.

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

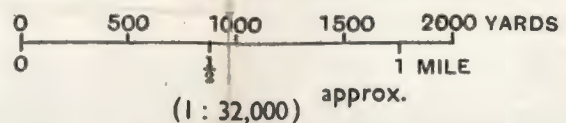
Target No.  
6 (c) (III) 5

PORT AREA

WILHELMSHAVEN  
(GERMANY)

Illustration No.  
(III) 5/13

Illustration No.  
6 (c) (iii) 5/13



Photographed 13 June 1943

Issued January 1944



A.1.3c (1)

TYPE A

DECLASSIFIED PER  
BY 654 NARA  
DATE 2/5/11

S-2 STATISTICAL REPORT

Mission of 5 Feb 44

Low Box

Time of Preparation 1810

Target Wilhelmshaven

Telephoned to A-2 1820

\*\*\*\*\*

(1) Designation of Group 401st

(2) Total No. of A/C  
airborne, incl. spares 21 (SPARES 3)

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

(4) No. of A/C Attacking 18

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

Due to:

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

(6) No. of A/C Lost 0

Due to:

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

(7) Times of Attack 1134

(8) Altitudes of Attack 27,500

(9) Bombs on Each Target (a) 182 (b) Size 500 (c) Type GP

(10) Personnel Casualties 1

Type:

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

(11) A/C Suffering Battle  
Damage 1

Category:

- (a) Minor 1
- (b) Major \_\_\_\_\_
- (c) Salvage \_\_\_\_\_

REMARKS: A/C 1662 dropped 12x500 GP at

222500Z 5555-0730E.

Gordon R. Glosway  
Preparing Officer  
1st Lt. A.C.

12. Preliminary claims - none

13. Leaflets dropped - none

NOTE - A/C 487 and 855, airborne with Low Box, flew with composite  
box.

S-2 STATISTICAL REPORT  
Composite Box

Mission of 5 Feb 1944

Time of Preparation 1810

Target Wilhelmshaven

Telephoned to A-2 1820

\*\*\*\*\*

- (1) Designation of Group 401st-351st
- (2) Total No. of A/C #  
airborne, incl. spares 7 (SPARES 3)
- (3) Total No. of A/C  
Dispatched 7
- (4) No. of A/C Attacking 7
- (5) No. of A/C Dispatched  
but not Attacking 0 Due to:
  - (a) Mechanical Failure \_\_\_\_\_
  - (b) Weather \_\_\_\_\_
  - (c) Enemy Action  
(lost before target) \_\_\_\_\_
  - (d) Other \_\_\_\_\_
- (6) No. of A/C Lost 0 Due to:
  - (a) Anti-aircraft fire \_\_\_\_\_
  - (b) Enemy fighters \_\_\_\_\_
  - (c) Flak and fighters \_\_\_\_\_
  - (d) Accident \_\_\_\_\_
  - (e) Reasons Unknown \_\_\_\_\_
- (7) Times of Attack 1138
- (8) Altitudes of Attack 28,000
- (9) Bombs on Each Target (a) 370 (b) Size 12 (c) Type \_\_\_\_\_
- (10) Personnel Casualties 0 Type:
  - (a) Number Killed \_\_\_\_\_
  - (b) Number Wounded \_\_\_\_\_
  - (c) Number Missing \_\_\_\_\_
- (11) A/C Suffering Battle  
Damage 3 Category:
  - (a) Minor I
  - (b) Major \_\_\_\_\_
  - (c) Salvage \_\_\_\_\_

REMARKS: A/C 843 dropped  
18 X M47 at 5344-0805 E

Gordon B. Glosway  
Preparing Officer  
1st Lt. A.C.

- 12. Preliminary Claims - none
- 13. Leaflets dropped - none

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

3 February 1944

SUBJECT: Enemy Opposition, Mission of 3 February 1944.

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

1. No enemy aircraft were reported attacking our aircraft on the mission to Wilhelmshaven on 3 February 1944.

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

401ST BOMBARDMENT GROUP (H)  
APO 634

FLAK REPORT

DATE 3 Feb 1944

TARGET: Wilhelmshaven Time Bombs Away 1138

1. Route followed:

(See attached navigators Track Chart)

2. Visibility 10/10 Undercast Contrails Extremely dense

3. Position of Group in relation to other Groups: Lead 351st  
High Composite  
Low 401st

4. Axis of Attack (Lead A/C) 350° Degrees Magnetic.

5. Length of Straight and Level Bomb Run: Bombed on PFF

6. Evasive Action Taken: Mild sweeping turns going in.

7. Turn after Bombing: Turned to 305° Magnetic.

8. Number of A/C over Target 20  
(a) Number of A/C Damaged by A/A Gunfire 6  
(b) Number of A/C Lost by A/A Gunfire 0

9. Description of Flak, including type of Fire Control used:  
(a) Route out: 1051, meager scattered bursts seen at landfall in vicinity of Egmond.  
(b) Target: 1138, meager to moderate, inaccurate, continuously pointed.  
(c) Route back: 1208, meager, inaccurate flak seen to right of formation, believed from Spiekeroog Island.

10. Comments - Phenomena: A few ground rockets seen at target. Red flashes leaving white smoke trails seen at target. Red bursts more accurate than white. Two streamers, silver colored, silver bursts, came up from ground near target and broke close to formation.

11. No. of A/C Carrying "Window": 0  
Observed Results:

12. Formation over Target with height of 3 lead A/C (See Reverse Side) A/C having battle damage to be circled; if seriously, insert "S". A/C lost to Flak to be noted.



LOW BOX

BOMBING ALTITUDE: 27,500'

		<u>083</u>		
			<u>662</u>	
		<u>943</u>		
				<u>315</u>
			<u>369</u>	<u>846</u>
	<u>440</u>			
<u>820</u>			<u>848</u>	<u>837</u>

NOTE: 511 Flew on wing of #3 man, 2nd Element, Lead Sq., Lead Box  
226 Flew with Polebrook - Gave position as "No. 9" and said  
A/C were following each other in trail.

