

~~SECRET~~  
Classification changed to  
RESTRICTED by auth of  
IAF 51a 128 by

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

# "MISSION SUMMARY"

MISSION NO. 48  
10TH. APRIL, 1944

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

REPORT OF OPERATIONAL  
DAY

MISSION No. **48**

Date: **10 APR. 44**

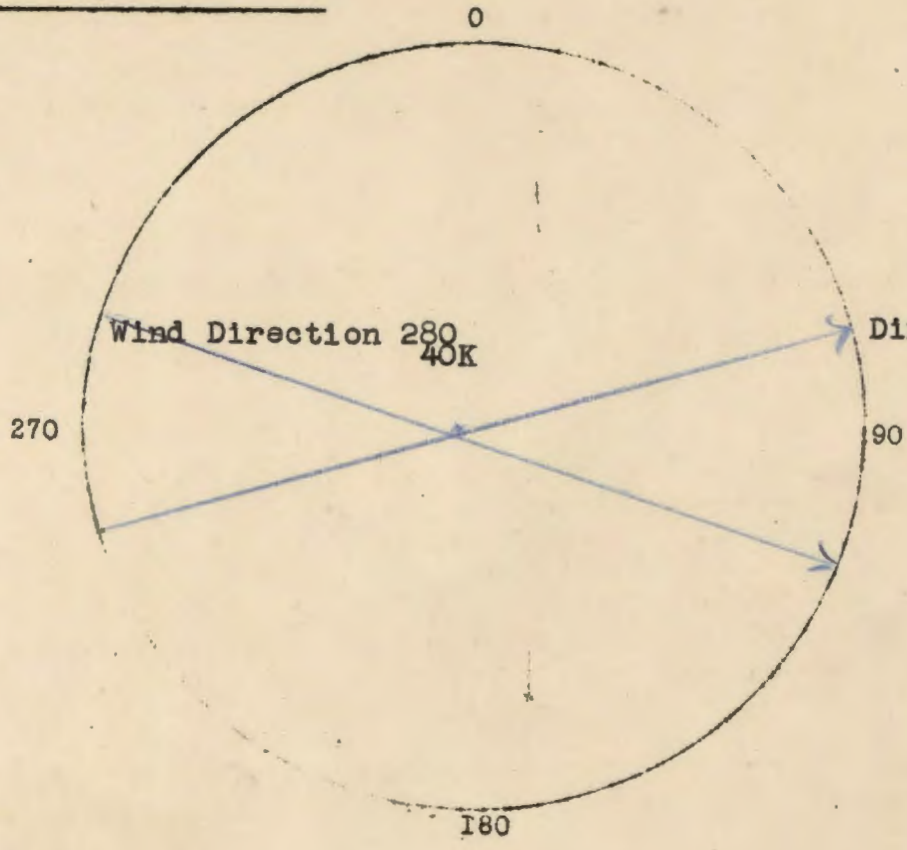
TO: **BRUSSELS, BELGIUM**

BARDIER'S INDIVIDUAL PLOT

Target Bruxelles, Belgium

Method of Bombing Visual

Altitude 20,000



PLOT

Wind Direction 280  
Wind Velocity 40K  
Direction of attack 80

REMARKS - - - - -

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT DOLAN DATE 10-4-44  
 PILOT CAPT WHITE TAKE OFF 0630  
 NAVIGATOR LT. C. SELLARS AIRPLANE 485  
 ORGANIZATION \_\_\_\_\_ SQUADRON 401<sup>ST</sup> GROUP \_\_\_\_\_ LANDED 1130<sup>1/2</sup>  
 OBJECTIVE BRUXELLES, BELGIUM (MPI) \_\_\_\_\_  
 INITIAL POINT 50°43' N 03°5' E

METHOD OF ATTACK \_\_\_\_\_  
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 16 COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

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

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 100<sup>LB</sup> AN-M30 GP

NUMBER OF BOMBS LOADED 572 RELEASED 572

FUZING, NOSE 400 TAIL 700

SYNCHRONIZATION  On \_\_\_\_\_ Fast \_\_\_\_\_ Slow \_\_\_\_\_

INFORMATION AT RELEASE POINT:

Altitude of target <u>136</u>	Mag Head. order <u>75</u> Actual <u>88</u>
True Altitude above target <u>20000</u>	True Heading <u>80</u>
Ind. Altitude <u>19864</u>	Drift, Est. <u>42</u> Actual <u>32</u>
Pressure alt of target <u>-48</u>	True Track <u>77</u>
Altimeter setting <u>29.97</u>	Actual Range <u>10400</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	B.S. Type <u>M-9</u>
G.S., Est _____ Actual <u>238</u>	Time of Release <u>0916</u>
Wind Direc. Metro <u>230</u> Actual <u>280</u>	Intervalometer Setting <u>MIN</u>
Wind Veloc. Metro <u>35</u> Actual <u>40</u>	Length of Bombing Run <u>10 MIN</u>
D.S. <u>138.5</u> Trail <u>104</u> ATF <u>38.37</u>	C-1 Pilot <u>VES</u> A-5 _____
TAN. D. A. Est. <u>.567</u> Actual <u>.55</u>	Manual Pilot _____

TYPE OF RELEASE \_\_\_\_\_  
 Individual Train X Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN \_\_\_\_\_

NAVIGATION DATA:

MEAN TEMP. METRO -16 ACTUAL -13

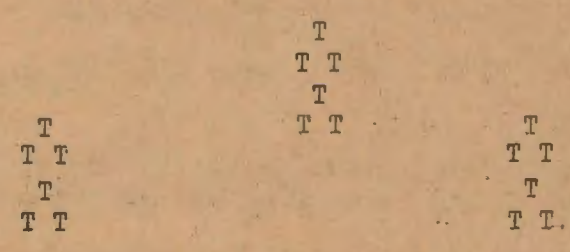
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	Metro	Actual	Metro	Actual	Metro	Actual
20000-230		280	35	40	-30	-20

METHODS OF BOMBING



COMPOSITE GROUPS



- Bombardier making complete sighting operation (T)
- Bombardier making range operation only (T)
- Bombardier dropping on Leader, with arrow indication of leader's position. (T with arrow)

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - A.P.O. 557  
U. S. ARMY

10 April, 1944

SUBJECT: Last Report of Missing A/O.

TO : Group S-2 Officer  
Station 128.

1. Following is testimony of S/Sgt. John B. Norris, given after his formal interrogation concerning mission of 10 April in which 1st Lt. Gaston M. Fox and crew were missing in action. Sgt. Norris was Ball Turret Gunner on Lt. Tanner's crew. Lt. Fox was flying lead of high squadron in A/O 1511. Lt. Tanner was flying # 1 of second element of high squadron in A/O 9943.

a. Lt. Fox's A/O, hit by flak, dropped out of position, slipping off to the left, losing altitude. It made a turn of not quite 90 degrees, perhaps 80 degrees, from the direction in which it had been flying as lead ship. It seemed to keep going in this direction. This was at the coast, and Lt. Fox's ship seemed to be still over water. Sgt. Norris couldn't understand why Lt. Fox didn't head his ship in over land. Instead he seemed to be paralleling the coast. Number 2 engine was smoking, but Sgt. Norris did not see flame. He says he thought the engine stopped smoking as the A/O continued on its flight, but this may have been just because he couldn't see smoke at such a distance. Sgt. Norris does not think the smoke increased. He watched the A/O for what he believes was at least three minutes. It was still under control when he lost sight of it.

*Hugh M. Hamill*

HUGH M. HAMILL  
1st Lt AC  
Asst S-2

OFFICE OF THE INTELLIGENCE OFFICER  
 STATION 128 - APO 567  
 U. S. ARMY

D-G-1

10 April 1944.

SUBJECT: Comments of Crews Participating in Mission to Brussels. 10 Apr 44.

TO : Commanding Officer, Station 128, APO 567, U. S. Army. (Thru  
 Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks).

1. Major Ralph J. White, Group Leader, observed that the leader of the 94th Combat Wing maintained an excessively high speed from point "A" to point "Z" during the rendezvous, to such an extent that the 401st Group was unable to catch the Wing. This observation was confirmed by Lt. Fred D. Grinham, Pilot A/C 9804 and Lt. Frank O. Kuhl, Pilot A/C 6662.

2. Lt. Frank O. Kuhl, Pilot A/C 6662, observed that escorting fighters crossed in front of formation in target area, giving no indication that they were friendly.

3. Lt. John B. Dunn, Jr., Co-Pilot A/C 9993, observed that let-down was too fast, at speed of 190 m.p.h.

4. Lt. Herbert L. Hobbs, Navigator, A/C 1226, stated that if Group had crossed enemy coast enroute to target at briefed point, the Dunkirk flak area would have been avoided.

5. Lt. William J. Kelly, Pilot A/C 0050, reported that his aircraft, which returned early with wounded aboard, was fired upon by anti-aircraft batteries in the vicinity of Clacton.

6. Lt. Myrick J. Whiting, Navigator A/C 1591, thought that the Group was led through flak areas unnecessarily.

7. T/Sgt. Max H. Bergener, ROG A/C 7045, observed that chaff, discharged through window chute, hit and bent left waist gun sight, rendering it useless. Chaff also entangled radio antenna.

8. The crew of Lt. Sandy Low, Pilot A/C 9932, complained that silverware in combat mess is very tarnished and rusty; they also state that plates were greasy this morning.

9. Lt. Stephen J. Losinski, Pilot A/C 7092, wonders if higher headquarters have been fully apprised of the value of having fighter aircraft strafe flak positions.

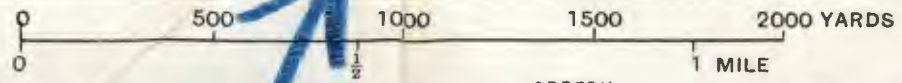
W. B. FRY,  
 Major, A. C.,  
 Group S-2 Officer.

Target No.  
S. 752

AIRFIELD

BRUSSELS / MELS BROEK (BELGIUM)

Illustration No.  
52/8



Photographed 10 March 1943

(1 : 18,000)

approx.

Issued May 1943



A 1.3c(1)

DECLASSIFIED PER NND 745025  
BY NARA DATE 2/19/11



S E C R E T

Report of A/C Gunfire.

401st BOMBARDMENT GROUP (H)

Assigned . . . Brussels . . . . .  
 Target: Bomed . . . Brussels . . . . . Date of Mission 10 Apr 44  
 Bombed . . . . .

Route as Flown:- (5004-0226E) 0851 hours (5041-0322E) 0906 hours.  
Brussels 0916 hours then 360° turn left and to Antwerp 0931 hours (5146-0352E)  
0947 hours.

Weather conditions: (a) At target . . . None . . . . .  
 (b) En route Clear with 7/10 clouds to south of course. . . . . .  
 Were our A/C "Seen" or "Unseen" targets? (a) At target . . . seen . . . . .  
 (b) En route . . . seen . . . . .  
 Any condensation trails? . . . No . . . . .

Description of Flak at Target, including METHOD OF FIRE CONTROL

0850 hours, Dunkirk, 18,000 ft.-Meager, good, good, black and white - track.
0907 " IP 19,500 " " poor, poor, black - "
0920 " Louvain, 19,800 " " good, good, " - "
0930 " Gilze-Rijen, 17,800 " " " " " - "
0933 " Antwerp, 19,000 ft.-Moderate, fair, fair.

Flak encountered or observed en route. (in the order experienced)

0915 hours, Brussels, 19,500 ft.-Moderate, good, good, black and white-tracking.  
 (estimated No. of guns firing- 30 to 40).

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

Position of Group Low Box . . . . .

Details:-

Group	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bohb Pun
401	18	9 + 2 S	1	0916	0916	20,000	80° T	30 sec.
totals:								

1. Comments - Phenomena:-  
 1. White bursts at target were 5000 above formation.  
 2. One silver colored burst of rocket at target.  
 3. Flak was unusually accurate, all seen, tracking by single guns, at a few spots there were bursts of three to six.