COMPOSITE BOX

BOMBING ALTITUDE: 28,000'

	<u>853</u>			
<u>089</u>		<u>077</u>		
	<u>091</u>			
<u>619</u>		<del>843</del> 843		
	<u>487</u>			<u>855</u>
<u>002</u>				

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

3 February 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 3 FEBRUARY 1944

TAKE-OFF: 0830. 3-4/10 stratocumulus, base 2000', tops 4-5000'. 4/10 alto-cumulus, base 8-10,000'. Visibility 4 miles.

ROUTE OUT: 4-6/10 stratocumulus, base 2500, tops 5500' over England. Addition-al 3-4/10 altocumulus, base 10,000', tops 12,000' and 2-3/10 cirrus at 28-30,000 ft. over England. 9/10 plus cirrus at English Coast, becoming 10/10 over the North Sea and continent, tops 22-24,000'. Visibility unrestricted except by clouds.

TARGET: 1137. 10/10 cirrus, tops 26-28,000'. Visibility unrestricted except by clouds.

ROUTE BACK: 6-7/10 cumulus, base 3-4,000', tops 8-10,000' over the North Sea, becoming 4-6/10 stratocumulus, bases 2500-3000' over England. 10/10 cirrus, tops 25-26,000' over the continent. Thick stratified layer, tops 23,000', base 10-12,000' over the North Sea. Visibility unrestricted except in clouds.

BASE ON RETURN: 1445. 8/10 stratocumulus, base 3000'. Visibility 5 miles.

REMARKS: Variable persistent, non-persistent dense contrails at 12-27,000'. Dense persistent contrails at 27-28,000' over the target. Light rime ice at 8-12,000' and 18-20,000' over the North Sea upon let down through the stratified layer. Rain observed on east coast upon return. Direction of winds as briefed but velocities observed to be stronger than briefed. Temperatures: -17 at 14,000', -20 at 16,500, -22 at 18,000', -30 at 20,000', -47 at 28,000'. Moderate turbulence below 2500'. Nil to light turbulence in stratified layer upon let down.

*Arthur B. Street*

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

# OPERATIONAL ROUTE FORECAST

DATE 3 FEB 1964  
 PERIOD 07:00-16:30  
 Hq SOS USAPP 9-43/90M/15227

DECLASSIFIED PER NAID 295025  
 BY 54 NARA  
 DATE 3/5/11

	A	B	C	D
WEATHER	1	1	1	
CLOUDS	2	2	2	2
ICING	3	3	3	
VISIBILITY	4	4	4	
HEIGHT	DIRECTION	VELOCITY	DIRECTION	VELOCITY
SURFACE				
2000 FT				
10000 FT				
15000 FT				
20000 FT				
25000 FT				
30000 FT				

BASE ALTIMETER SETTING 29.71 TARGET SURFACE TEMP. -10 TARGET MEAN TEMP. -3.2  
 TEMP. AT 2000 FT. -35 TARGET SURFACE (PRESSURE-ALT) 284

*Recon target is being hit is*

Wilhelmshaven, with 90,000 inhabitants, is HQ of the German North Sea Command, the ~~Western Group Command~~ and the North Sea Coastal Defense command. ~~Ships of all kinds are built, repaired and maintained there.~~ The yards ~~are~~ are one of the chief centres of U-boat construction. Latest ~~available~~ available information shows that eight U-boats are at present building in the Bauhafen slips at Wilhelmshaven. Wilhelmshaven is the best German example of a city built entirely around its principal industry, which is shipbuilding. There are no other important industries here that do not contribute directly to that object. The entire industrial area is concentrated around the BAU-HAFEN, which you will see upon the picture and night target chart. There is a large amount of new construction taking place in the harbor East of the Bau-hafen, but this has not been completed as yet.

At the beginning of the war the port was used by major naval units as a principal refuge... ~~the battleship Tirpitz having been built and fitted out here.~~ However, the Germans have found that the port is too vulnerable to air attack, and it is now used more for U-boat construction and smaller naval units. Attacks recently made on other U-boat shipbuilding facilities have increased the importance to the Germans of the yards at Wilhelmshaven at the present time.

There are a number of branch railways connecting the quays in the port with the goods yard, although the Wilhelmshaven RR line is a branch off the main line to Oldenburg.

In connection with the submarine slips, <sup>many</sup> ~~large~~ camouflage units are dispersed around the various parts of the Bau-hafen. A large effort has been made to disperse the ~~distinctive shape~~ <sup>Command and control units around</sup> of the Bau-hafen, in order to break its distinctive shape, which, if the weather is clear, is <sup>prominent</sup> ~~a very distinctive~~ feature to recognize, as will appear from the night target map. There are various oil storage tanks in the yard, and they are widely spaced, and reconnaissance shows that in each case the tanks have been squared off and netted.

A smoke screen is in operation surrounding the Bauhafen. This screen was originally built with an eye to shielding movement of shipping when the port was utilized extensively for that purpose, *and will no doubt operate today.*

There is also a balloon barrage surrounding the Bauhafen.

The THIRD Bomb. Division goes in ahead of this division, so the smoke screen should be in effective operation when our division goes over.

The SECOND Bomb. Division attacks Emden today, departing the English Coast at approximately the same time this division leaves, at a different point.

ROUTE: After crossing the Channel, route lies directly over Egmond when the coast is reached, across the Zuyder Zee, then Easterly as if penetrating to the heart of the Reich. Then a sharp swing Northeasterly over the city; then Northwesterly out to sea over the Frisians (crossing over Spierkeeg island). Continuing out to sea some distance before turning for home.

*WR-1433*

*10/12*

FIGHTER SUPPORT: 4 Groups P-47's and 1 Group of P-38s and 1 Gp. of P-51's  
(at points shown on map.)

SECONDARY: No secondary target is specified, but it IS set forth in the §  
F.O. that, in the event the primary is not bombed, last resort  
targets will consist of any A/d, City of Industrial Area which  
is POSITIVELY identified as being in Germany.