Lt. Sutherland.

J-3

612TH BOMBARDMENT SQUADRON (H)  
 401ST BOMBARDMENT GROUP (H)  
 Office of the Operations Officer  
 APO 557

Plane 42-79943

SUBJECT: "Loading List"  
 TO: " Operations Officer, 401st Bombardment Group (H),  
 " AAF Station 128, APO 557  
 Plane 42-31511

P Fox, Gaston M. 1st Lt.  
 CP Hoad, Francis W. 2nd Lt.  
 N Wilson, Berrel D. 2nd Lt.  
 B Mendelson, Leonard J. 2nd Lt.  
 RO Brandt, Duane G. 2nd Lt.  
 TTG Brown, Elen D. T/Sgt.  
 BTG VanBooven, Donald W. T/Sgt.  
 TG Estes, Cecil G. S/Sgt.  
 LWG Gallas, Joseph (NMI) S/Sgt.  
 RWG Sierrata, Charles P. S/Sgt.  
 Plane 42-79993

P Hagan, Marion O. Jr. 1st Lt.  
 CP Dunn, John B. Jr. 2nd Lt.  
 N Cordell, Wilbur F. 2nd Lt.  
 B Graham, Fred H. 2nd Lt.  
 RO Barr, Martin A. T/Sgt.  
 TTG Simmons, Harry G. Jr. T/Sgt.  
 BTG Cox, Wade M. S/Sgt.  
 TG Henson, William W. S/Sgt.  
 LWG Plate, Robert B. S/Sgt.  
 RWG Stone, James A. S/Sgt.

Plane 42-40050  
*abortive sortie*  
 P Kelly, William J. 1st Lt.  
 CP Coyne, Daniel J. 2nd Lt.  
 N VanDyke, George R. 2nd Lt.  
 B ~~Boxer Martin~~ ~~VanDyke, George R.~~ 2nd Lt.  
 RO Vanduren, Raul R. S/Sgt.  
 TTG Johnson, Morris W. T/Sgt.  
 BTG Stengel, Percy J. T/Sgt.  
 TG Garity, John B. S/Sgt.  
 LWG Peacock, George P. S/Sgt.  
 RWG Gannon, Jay L. Jr. T/Sgt.

Plane 42-79979  
 P West, George E. 1st Lt.  
 CP McKinnon, Douglas H. 2nd Lt.  
 N Nutter, Lloyd A. 2nd Lt.  
 B Montgomery, Thomas B. 2nd Lt.  
 RO Andrus, Robert A. T/Sgt.  
 TTG Russell, Francis L. T/Sgt.  
 BTG Womble, John L. S/Sgt.  
 TG Lefkin, ~~Alfred~~ Michael S/Sgt.  
 LWG Russell, Hugh D. Sgt.  
 RWG Morini, Alfred J. S/Sgt.



S-3

613th BOMBARDMENT SQUADRON (H)  
 OFFICE OF THE OPERATIONS OFFICER  
 AAF STATION 128, APO # 557

10 APRIL 1944

SUBJECT : LOADING LIST

TO : OPERATIONS OFFICER, 401st BOMBARDMENT GROUP, AAF STATION 128, APO # 557

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

RDY                      RANK                      LAST NAME                      FIRST NAME                      MI

PLANE NO. 42-31226

P	1st Lt.	STELZER	ROBERT	L.
CP	2nd Lt.	JOHNSON	WENDELL	T.
N	2nd Lt.	HOBES	HERBERT	L.
B	2nd Lt.	WARREN	ROBERT	(NMI)
RO	T/SGT.	HECKER	DONALD	A.
TT	T/SGT.	PACK	JESSE	O.
BT	S/SGT.	BLACK	JAMES	P.
TG	S/SGT.	NICELY	JOHN	H.
ING	S/SGT.	RICE	EDWARD	J.
RWG	S/SGT.	HOLLAND	THOMAS	H.

PLANE NO. 42-31005

P	2nd Lt.	VOKATY	ALFRED	E.
CP	2nd Lt.	GAMBRELL	WILLIAM	L. JR.
N	2nd Lt.	SCHACHTER	SHEA	(NMI)
B	1st Lt.	STRODE	CHARLES	R.
RO	T/SGT.	HALPIN	RONALD	C.
TT	T/SGT.	BOROS	JOSEPH	J.
BT	S/SGT.	GRULL	HOWARD	M.
TG	S/SGT.	GANTER	WARREN	(NMI)
ING	S/SGT.	SANDERS	ROY	G. JR.
RWG	S/SGT.	CAMPBELL	JOHN	F.

PLANE NO. 42-31840

P	2nd Lt.	LIVINGSTONE	ALEXANDER	H.
CP	2nd Lt.	O'NEIL	EDWARD	T.
N	2nd Lt.	JAFFE	LEWIS	S.
B	2nd Lt.	DESHIMER	HAROLD	W.
RO	S/SGT.	MUNCH	ELMER	C.
TT	S/SGT.	GREER	CECIL	B.
BT	S/SGT.	O'BRIEN	JOHN	D.
TG	S/SGT.	FETZER	ELMER	M.
ING	S/SGT.	BAEHLER	JAMES	E.
RWG	S/SGT.	MARTINELLI	ALEXANDER	M.

PLANE NO. 42-107043

P	2nd Lt.	FITCHETT	LAWRENCE	E.
CP	2nd Lt.	CAMPBELL	BRUCE	H.
N	2nd Lt.	FREIFFER	LAWRENCE	V.
B	2nd Lt.	SANCHEZ	LOUIS	T.
RO	T/SGT.	BERGENER	MAX	H.
TT	T/SGT.	PARSLOE	BETTRAM	(NMI)
BT	S/SGT.	SASSI	LOUIS	H.
TG	S/SGT.	ROSE	ANTHONY	F.
ING	S/SGT.	HANNABURY	RALPH	A.
RWG	S/SGT.	FERLAND	ARTHUR	W.

PLANE NO. 42-99932

P	2nd Lt.	LEW	SANDY	(NMI)
GP	2nd Lt.	FRIEST	GORDON	S.
N	2nd Lt.	SCHLIEFER	ROGER	F.
B	2nd Lt.	KELLY	JOHN	J.
RO	T/SGT.	BRADY	OTHO	H.
TT	T/SGT.	THAYER	BLISS	P.
BT	S/SGT.	FRANKLIN	PAT	H.
TG	S/SGT.	HIBBS	ARLIE	E.
LNG	S/SGT.	ROBINSON	MARSHALL	D.
RWG	S/SGT.	MacCARTHY	WILLIAM	A.

PLANE NO. 42-91591

P	2nd Lt.	FRUITT	DOW	C.
GP	2nd Lt.	IRWIN	JAMES	R.
N	2nd Lt.	WHITING	MYRICK	J.
B	2nd Lt.	GOBER	DENE	C.
SGT. RO		FAHNESTOCK	JAMES	E.
TT	S/SGT.	HARP	MORRIS	C.
BT	S/SGT.	GREGORY	DYLIN	C.
TG	SGT.	STREET	VICTOR	P.
LNG	SGT.	KLOIBER	STEPHEN	F.
RWG	SGT.	CARPENTER	ARNOLD	H.

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

AAF Station # 128  
10 April 1944.

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Station # 128,  
APO # 557.

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

\*Plane 42-39848 *SPARE RETURNED*

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

\*Plane 42-39478 *SPARE, RETURNED*

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

\*Plane 42-39464 *SPARE, RETURNED*

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	S/Sgt.	Berg, Edgar M.	"
TG	S/Sgt.	Hartwell, Dennis H.	"
LWG	S/Sgt.	DeGraff, Andrew D.	"
RWG	Cpl.	Sherman, Gilbert (NMI)	"

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)  
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)  
 Office of the Operations Officer  
 AAF - Sta - 123 - APO - 557

10 April 1944

SUBJECT: Loading List

TO : Operations Officer, 401st Bomb Gp (H), APO # 557.

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

PLANE # 42-31485

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	Major	White	Ralph	J.	615th
CP -	Captain	Gould	George	(NMI)	615th
W -	1st Lt.	Sellers	Lloyd		615th
B -	1st Lt.	Dolan	William		615th
RQ -	S/Sgt.	Seller	James		615th
FT -	S/Sgt.	Zander	Harold		615th
RT -	S/Sgt.	Swoope	William		615th
TG -	1st Lt.	Mitchell	Lewis		615th
LWD -	S/Sgt.	Merlino	Frank		615th
RWD -	S/Sgt.	Knapp	Bill		615th
CO -					615th
PLANE #	42-57845				615th

PLANE # 42-57845

P -	1st Lt.	Christensen	Hilsworth	H.	615th
CP -	1st Lt.	Rustand	Ronald	L.	615th
W -	1st Lt.	Wong	Delbert	H.	615th
B -	1st Lt.	Reynolds	Herbert	A.	615th
RQ -	S/Sgt.	Mehlmann	Raymond	D.	615th
FT -	S/Sgt.	Green	Roland	J.	615th
RT -	Sgt.	Roundtree	Charles	L.	615th
LWD -	Sgt.	Crawley	Eugene	F.	615th
RT -	S/Sgt.	Ross	Harry	A.	615th
RWD -	S/Sgt.	Johnson	Russell	H.	615th
PLANE #	42-39904				615th

PLANE # 42-39904

P -	1st Lt.	Grinham	Fred	D.	615th
CP -	1st Lt.	Brown, Jr.	Fred	(NMI)	615th
W -	1st Lt.	Whitney	Ray	F.	615th
B -	1st Lt.	Kolfe	Ralph	H.	615th
RQ -	S/Sgt.	Lewis	Charles	M.	615th
FT -	S/Sgt.	Cockerham	Ray	H.	615th
RT -	S/Sgt.	Hardy	Charles	H.	615th
TG -	S/Sgt.	Hamilton	James	R.	615th
LWD -	S/Sgt.	Cummings	William	T.	615th
RWD -	S/Sgt.	Housman	Herbert	M.	615th
PLANE #	42-39904				615th

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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PLANE # 42-39904

PLANE # 42-39873

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON	
P	1st Lt.	Kaminski	Vincent	J.	615th	
CP	1st Lt.	Mallon	Richard	W.	615th	
N	1st Lt.	Hildinger	Lawrence	J.	615th	
B	2nd Lt.	Lots	Robert	F.	615th	
RO	S/Sgt.	Cheatham	Elmer	R.	615th	
TE	S/Sgt.	Drumheller	Donald	L.	615th	
BT	S/Sgt.	Warlow	Charles	R.	615th	
TO	S/Sgt.	Powell	Gerald	J.	615th	
LW	S/Sgt.	Robidoux	Jay	W.	615th	
RUC	S/Sgt.	Loch	Jay	(NM)	615th	
PLANE # 42-31619					D.	615th

P	1st Lt.	Ferdyn	Joseph	E.	615th	
CP	2nd Lt.	Enstad	Robert	J.	615th	
N	2nd Lt.	Hanning	Charles	H.	615th	
B	2nd Lt.	Black	J. (10)	Dee	615th	
RO	S/Sgt.	Reddy	Hugh	D.	615th	
TE	T/Sgt.	Agas	Jack	D.	615th	
BT	Sgt.	Johnson	Joe	R.	615th	
TO	S/Sgt.	Hertan	Harold	(NM)	615th	
LW	S/Sgt.	May	William	M.	615th	
RUC	S/Sgt.	Susendorf	Everett	M.	615th	
PLANE # 42-107092					K.	615th