EPIDIASCOPE:

- (1) 1:500,000 (Only show large square surrounding target.)  
Wilhemshaven is situate on the West of a large, heart-shaped  
bay. It is South of the neck which leads in from the North Sea.
- (2) Target chart. POINT OUT DISTINCTIVE BAUHAUFEN AND MPI, which  
is in edge of built-up industrial district.
- (3) Photo)
- (4) Flak map.

FLAK SITUATION

Route today from the Flak angle is good. You will be within range of a few guns at Egmond when you make landfall on your route in and just before you cross the Zuider Zee there is a 4-gun battery at Enkhuizen.

*only minor position guns in range.*  
At the target are 64 guns but only 30 will be within range. You may also get some scattered bursts from Spierkerroog - a Frisian island - on your way back.

Your axis of attack is about 15 degrees and withdrawal 330 degrees. The withdrawal is not the best way out of the target but your course is laid out *so do not be caught* this way because the 2nd Division will be attacking a target just on your west about the same time.

Lt. Closway

Briefing Notes

~~If you are forced to land in Sweden, a neutral country, remember that the Swedish Air Forces are very friendly to us. Give no information to anyone but you can say you were on a non-operational flight--a training or ferrying mission.~~

If you are forced to make an emergency landing on your return to England, AVOID the beaches. They are heavily mined. Either get inland a ways or else ditch.

Pilots make certain your crew members have their passport photos.

Empty your pockets.

Co-pilots will draw the escape kits.

DCN'T MENTION THE TARGET.

53

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

3 February 1944

SUBJECT: Loading List.

TO : Operations Officer, 612 Bomb Gp (H), APO #634

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

\*PLANE # 42-38033

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	1st Lt.	Goodman	James	F.	0-665678	612th
CP	Capt.	Silver	Delwyn	E.		Gp. Hq.
N	2nd Lt.	Fraioli	Frank	P.	0-683234	612th
B	2nd Lt.	Anderson	Donald	M.	0-735233	"
RO	S/Sgt.	Graham	James	J.	16099737	"
**TT	S/Sgt.	DeWees	Foster	E.	35488513	"
BT	T/Sgt.	Farmer	John	O.	6861113	"
TG	2nd Lt.	Ramsey	Robert	J.	0-681191	"
LWG	S/Sgt.	Henderson	Pete	D.	38213690	"
RWG	S/Sgt.	Markle	Burton	A.	32492715	"
Ex. ROG	S/Sgt.	Smith	William	D.	19122676	"

\*PLANE # 42-31662

P	1st Lt.	Fox	Gaston	M.	0-802737	"
CP	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N	2nd Lt.	Wilson	Darrel	D.	0-750174	"
B	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO	T/Sgt.	Brandt	Duane	G.	39193489	"
**TT	T/Sgt.	Brown	Allen	D.	38294097	"
BT	Sgt.	VanBoeven	Donald	W.	37232922	"
TG	S/Sgt.	Estess	Cecil	C.	34425600	"
LWG	S/Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	S/Sgt.	Sierra	Charles	P.	12155142	"

\*PLANE # 42-39979

P	2nd Lt.	Hagan	Marion	O. Jr.	0-803190	"
CP	2nd Lt.	Dunn	John	B. Jr.	0-690067	"
N	2nd Lt.	Cordell	Wilbur	F.	0-811569	"
B	2nd Lt.	Graham	Fred	E.	0-676214	"
RO	S/Sgt.	Barr	Martin	A.	33238108	"
**TT	S/Sgt.	Simmons	Harry	G. Jr.	33251053	"
BT	Sgt.	Cox	Wade	M.	15071368	"
TG	Sgt.	Stone	James	A.	31129780	"
LWG	Sgt.	Henson	William	W.	34604655	"
RWG	Sgt.	Huston	Arthur	A.	37264453	"

\*\* Enter complete number of aircraft  
 Designate Engineer



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

\*PLANE # 42-97487

P	- 1st Lt.	Smith	Stuart	E.	0-802795	612th
CP	* 2nd Lt.	Chmura	Stanislaw	R.	0-684687	"
N	- 2nd Lt.	VanDyke	George	R.	0-683350	"
B	- 2nd Lt.	Majewski	Louis	J.	0-747598	"
RO	- T/Sgt.	McCawley	Fred	E.	38321224	"
**TT	- T/Sgt.	Garr	Maurice	A.	16035651	"
BT	- S/Sgt.	Davies	Leonardo	F.	32506396	"
TG	- S/Sgt.	Parker	Harry	C.	39034361	"
LWG	- S/Sgt.	Seicchitano	Frank	J.	32489249	"
RWG	- S/Sgt.	Hopkins	Calvin	W.	32076946	"

\*Plane # 42-39993

P	- 2nd Lt.	Bingham	George	F.	0-679033	"
CP	- 2nd Lt.	Head	Francis	W.	0-685332	"
N	- 2nd Lt.	Tomlinson	Harvey	G.	0-688132	"
B	- 1st Lt.	Hutson	Waymen	T.	0-406409	"
RO	- S/Sgt.	Giorgiani	Alex	(NMI)	33472233	"
**TT	- S/Sgt.	Dunn	Johnny	K.	35391705	"
BT	- S/Sgt.	Yeatts	Lawson	K.	34450792	"
TG	- S/Sgt.	John	Carl	W.	37248950	"
LWG	- S/Sgt.	Peacock	George	P.	6573365	"
RWG	- T/Sgt.	Connor	Jay	L. Jr.	33443398	"

\*PLANE # 42-39943

P	- 2nd Lt.	Tanner	John	R.	0-803899	"
CP	- 2nd Lt.	McDaniel	Robert	E.	0-687317	"
N	- 2nd Lt.	Strom	Kenneth	L.	0-690690	"
B	- 2nd Lt.	Szungyi	John	P.	0-749656	"
RO	- S/Sgt.	VanDusen	Paul	R.	12165646	"
**TT	- T/Sgt.	Cable	Harvey	T.	39531286	"
BT	- S/Sgt.	Norris	John	B.	14093939	"
TG	- S/Sgt.	Staley	Phillip	C.	39151977	"
LWG	- S/Sgt.	Daniel	Edward	P.	39251499	"
RWG	- S/Sgt.	Francis	Raymond	R.	39038724	"

\*PLANE # 42-39837

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	G.	39853397	"
**TT	* S/Sgt.	Pugh	Alfred	E.	18050687	"
BT	- Sgt.	Chiccino	Joseph	R.	33581297	"
TG	- Sgt.	Joseph	Meload	C.	11114921	"
LWG	- Sgt.	Civello	Hubert	C.	38190283	"
RWG	- Sgt.	Plate	Robert	B.	36268711	"

\* Enter Complete number of Aircraft  
 \*\* Designate Engineer

**612th BOMBARDMENT SQUADRON (F)**  
 OFFICE OF THE OPERATIONS OFFICER  
 APO # 634

3 February 1944

SUBJECT: Loading List.