P	2nd Lt.	Lozinski	Stephen	J.	615th	
CP	2nd Lt.	Child	Eldon	B.	615th	
N	1st Lt.	Taylor	James	(NM)	615th	
B	2nd Lt.	Hughes	Harold	B.	615th	
RO	S/Sgt.	Weber	Bernard	J.	615th	
TE	S/Sgt.	Mercurio	Michael	J.	615th	
BT	S/Sgt.	Keller, Jr.	James	F.	615th	
TO	Sgt.	Friedman	Irvin	I.	615th	
LW	S/Sgt.	Brock	Kenneth	M.	615th	
RUC	S/Sgt.	Williams	John	(NM)	615th	
PLANE # 42-21482					T.	615th

DATA NAME TYPE (TYPE) AREA (MI) SQUADRON

PLANE # 42-21482

J\* LISTING IS THE LIST OF NAMES FROM THE LISTING IN THE LISTING  
 TO : CHALLENGE OFFICE' WITH COPY OF (H)\* TO & HIA\*  
 AIRMAIL: FORTY-TWO

TO VAILT JAC

THE - NEW - THE - TWO - HIA  
 OFFICE OF THE CHALLENGE OFFICE  
 BOTH NAMED THE AREA CHALLENGE OFFICE (H)  
 HIS NAMED THE AIRMAIL CHALLENGE OFFICE (H)



Vertical automatic cameras have been installed in the following A/C.

- |      |      |
|------|------|
| 1485 | 1511 |
| 7843 | 9840 |
| 1226 | 9943 |

Hand held oblique cameras have been installed in the following A/C.

- |      |      |
|------|------|
| 9904 | 1662 |
| 9932 | 9979 |

# OPERATIONAL ROUTE FORECAST

DATE 10 April 1964  
 PERIOD 0630-1300  
AG P BR HQ SOS 2-44/65M/22929

	A Base to Target	B Target to Base	C	D
1 WEATHER	NIL Cloud at Takeoff Patchy Stratocumulus 4-6/10 Along Route Clear Becoming Partly Cloudy	Partly Cloudy		
2 CLOUDS	NIL Cloud at Takeoff. Patchy Stratocumulus 4-6/10 along South Coast base 8-1000ft Tops 2000 Decreasing to NIL Over Channel and Becoming 4-6/10 Patchy Strato- cumulus base 8-1000ft. Tops 2000ft at Continental Coast. Decreasing to NIL-3/10 Stratocumulus at 1000ft Tops 2000ft over Target	NIL-3/10 Stratocumulus at 1000ft Tops 2000ft Increasing in Route to 3-5/10 Cumulus at 15-2000ft Tops 3-5000ft NIL High Cloud becoming at English Coast 3-5/10 Fine Cirrus at 23,000ft		
3 ICING	5000ft NIL	5000ft NIL		
4 VISIBILITY	2-3000yds Becoming Unrestricted at English Coast. Downward Visib ility 20 Miles Plus	Unrestricted Becoming 4-6 Miles at Base		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	220 20		TEMPERATURES PLUS 10	
5000 FT	220 20		PLUS 01	
10,000 FT	220 25		-7	
15,000 FT	230 30		-18	
20,000 FT	230 35		-30	
25,000 FT	240 40		-42	
30,000 FT	240 45		-52	

BASE ALTIMETER SETTING 29.86 TARGET SURFACE TEMP 10.0 TARGET MEAN TEMP 6.5  
 TEMP. AT 1,000 FT. -12 TARGET SURFACE (PRESSURE-ALT) 10

DECLASSIFIED PER NAVJ 745025  
 BY 8 NARA DATE 21 12/11

STATION WEATHER OFFICE  
AEP STATION 123  
APO 557 U.S. ARMY

10 April 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 10 APRIL, 1944

**TAKOFF:** (0630) Nil low, medium, and high cloud. Visibility 3 miles.

**ROUTE OUT:** Nil low cloud becoming patchy 2-4/10, stratocumulus, tops 3000 ft. at 52 degrees N, 09° 20' E, becoming nil over Channel. 4-5/10 thin, patchy stratocumulus, tops 3000 ft, over continental coast becoming 1-3/10 over target. Nil medium or high cloud. Visibility unrestricted.

**TARGET:** (0915) 1-3/10 thin, patchy stratocumulus, tops 3000 ft. Nil medium or high cloud. Visibility unrestricted.

**RETURN ROUTE:** 1-3/10 thin cumulus and stratocumulus, tops 3000 ft., increasing to 6-8/10 over Holland and tops rising to 7-8000 ft. over Dutch coast. Nil low cloud over channel and English coast. Nil medium or high cloud. Visibility unrestricted.

**BASE ON RETURN:** (1104) 2-4/10 cumulus, base 1500 ft., tops 3-4000 ft. Nil medium or high cloud. Visibility 6 miles.

**REMARKS:** No contrails; nil icing. Temperatures as briefed. Wind directions about as briefed; velocities greater than briefed. Wind at 13000 ft.--231 Degrees at 36 knots.

*Walter J. Saucier*  
WALTER J. SAUCIER  
1st Lt., Air Corps,  
Weather Officer

OFFICE OF THE INTELLIGENCE OFFICER  
Station 128 - APO 557  
U S Army

D-G-3

11 April 1944.

SUBJECT: Crew Comments and Suggestions for Mission of 11 April 1944.

TO : Commanding Officer, Station 128, APO 557 U S Army.

1. Lt Col Allison C Brooks, Wing Leader, observed that he encountered an unexpected and dense concentration of flak in the area N of Hanover and extending sixty miles E thereof; he did not know whether these installations represented mobile flak units or not, but this area is not charted on flak map. He said that this concentration of flak was responsible for the loss of the B-17's which went down in this area, rather than those installations at Hanover, which he avoided to S of course.

2. Capt Alvah H Chapman Jr., Pilot A/C 2012 observed that the lead navigator did a good job today.

3. The following crew members expressed an opinion that the Wing Leader might have avoided the heavy flak areas: Lt Joseph E Ferdyn, Pilot A/C 1619, Lt Aaron Shapiro, navigator, A/C 1632, and Lt Cyrus P Bennett, Navigator A/C 7073.

4. The crew of Lt Wallace R Smith Jr. stated that they had to wait for trucks from the dispersal area and criticized the fact that the truck assigned to them had been hauling coal and their equipment got dirty.

5. The crew of Lt Sandy Low, Pilot A/C 9932, state that military police personnel, who evidently passed the 615th Sq. area on their way to late chow at night, make a great deal of noise and disturbed their rest.

6. The crew of Lt James G Sharp, Pilot A/C 7009, want more food in their lunch pack.

7. Lt Boudinot (NMI) Stinson, Pilot A/C 7440, hopes that bombing in the future will be done from higher altitude.

8. Lt Dan C Knight, Pilot A/C 1983, said fighter cover wasn't as good as briefed and said he didn't see friendly escort three quarters of the time.

W. B. FRY,  
Major, Air Corps,  
Group S-2 Officer.

HEADQUARTERS  
AAG STATION 128  
APO 557

11 April, 1944

SUBJECT: **8-4 Combat Mission Report on Mission 11 April, 1944**  
TO : **Commanding Officer, 1st Bombardment Division, APO 557.**

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

Cylinder Head Temperature Guage Out (1)  
Carburetor Air Temperature Guage Out (1)

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

None Reported.

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

None Reported.

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. 557  
11 April, 1944

**SUBJECT: Mission Summary Report**

**TO : Group Operations, Station 128, APO 557.**

**1. Abortives.**

a. Airplane No. 42-39943 returned early because of erratic action of the Rate of Climb and the Airspeed Indicators. A ground check of these instruments revealed no malfunction, but a small crack was found in the pressure line to the Rate of Climb Indicator, which would probably give erratic action at altitude.

b. Airplane No. 42-32005 returned early because of internal failure of # 2 engine. Ground check revealed piston rings in the sump.

c. Airplane No. 42-31508 returned early because pilot could not find formation and thought that the airplane was using excessive fuel. The airplane had used an average of 65 gallons per hour per engine, which is not considered excessive.

**2. Battle Damage.**

a. 42-39993 - Flak hole in right elevator near station 76, elevator change necessary; Flak hole in right bottom side of fuselage near station 9; Flak hole in right flap near station 3; Flak hole in top of right wing near station 15; Flak hole in bottom of right wing near station 26; Flak hole in leading edge of right wing near station 15; Flak hole in # 3 oil cooler radiator; Flak hole in bottom of fuselage just behind station 4; Flak hole in bottom of left wing near station 8 # 1 fuel tank change necessary; Flak hole in left wing tip near station 37, in bottom out top; Flak hole in top of left wing near station 18; Flak hole in leading edge of left horizontal stabilizer near station 229.3; Flak hole in left side of fuselage near station 3b.

b. 42-107039 - Flak hole in right wing tip near station 37, in bottom out top; Flak hole in right rear corner of right flap; Flak hole in bottom of right wing near station 17; Flak hole in leading edge of left wing near station 16, cutting main spar; Flak hole in left wing just ahead of aileron near station 21; Flak hole in bottom of left wing near station 2, hitting induction pipe; Flak hole in left horizontal stabilizer just below leading edge around station 130; Flak hole in left elevator near station 208; elevator change necessary; Flak hole in rudder near station 9, in left side out right; Flak hole in left side out right; Flak hole in left side of vertical stabilizer near station 4; Flak hole in top of left wing near station 6; Flak hole in leading edge of right horizontal stabilizer near station 130.

c. 42-39873 - Several flak holes in wings and fuselage, damaging control cables; 2" flak hole through vertical stabilizer; Two flak holes in left horizontal stabilizer; Large flak hole in top of # 4 nacelle; Flak hole in # 1 oil cooler.

d. 42-97073 - 3" flak hole in bottom of fuselage near nose section, oxygen bottle hit; Small flak hole in plexiglass Nose Section; Two small flak holes in leading edge of right wing.

**SUBJECT: Mission Summary Report (continued)**

**e. 42-31891 - Flak hole in right horizontal stabilizer near station 208; Flak hole in right elevator near station 78; Flak hole in left elevator near station 130; Flak hole in left stabilizer near station 149; Flak hole in left wing near station 7; Flak hole in # 1 tank door near station 8; Flak hole in # 1 tank door near station 7; Flak hole in left wing near station 25, punctured Tokyo tank; Flak hole in left wing near station 23; Flak hole in belly near station 5g; Flak hole in belly near station 3f; Flak hole in right wing near station 21; Flak hole in right wing near station 27; Flak hole in right aileron near station 25; Flak hole in right aileron leading edge station 24; Flak hole in fuselage near station 6a; Flak hole in right wing tip near station 33; Flak hole through # 4 ring cowl, damaged ignition harness; Flak hole in # 3 oil cooler fairing near station 7.**

**f. 42-31496 - Flak hole in left aileron near station 27; Flak hole in left wing inspection plate near station 27, severed aileron actuating rod; Flak hole in # 1 nacelle near station 2d top; Flak hole in left wing near station 13, aft; Flak hole in right stub leading edge near station 2; Two flak holes in fuselage near station 3b; Flak hole in right wing tip near station 35; Flak hole in right wing stub near station 3 aft; Flak hole in fuselage near station 6c on side; Flak hole in right horizontal stabilizer near station 130; Flak hole in right elevator near station 149; Flak hole in vertical stabilizer near station 12; Flak hole in right elevator near station 188;**

**g. 42-31682 - Flak hole in right wing tip near station 37; Flak hole in right wing near station 29; Flak hole in right feeder tank door near station 8; Flak hole in # 3 nacelle near station 2e; Flak hole in right wing stub near station 3 aft; Flak hole in right horizontal stabilizer near station 62 fore; Flak hole right horizontal stabilizer and elevator near station 208, elevator change necessary; Flak hole in tail section near station 30; Flak hole through rudder fabric near station 9; Flak hole in fuselage at station 8; Flak hole in left wing at station 5 aft; Flak hole in left wing near station 22; Tokyo tank change necessary; Flak hole in left wing tip near station 33; Flak hole in # 2 tank door; Flak hole in # 3 ring cowl, bottom; Flak hole in fuselage near station 1b.**