T

TO : Operations Officer, 612th Bomb Gp (H), APO #634

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

\*PLANE # 42-31511

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	Wells	Kenneth	C.	0-677365	612th
CP -	2nd Lt.	Guinn	Euin	N.	0-803975	"
N -	2nd Lt.	Gelula	Warren	(NMI)	0-809579	"
B -	2nd Lt.	Lingenfelter	Leo	I.	0-682580	"
RO -	S/Sgt.	Bartlett	Edward	M.	11122117	"
**TT -	Sgt.	Larson	Robert	D.	17035493	"
BT -	Sgt.	Convertino	Rico	S.	12096330	"
TG -	S/Sgt.	Weatherman	James	H.	6923486	"
LWG -	Sgt.	Price	William	(NMI)	33054780	"
RWG -	Sgt.	Chapman	William	E.	12074439	"

\*PLANE # \_\_\_\_\_

- P -
- CP -
- N -
- B -
- RO -
- \*\*TT -
- BT -
- TG -
- LWG -
- RWG -

\*PLANE # \_\_\_\_\_

- P -
- CP -
- N -
- B -
- RO -
- \*\*TT -
- BT -
- TG -
- LWG -
- RWG -

\*\* \*Enter complete number of aircraft  
 Designate Engineer

S-3

613 BOMB ALLIANT SQUADRON (H)  
 OFFICE OF THE OPERATIONS OFFICER  
 APO # 684

3 February 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb GP (H), APO #684.

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

\*Plane # 42-31226

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	1st Lt.	STELZER	ROBERT	L.	0461920	613th
CP -	2d Lt.	JOHNSON	WENDELL	T.	0687896	"
B -	2d Lt.	HOBBS	HERBERT	L.	0688441	"
B -	2d Lt.	WARREN	ROBERT	(NMI)	0685898	"
RO -	T/Sgt.	HOCKER	DONALD	A.	36522865	"
PT -	S/Sgt.	JARNETT	WILLIAM	R.	35334215	"
BT -	S/Sgt.	BLACK	JAMES	P.	39300495	"
PG -	Sgt.	NICELY	JOHN	H.	13156041	"
LWG -	S/Sgt.	RICE	EDWARD	J.	16096299	"
RWG -	S/Sgt.	HOLLAND	THOMAS	H.	38211220	"

\*Plane # 42-30855

P *	2d Lt.	VICKATY	ALFRED	E.	0803717	"
CP *	2d Lt.	GAMBRELL	WILLIAM	L., JR.	0750783	"
R -	2d Lt.	SCHACHTER	SHEA	(NMI)	0809734	"
B -	2d Lt.	STRODE	CHARLES	R.	0747060	"
RO -	S/Sgt.	HALPIN	RONALD	C.	3212821 (3212821)	"
TT -	S/Sgt.	BOROS	JOSEPH	J.	33285709	"
BT -	Sgt.	CRULL	HOWARD	M.	15339917	"
PG -	Sgt.	RODGERS	HOWARD	E.	32487815	"
LWG -	Sgt.	SANDERS	ROY	G., Jr.	37499328	"
RWG -	Sgt.	CANTER	WARREN	(NMI)	15116266	"

\*Plane # 42-39932

P -	2d Lt.	LEW	SANDY	(NMI)	0746381	"
CP -	2d Lt.	CAMPBELL	BRUCE	M.	0690926	"
N -	2d Lt.	SCHLIEFER	ROGER	F.	0689664	"
B -	2d Lt.	KELLY	JOHN	J.	0732822	"
RO -	S/Sgt.	JOHNSON	ALVIN	A.	36188975	"
PT -	S/Sgt.	THAYER	BLISS	P. A	11055078	"
BT -	Sgt.	FRANKLIN	PAT	H.	16088190	"
PG -	Sgt.	HIBBS	ARLIE	E.	36633189	"
LWG -	Sgt.	ROBINSON	MARSHALL	D.	35277805	"
RWG -	Sgt.	MC CARTHY	WILLIAM	A.	32179218	"

\*Enter complete number of aircraft  
 \*\* Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31202 \*

P.	1st Lt.	JONES	DONALD	E.	0733753	613th
CP.	2d Lt.	O'NEIL	EDWARD	T.	0745163	"
N	1st Lt.	BENNETT	CYRUS	P.	0749419	"
B	2d Lt.	BUSSE	MYLES	R.	0686182	"
RO	T/Sgt.	SCHOENBERGER	NICHOLAS	D.	35406951	"
TT**	M/Sgt.	OLDER	HAROLD	K.	6565810	"
BT	S/Sgt.	WEAVER	WILMER	F.	33306065	"
TG	S/Sgt.	DE CINQUE	LEWIS	A.	32269844	"
LWG	S/Sgt.	SCHAIR	ARTHUR	(NMI)	12088058	"
RWG	S/Sgt.	FERLAND	ARTHUR	W.	11110359	"

Airplane No. 42-31467 \*

P	2d Lt.	SHEAHAN	WILLIAM	C.	0746438	"
CP	2d Lt.	OGDEN	ELLIOTT	B.	0687202	"
N	2d Lt.	DAVIS	ROBERT	O.	0808000	"
B	2d Lt.	CONWAY	DOUGLAS	M.	0685775	"
RO	S/Sgt.	SILVERSTEIN	DONALD	W.	12156493	"
TT**	S/Sgt.	RICKEY	RICHARD	W.	15054437	"
BT	Sgt.	JUSTICE	HAZARD	(NMI)	15940143	"
TG	Sgt.	O'MARA	JOHN	W.	15063833	"
LWG	S/Sgt.	FALK	SEYMOUR	(NMI)	17037059	"
RWG	Sgt.	TOLLINSON	ROSCOE	P.	14159387	"

Airplane No. 42-31518 \*

P	2d Lt.	SCHARFF	PAUL	F.	0803697	"
CP	2d Lt.	HOKRT	CHARLES	A.	0626397	"
N	2d Lt.	SCHWARTZ	BERNARD	(NMI)	0689665	"
B	2d Lt.	EDOVER	ROBERT	E.	0688702	"
RO	Sgt.	STRONG	ROBERT	C.	6067253	"
TT*	S/Sgt.	KARL	RICHARD	X.	33397179	"
BT	Sgt.	REDELL	CHARLES	H.	32577472	"
TG	Sgt.	SMALLIN	JAMES	H.	39035600	"
LWG	Sgt.	LEUNG	ROGER	T.	35348050	"
RWG	Sgt.	PYNIGAR	FREDERICK	G.	31144508	"

Airplane No. \*

- P
- CP
- N
- B
- RO
- TT\*\*
- BT
- TG
- LWG
- RWG

(\* ) ENTER COMPLETE AIRPLANE NUMBER  
 (\*\* ) DESIGNATES ENGINEER.

614th ~~COMBAT~~ SQUADRON OFFICER  
OFFICER OF THE OPERATIONS OFFICER  
APO # 634

FEBRUARY 19  
~~3 JANUARY~~ 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 # 42-51815

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUAD
P -	Captain	GARLAND	WILLIAM	C.	0-24892	614th
CP-	2nd Lt.	OWENS	ERLE	C.	0679108	"
N -	2nd Lt.	NOETE	EDWARD	P.	0683296	"
B -	2nd Lt.	FITZGERALD	ROBERT	G.	0679458	"
RO-	T/Sgt.	Stimmel	Bert	W.	35332272	"
**TT-	T/Sgt.	Spacek	Anthony	V.	32378819	"
BT-	Sgt.	Risi	John	M	13176766	"
TG-	Sgt.	McNab	Thomas	D.	12095352	"
LWG-	Sgt.	Parratt	John	L.	13100644	"
RWG-	S/Sgt.	Highlen	Harold	A.	36527080	"

\*Plane # 42-39846

P *	1st Lt.	KIRKHUFF	DONALD	V.	0801995	614th
CP *	2nd Lt.	SOBOLAK	BENNIE	W.	0684571	"
N -	2nd Lt.	PIERCE	MYRON	E.	0749399	"
B -	1st Lt.	MONTONE	LIBER	J.	0732639	"
RO -	T/Sgt.	Cook	Harold	(NMI)	35458365	"
**TT -	S/Sgt.	Tweed	Stanley	A.	34209697	"
BT -	S/Sgt.	Merritt	William	E.	31203844	"
TG -	S/Sgt.	Cohn	Leroy	(NMI)	39279686	"
LWG-	S/Sgt.	Dayton	James	E.	39032317	"
RWG-	Sgt.	Phillips	Edward	J.	38398663	"

\*Plane # 42-51369

P -	2nd Lt.	WEBER	EZRA	S.	0804435	614th
CP -	2nd Lt.	BERGERSON	CLIFFORD	C.	0748529	"
N -	2nd Lt.	WIRBEL	CHARLES	H.	0690530	"
B -	2nd Lt.	OLIVER	WALTER	L.	0746602	"
RO -	S/Sgt.	Krekoian	Ruben	E.	31173020	"
**TT -	S/Sgt.	Norell	Olle	A.	36147173	"
BT -	Sgt.	Sleeper	Lewis	A.	15334648	"
TG -	Sgt.	Shellenburg	Clarence	H.	16049924	"
LWG-	Sgt.	Kinsey	Robert	S.	17129375	"
RWG-	Sgt.	Panichas	George	D.	11110633	"

\*Enter complete number of aircraft

\*\* Designate Engineer

Rank	Last (Name)	First	(MI)	A.S.N.	Squadron
<b>*Plane # 42-39440</b>					
P - 1st Lt.	STINGSON	BOUDINOT	(MI)	0784433	614th
CP - 2nd Lt.	LAURO	KEVIN	H.	0748093	"
N - 2nd Lt.	O'NEAL	JOHN	H.	0871139	"
B - 2nd Lt.	PFAPFMAN	JACK	L.	0748733	"
NO - S/Sgt.	Sherman	Edson	C.	31172253	"
* TT - S/Sgt.	Kukurin	Karl	H.	33301993	"
BT - S/Sgt.	Kelia	Faul	S.	32806521	"
IG - S/Sgt.	LoSage	Alfred	(MI)	13038933	"
Wg - S/Sgt.	Sandford	Krancke	H.	4453433	"
WG - S/Sgt.	Hancock	Carson	L.	32882642	"
<b>Plane # 42-39036</b>					
P - 2nd Lt.	ZITROVIC	FRANK	J.	0802323	614th
CP - 2nd Lt.	ULFTON	ELSON	O.	0738349	"
P - 2nd Lt.	COOMAN	WAYNE	B.	0688450	"
P - 2nd Lt.	WENZEL	JOHN	L.	0683703	"
NO - S/Sgt.	Dippel	Joseph	H.	38715033	"
* CP - S/Sgt.	Davidson	Burton	S.	33345103	"
CP - Sgt.	Howard	Charles	J.	16035132	"
G - Sgt.	Slonick	Max	(MI)	12188732	"
IG - Sgt.	Fritsinger	Raymond	H.	33481601	"
IG - Sgt.	Nichols	James	O.	37238412	"
<b>Plane # 42-39023</b>					
- 2nd Lt.	ARMON	VERNON	A.	0741873	614th
- 2nd Lt.	KLEINBURG	JEROME	H.	0878877	"
- 2nd Lt.	DEAN	JOHN	H.	0809551	"
- 2nd Lt.	GILMORE	GEORGE	J.	0882107	"
- Sgt.	Aronson	Aryla	C.	17185133	"
- Sgt.	Shults	Clenko	C.	34472357	"
- Sgt.	Provencher	Armand	L.	11032933	"
- Sgt.	Schmitt	Richard	G.	33734944	"
IG - Sgt.	Shutes	Adrien	L.	15034339	"
NG - Sgt.	Trasbivsky	Edward	(MI)	12035113	"
<b>Plane # 42-39017-843</b>					
- 2nd Lt.	SMITH	WALLACE	H.	0801313	614th
CP - F/O	FAUENBER	DONALD	A.	T-121333	"
V - 2nd Lt.	CRAM	ENFRO	V.	0888629	"
B - 2nd Lt.	LEVY	JAMES	G.	06734333	"
O - S/Sgt.	Castronova	Salvatore	L.	32550403	"
T - S/Sgt.	Fair	Charles	H.	37211030	"
T - S/Sgt.	Mc Keadry	Daniel	C.	13114333	"
IG - S/Sgt.	Sundberg	David	C.	0873332	"
Wg - S/Sgt.	Roberts	Marion	H.	14159401	"
Wg - S/Sgt.	Gatzmeyer	Gerald	H.	16109129	"