**h. 42-31730 - Several flak holes in wings damaging main support spar brace; Three small flak holes in top of fuselage; Flak hole in plexiglass nose section; Small flak hole in top of right horizontal stabilizer.**

**i. 42-40002 - Several flak holes in wings; 10" tear in left aileron, caused by flak; Two flak holes in fuselage, near nose section; Flak hole in leading edge of left horizontal stabilizer**

**j. 42-31619 - Flak hole in bottom of right wing, outer panel; 8" flak tear in bottom of right wing tip; Flak hole in top of # 2 ring cowl, damaging oil line and firewall; Flak hole in plexiglass of upper turret; Flak hole in plexiglass of lower turret.**

**k. 42-31983 - Flak hole in top of fuselage, forward of radio hatch; Two flak holes in bottom of left wing; Small flak hole in bottom of fuselage, aft of ball turret; Small flak hole in plexiglass nose section.**

**l. 42-31069 - Flak hole in plexiglass nose section; Navigator's window broken by flak; Small flak hole in # 1 ring cowl.**

**SUBJECT: Mission Summary Report (continued)**

**m. 42-31863 - Numerous flak holes in wings and fuselage; Flak hole through rudder; Small flak holes in bottom of left elevator; Flak holes in # 1 and # 2 ring cowls;**

**n. 42-32012 - Numerous flak holes in wings and fuselage, damaging fuel tank hydraulic line and rudder torque tube; Three flak holes in right side of vertical stabilizer; Flak hole in # 3 ring cowl, damaging cylinder.**

**o. 42-3597 - Numerous flak holes through-out airplane; Landing gear retracting mechanism damaged, many electric wires out, Main front spar in # 2 nacelle hit, all engines damaged and fuel tanks punctured.**

**p. 42-31369 - Numerous flak holes in wings and fuselage damaging fuel tanks; Flak hole in # 1 nacelle, damaging engine mount; Flak hole in # 3 prop hub and crankcase; Flak hole in # 4 nacelle, damaging control cables and engine mount; Two flak holes in bottom of right elevator.**

**q. 42-97440 - Numerous flak holes in fuselage and wings; Flak hole in trim tab of right elevator; # 3 oil sump hit by flak; Flak hole in left side of rudder;**

**r. 42-31116 - Several flak holes in wings damaging tokio and main fuel tank; Flak hole in right side of fuselage beneath Navigator window; Flak hole in left side of fuselage, near tail; Small flak hole through right horizontal stabilizer; Top Turret glass shattered by flak.**

**s. 42-31315 - Several flak holes in bottom of left horizontal stabilizer and elevator; Flak hole in right side of fuselage, above ball turret; Several holes in wings, caused by flak.**

**t. 42-39932 - Small flak hole in top of right wing, behind # 4 nacelle; Small flak hole in top of left wing, near fuselage; Small flak hole through vertical stabilizer; Small flak hole in left side of fuselage, beneath stabilizer, cutting electric wiring;**

**u. 42-31557 - Numerous flak holes in wings. Large flak hole through vertical stabilizer, causing structural damage; Large flak hole in right side of vertical stabilizer; Several flak holes in horizontal stabilizer and elevator.**

**v. 42-107009 - Several flak holes in bottom of wings; Flak in # 1 engine, damaging push rod and cylinder; Small flak hole in top of fuselage, near nose; Small flak hole in bottom of fuselage aft of ball turret; Two flak holes in bottom of right horizontal stabilizer.**

**w. 42-107043 - Two flak holes in bottom of right wing, outer panel; Small flak hole in bottom of right aileron; Small flak hole in bottom of left elevator.**

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>
23	2	21	23

**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 557  
11 April, 1944

SUBJECT: Armament Narrative, Mission No. 48, 11 April, 1944

TO : Commanding Officer, 401st Bombardment Group (H),  
APO 557, U.S. Army.

Negative Armament and Bomb Rack malfunction report is  
submitted for the mission of 11 April, 1944.

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

LOW BOX 94th A Wing

Combat Flight Leader: MAJOR MAUPIN 4/11/44  
 (Date)  
 Deputy Flight Leader: LT DAILEY  
 Group Call Sign: \_\_\_\_\_ Fighter Call Sign: \_\_\_\_\_  
 Ground Control: \_\_\_\_\_

*10-100 by 4/5 11:00*

612 SQDN  
 612th SC FILLY  
 613th IN GARET  
 614th IW MOORMOSS  
 615th IY ESQUIRE

GOODMAN(MAUPIN)

SC P	1891	X
KUEHL		
SC H	9979	
DAILEY		
SC B	1862	X

KELLY  
 SC Q 1496 X

HAGAN		BINGHAM	
SC M	7039	SC C	9993
	X		X

COMP SQDN                      COMP SQDN

*Break 03:00  
 Briefing 04:00  
 Station 06:00  
 E.T.R. 17:27*



WALSH		HESS		LIVINGSTONE		O'NEILL		VOKATY <i>About</i>	
IW X	1863	IN R	1557	IN Q	1508	IN J	1591	IN M	2005
	X		X				X		
TANNER <i>About</i>		BARTLEY		CHRISTENSEN <i>About</i>		LEW		KNIGHT	
SC F	9945	IW O	1116	IN L	1593	IN H	9932	IY G	1983
	X		X		X		X		X

SPARES

Spare lead SC<sub>q</sub> K 1087  
 Ground spare ~~IN L 1883~~ SC L 9837  
 Weather ship IN F 1037

*012*

**LEAD BKG**

Combat Flight Lt. LT COL BROOKS 4/11/44  
(Date)

Deputy Flight Leader: MAJ HINKLE

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

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

614 SQDN

612th SC FILLY  
613th IN GARET  
614th IW MOORMOSS  
615th IY ESQUIRE

BROOKS (CHAPMAN)