\* Enter complete number of aircraft  
 \*\* Designate Engineer

614th Bombardment Squadron (H)  
 OFFICE OF THE OPERATIONS OFFICER  
 APO # 634

3 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 # 42-31557

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUAD
P -	2nd Lt.	WALSH	ROBERT	P.	0804771	614th
CP -	2nd Lt.	LONG	JOHN	C.	0753901	"
N -	2nd Lt.	MATRICIAN	MICHAEL	(NMI)	0690478	"
B -	2nd Lt.	PORTER	GUY	R.	0748098	"
RO -	S/Sgt.	Zappella	Vincent	(NM)	32578092	"
**TT -	S/Sgt.	Stallcup	Mose	H.	36186641	"
BT -	Sgt.	Collie	Perry	O.	36427682	"
TG -	Sgt.	Brgoch	Ludvick	J.	19180643	"
LWG -	Sgt.	Cartmill	Charles	L.	35560963	"
RWG -	Sgt.	Layland	John	M.	37457551	"

\*Plane # 42-31574

P *	2nd Lt.	WILSON	CARLETON	L.	0803329	614th
CP *	2nd Lt.	KELLEY	CURTIS	C.	0752211	"
N -	2nd Lt.	CONNERY	JOHN	K.	0809538	"
B -	2nd Lt.	EMPRIC	WALTER	P.	0682091	"
RO -	S/Sgt.	Anderson	Carl	D.	35612826	"
**TT -	S/Sgt.	Quinn	Robert	E.	35612632	"
BT -	Sgt.	Passeno	William	W.	36509194	"
TG -	Sgt.	Pettit	Gerald	N	13109913	"
LWG -	Sgt.	McMahon	James	F.	32714726	"
RWG -	Sgt.	Smith	George	R.	13131441	"

\*Plane #

- P -
- CP -
- N -
- B -
- RO -
- \*\*TT -
- BT -
- TG -
- LWG -
- RWG -

\*Enter complete number of aircraft  
 \*\* Designate Engineer

8-3

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

February 3, 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 # 42931091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	1st Lt.	Dempsey	Ralph	M.	0-800846	615th
CP	2nd Lt.	Mitchell	Lewis	A.	0-680678	615th
N	2nd Lt.	Sellers	Lloyd	W.	0-736661	615th
B	1st Lt.	Dolan	William	W.	0-741142	615th
MO	S/Sgt.	Cheatham	Elmer	R.	14182350	615th
PT	T/Sgt.	Zander	Harold	S.	33240504	615th
BT	S/Sgt.	Sweepe	William	H.	15338388	615th
FG	S/Sgt.	Knapp	Phil	N.	39540171	615th
LWG	S/Sgt.	Fatica	Battista	J.	35244899	615th
RWG	S/Sgt.	Merlino	Frank	A.	31208150	615th

\*Plane # 42-37833

P	Capt.	Rumsey	William	M.	0-728740	615th
CP	2nd Lt.	Kaercher	Robert	D.	0-681433	615th
N	1st Lt.	Walsh	Michael	R.	0-676185	615th
B	1st Lt.	Arnold	Harold	S.	0-681515	615th
MO	Cpl.	Miner	Clarence	R.	12098509	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
RWG	S/Sgt.	Tosh	William	A.	35431664	615th
LWG	S/Sgt.	Rothwell	Frank	A.	33330990	615th

\*Plane # 42-31034

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
BT	S/Sgt.	Mehlmann	Raymond	G.	32438897	615th
P	S/Sgt.	Breen	Roland	J.	16133764	615th
BT	S/Sgt.	Nonemaker	Jack	D.	19175334	615th
FG	Sgt.	Ross	Harry	A.	13145459	615th
LWG	S/Sgt.	Batson	Allen	L.	39268048	615th
RWG	Sgt.	Johnson	Russell	W.	32466408	615th

\*Enter complete number of aircraft

\*\* Designate Engineer 42-31077

1st Lt.	Grinham	Fred	D.	0-729337	615th
2nd Lt.	Brown	Fred	(NMI) Jr.	0-748548	615th
2nd Lt.	Whitney	Ray	F.	0-750325	615th
2nd Lt.	Wolfe	Ralph	W.	0-676904	615th
S/ Sgt.	Lewis	Charles	M.	11103284	615th
S/Sgt.	Roundtree	Charles	L.	38076003	615th
Sgt.	Hardy	Charles	E.	11097732	615th
S/Sgt.	Gentry	Ray	A.	34434724	615th
S/Sgt.	Cummings	William	T.	33346986	615th
S/Sgt.	Housman	Herbert	M.	12156697	615th



DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31069 \*

P.	1st Lt.	Wysocki	Stephen	(NMI)	0-677398	615th
CP.	Captain	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**	S/Sgt.	McIntyre	William	(NMI)	33289742	615th
BT	Sgt.	Clare	David	E.	13092668	615th
TG	Sgt.	Prager	Gilbert	(NMI)	32714501	614th
LWG	Sgt.	Keon	Ernest	H.	34441033	615th
RWG	Sgt.	Loadholt	Jay T.	Jr.	14125585	615th

Airplane No. 42-40002 \*

P	2nd Lt.	Trimble	William	M.	0-802891	615th
CP	2nd Lt.	Shantz	Fred	L.	0-745197	615th
N	2nd Lt.	Lemke	Beryle	L.	0-690672	615th
B	2nd Lt.	Gury	Enver	C.	0-670027	615th
RO	S/Sgt.	Keeny	Frank	E.	32623979	615th
TT**	S/Sgt.	Tracey	Edward	(NMI)	32143812	615th
BT	Sgt.	Schaffer	John	E.	34395238	615th
TG	Sgt.	Asbell	William	R.	14182638	615th
LWG	Sgt.	Acker	Joseph	F.	6966455	615th
RWG	Sgt.	Courtad	Paul	K.	35424839	615th

Airplane No 42-31619 \*

P	2nd Lt.	Gardner	Edward	T.	0-745881	615th
CP	2nd Lt.	Shelton	Horace	H.	0-752024	615th
N	2nd Lt.	Gouger	Carroll	A.	0-808038	615th
B	2nd Lt.	Gallagher	Joe	C.	0-679495	615th
RO	Sgt.	Monnes	Fred	(NMI)	12187401	615th
TT*	Sgt.	Minard	Dale	W.	16125203	615th
BT	Sgt.	Piazza	Peter	J.	35583120	615th
TG	Sgt.	Bosowski	Stephen	R.	35561239	615th
LWG	Sgt.	Trupia	Salvatore	A.	12133746	615th
RWG	Sgt.	Durben	Francis	J.	17154973	615th

Airplane No. \*

- P
- CP
- N
- B
- RO
- TT\*\*
- BT
- TG
- LWG
- RWG

(\* ) ENTER COMPLETE AIRPLANE NUMBER  
 (\*\* ) DESIGNATES ENGINEER.

*Extra*

OPERATIONS OFFICER OF THE OPERATIONS OFFICER  
 APO # 634

FEBRUARY 19 1944  
~~3 - 111111~~

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 # 42-51315

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUAD
P -	Captain	GARLAND	WILLIAM		0-24892	614th
CP-	2nd Lt.	OWENS	ERLE		0679108	"
N -	2nd Lt.	HOLTE	EDWARD		0685296	"
B -	2nd Lt.	FITZGERALD	ROBERT		0679458	"
RO-	T/Sgt.	Stimmel	Bert		3535272	"
**TT-	T/Sgt.	Spacek	Anthony		32378819	"
BT-	Sgt.	Risi	John		13176766	"
TG-	Sgt.	McNab	Thomas		12095352	"
LWG-	Sgt.	Parratt	John		13100644	"
RWG-	S/Sgt.	Highlen	Harold		36527080	"

\*Plane # 42-59846

P *						
CP *	1st Lt.	KIRKHOFF	DONALD		0801995	614th
N -	2nd Lt.	SOBOLAK	BENNIE		0684571	"
B -	2nd Lt.	PIERCE	MYRON		0749399	"
RO -	1st Lt.	MONTONE	LIBER		0732639	"
**TT -	T/Sgt.	Cook	Harold	(NMI)	35458365	"
BT -	S/Sgt.	Tweed	Stanley	A.	34209697	"
TG -	S/Sgt.	Merritt	William	E.	31203844	"
LWG -	S/Sgt.	Cohn	Leroy	(NMI)	39279686	"
RW -	S/Sgt.	Dayton	James	K.	39032317	"
	Sgt.	Phillips	Edward	J.	38398663	"

\*Plane # 42-51369

P -						
CP -	2nd Lt.	WEBER	EZRA		0804435	614th
N -	2nd Lt.	BERGERSON	CLIFFORD		0748529	"
B -	2nd Lt.	WIRBEL	CHARLES		0690530	"
RO -	2nd Lt.	OLIVER	WALTER		0746602	"
**TT -	S/Sgt.	Krekoian	Ruben		31173020	"
BT -	S/Sgt.	Horell	Olle		36147173	"
TG -	Sgt.	Sleeper	Lewis		15534843	"
LWG -	Sgt.	Shellenburg	Clarence		16049924	"
RWG -	Sgt.	Kinsey	Robert		17129375	"
			George		11110633	"

\*Enter complete Panichas of aircraft  
 \*\* Designate-Engineer

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

\*Plane # 42-30440

P	-					
CP	-	1st Lt.	STINSON	BOUDINOT	(NMI)	0799493 614th
N	-	2nd Lt.	LAULO	ESWIN	W.	0748693 "
B	-	2nd Lt.	O'NEAL	JOHN	H.	0671169 "
RO	-	2nd Lt.	PFAPFMAN	JACK	L.	0749735 "
PT	-	S/Sgt.	Sherman	Haben	C.	31172253 "
BT	-	S/Sgt.	Kukurin	Karl	H.	33501988 "
PG	-	S/Sgt.	Melia	Paul	S.	32803521 "
WG	-	S/Sgt.	LoSage	Alfred	(NMI)	13068963 "
WG	-	S/Sgt.	Sandford	Francke	W.	4450438 "
	-	S/Sgt.	Mancuso	Carman	L.	32582642 "

Plane # 42-30330

P	-	2nd Lt.	ZITROVIC	FRANK	J.	0802825 614th
	-	2nd Lt.	CLAYTON	BASCOM	O.	0738349 "
	-	2nd Lt.	GOODWIN	WAYNE	H.	0688430 "
O	-	2nd Lt.	WENGER	JOHN	L.	0686706 "
	-	S/Sgt.	Dippel	Joseph	H.	35715066 "
	-	S/Sgt.	Davidson	Burton	J.	33345105 "
	-	Sgt.	Howard	Charles	J.	15063132 "
PG	-	Sgt.	Slotnick	Max	(NMI)	12163752 "
G	-	Sgt.	Fritsinger	Raymond	W.	33481601 "
	-	Sgt.	Nichols	James	O.	37239419 "