IW P

X 2012 ✓

STINE  
IW F 9881 ✓

KIRKHOFF (HINKLE)  
IW K 1369 ✓  
*Back*

STIMSON

IW A

X 7440 ✓

SHAW  
IW G 9847 ✓

WILSON SP  
IW J 9820

615 SQDN

613 SQDN

LEWIS

IY B

X 1730 ✓

*Back*  
KAMINSKI  
IY Q 9873 ✓

LOZINSKI

IY D

X 0002 ✓

SHARP

IN E

X 7008 ✓

WYSOCKI

IY K

X 1069 ✓

FERDYN

IY L

X 1619 ✓

OTTON

IY N

X 7073 ✓

SPARES

464 D  
Space lead 9881 IW F  
Ground Spare 1521 IY M

993 - # 4 prop oscillating a little on way back:

619 - B-D. No. 2 Engine oil line cut.  
 Pilot's windshield ~~is~~ cracked  
 (install bullet proof glass please).  
 # 2 cyl. head temp. out.  
 AFCE ~~air~~ control doesn't work.  
 right

863 - # 2 prop had a tendency to run away  
 # 3 turbs lagged a little at alt:

069 - # 3 Eng failure # 4 Eng excessive gas comp.  
 Lt. Back temp # 4 cyl. temp gage low. Pilot uses too much oil.  
 993 - # 4 tach fluctuates

1196 - O.K.

089 - O.K. # 3 Carb. air temp out:

009 - O.K.

612TH BOMBARDMENT SQUADRON (H)  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE ENGINEERING OFFICER  
STATION 128  
APO 557

11 March 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H),  
Station 128, APO 557, U. S. Army

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

AIRPLANE NO.	BATTLE DAMAGE
42-39993	<ol style="list-style-type: none"><li>1. Flak hole in right elevator near station 78. Elevator change.</li><li>2. Flak hole in right bottom side of fuselage near station 9.</li><li>3. Flak hole in right flap near station 3.</li><li>4. Flak hole in top of right wing near station 15.</li><li>5. Flak hole in bottom of right wing near station 26.</li><li>6. Flak hole in leading edge of right wing near station 15.</li><li>7. Flak hole in # 3 oil cooler radiator.</li><li>8. Flak hole in bottom of fuselage just behind station 4.</li><li>9. Flak hole in bottom of left wing near station 8. # 1 fuel tank change.</li><li>10. Flak hole in left wing tip near station 37, in bottom out top.</li><li>11. Flak hole in top of left wing near station 18.</li><li>12. Flak hole in leading edge of left horizontal stabilizer near station 229.3.</li><li>13. Flak hole in left side of fuselage near station 3b.</li></ol>
42-107039	<ol style="list-style-type: none"><li>1. Flak hole in right wing tip near station 37. In bottom out top.</li><li>2. Flak hole in right rear corner of right flap.</li><li>3. Flak hole in bottom of right wing near station 17.</li><li>4. Flak hole in leading edge of left wing near station 18. Cut main spar.</li><li>5. Flak hole in left wing just ahead of aileron near station 21. In bottom out top.</li><li>6. Flak hole in bottom of left wing near station 2. Hit induction pipe.</li><li>7. Flak hole in left horizontal stabilizer just below leading edge around station 130.</li></ol>

42-107039

8. Flak hole in left elevator near station 208. Elevator change.
9. Flak hole in rudder near station 9. In left side out right.
10. Flak hole in left side of vertical fin near station 4.
11. Flak hole in top of left wing near station 6.
12. Flak hole in leading edge of right horizontal stabilizer near station 130.

1

42-31891

1. Flak hole in right horizontal stabilizer near station 208.
2. Flak hole in right elevator near station 78.
3. Flak hole in left elevator near station 130.
4. Flak hole in left stabilizer near station 149.
5. Flak hole in left wing near station 7 aft.
6. Flak hole in # 1 tank door near station 8.
7. Flak hole in # 1 tank door near station 7.
8. Flak hole in left wing near station 25, punctured tokyo tank. Tank change.
9. Flak hole in left wing near station 23.
10. Flak hole in belly near station 5g.
11. Flak hole in belly near station 3f.
12. Flak hole in right wing near station 21.
13. Flak hole in right wing near station 27.
14. Flak hole in right aileron near station 25.
15. Flak hole in right aileron leading edge station 24.
16. Flak hole in fuselage near station 6a.
17. Flak hole in right wing tip near station 33.
18. Flak hole through # 4 ring cowl, damaged ignition harness.
19. Flak hole in # 3 oil cooler fairing near station 7.

42-31496

1. Flak hole in left aileron near station 27.
2. Flak hole in left wing inspection plate near station 27, severed aileron actuating rod.
3. Flak hole in # 1 nacelle near station 2d, top.
4. Flak hole in left wing near station 13, aft.
5. Flak hole in right stub leading edge near station 2.
6. 2 flak holes in fuselage near station 3b.
7. Flak hole in right wing tip near station 35.
8. Flak hole in right wing stub near station 3 aft.
9. Flak hole in fuselage near station 6e on side.
10. Flak hole in right horizontal stabilizer near station 130
11. Flak hole in right elevator near station 149.
12. Flak hole in vertical stabilizer near station 12 aft.
13. Flak hole in right elevator near station 188.

42-31662

1. Flak hole in right wing tip near station 37.
2. Flak hole in right wing near station 29.
3. Flak hole in right feeder tank door near station 8.
4. Flak hole in # 3 nacelle near station 2e.
5. Flak hole in right wing stub near station 3 aft.
6. Flak hole in right horizontal stabilizer near station 6 2 fore.
7. Flak hole right horizontal stabilizer and elevator near station 208. Requires elevator change.
8. Flak hole in tail section near station 30.
9. Flak hole through rudder fabric near station 9.
10. Flak hole in fuselage at station 8.
11. Flak hole in left wing at station 5 aft.
12. Flak hole in left wing near station 22. Tokyo tank chang.
13. Flak hole in left wing tip near station 33.
14. Flak hole in # 2 tank door
15. Flak hole in # 3 ring cowl bottom.
16. Flak hole in fuselage near station 1b.

*Herbert O. Kimmel*

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