Plane # 42-30220

P	-	2nd Lt.	ARMONSON	VERNON	A.	0741875 614th
P	-	2nd Lt.	KLEINBURG	JEROME	E.	0678877 "
	-	2nd Lt.	DEAN	JOHN	H.	0609551 "
O	-	2nd Lt.	GILMORE	GEORGE	J.	0682107 "
P	-	Sgt.	Aronson	Aryla	O.	17185135 "
I	-	Sgt.	Shults	Gleshe	O.	34472857 "
G	-	Sgt.	Provencher	Armand	L.	11088953 "
PG	-	Sgt.	Schmidt	Richard	O.	35724544 "
WG	-	Sgt.	Shutes	Adrian	L.	13024339 "
	-	Sgt.	Trasbitsky	Edward	(NMI)	12095116 "

Plane # 42-30100 243 pure

CP	-	2nd Lt.	SMITH	HALLACE	H.	0601513 614th
	-	P/O	FAUERBER	DONALD	A.	1-121885 "
	-	2nd Lt.	CRANE	RENPRO	V.	0688629 "
	-	2nd Lt.	LEVY	JAMES	G.	06724688 "
O	-	S/Sgt.	Castronova	Salvatore	L.	32550405 "
PT	-	S/Sgt.	Fair	Charles	H.	37211030 "
I	-	S/Sgt.	Mc Kendry	Daniel	C.	13114336 "
G	-	S/Sgt.	Sundberg	David	C.	6876832 "
WG	-	S/Sgt.	Roberts	Marion	H.	14169401 "
WG	-	S/Sgt.	Gatson	Gerald	H.	16104129 "

Enter complete number of aircraft  
 \* Designate Engineer

614th

OFFICER OF THE OPERATIONS OFFICER  
 APO # 634

3 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	Rank	NAME	NAME	(MI)	0804731	614th
DUTY	2nd Lt.	WALSH	ROBERT	(MI)	0785901	"
	2nd Lt.	HAST (NAME)	JOHN	(MI)	0890478	"
	2nd Lt.	MURPHY	MICHAEL	(MI)	0748098	"
P -	S/Sgt.	FEYER	GUY	(MI)	32573082	"
CP -	S/Sgt.	Zappella	Vincent	(MI)	36186641	"
N -	Sgt.	Stallcup	Rose	(MI)	36427682	"
B -	Sgt.	Collie	Ferry	(MI)	19130643	"
RO -	Sgt.	Brgoch	Ludvik	(MI)	35580963	"
**TT -	Sgt.	Gartmill	Charles	(MI)	37457551	"
BT -	Sgt.	Loyland	John	(MI)		"

42-31374

*Plane	Rank	NAME	NAME	(MI)	0805329	614th
	2nd Lt.	WILSON	CARLETON	(MI)	0752211	"
	2nd Lt.	KELLEY	CURTIS	(MI)	0809538	"
	2nd Lt.	CORRY	JOHN	(MI)	0832091	"
P *	S/Sgt.	MURPHY	WALTER	(MI)	35612686	"
CP *	S/Sgt.	Anderson	Carl	(MI)	35612682	"
N -	Sgt.	Quinn,	Robert	(MI)	36589194	"
B -	Sgt.	Passano	William	(MI)	13109913	"
RO -	Sgt.	Pettit	Gerald	(MI)	32714726	"
**TT -	Sgt.	McMahon	James	(MI)	18131441	"
BT -	Sgt.	Smith	George	(MI)		"

\*Plane #

- P -
- CP -
- N -
- B -
- RO -
- \*\*TT -
- BT -
- TG -
- LWG -
- RWG -

\*Enter complete number of aircraft  
 \*\* Designate-Engineer

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

A.P.O. 634  
3 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-39979 returned early for the reason that the Pilot could not maintain formation because all four superchargers would not produce more than 33" Hg at 2350 RPM at 6000 feet. Ground check revealed all superchargers putting out 45" Hg at 2500 RPM. No test hop due to operational restrictions.

b. Airplane No. 42-31036 returned early for the reason that the Ball Turret Gunner did not disconnect the Oxygen Recharger Line from turret, and in operating the turret the oxygen connection tore loose from the bulkhead, causing loss of oxygen.

2. Battle Damage.

a. 42-97440 - 2" X 4" .30 cal. hole in fuselage, underside forward of bomb bay doors, causing damage to longeron.

b. 42-40002 - 1½" X 3" flak hole through left side of fuselage, just below Pilot's Compartment, causing hole through heater duct and bending turnbuckle on control buckle.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>BY</u> <u>FIGHTER</u>
2	0	2	1	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  
3 February, 1944

SUBJECT: S-4 Combat Mission Report on Mission 3 February, 1944.

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

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

Cylinder Temperature Out (1) Runaway Propeller (1)  
Gas Gauge Out (1)

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

Ball Turret Guns Out (1) Leaking Vickers Unit (1)  
Faulty Bomb Racks (3)

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

None Reported.

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

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
Station 128

A.P.O. 634  
3 February, 1944

SUBJECT: Armament Narrative, Mission No. 19, 3 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 3 February, 1944.

a. One ship had a small leak in vickers unit upper turret.

b. One ball turret failed to fire at altitude.

BOMB RACK MALFUNCTIONS

a. Two ships bomb bay door retracting motor burned out.

b. One ship had bombs toggled from left rack, salvoed right rack. Ground check revealed no malfunction.

c. One ship toggled four and salvoed eight bombs. Bomb racks found to be sprung as a result of closing doors on an obstruction between racks and doors.

d. One ship, top three right hand inboard stations would not toggle because of a short in wiring.

e. One ship, three bombs would not toggle, because one release had arming wire fouled in release lever.

SAM P. BROOMHALL JR.  
2nd Lt., Air Corps,  
Group Armament Officer