

REPORT OF OPERATIONAL
DAY

MISSION No. **21**

Date: **5 FEB. 44**

TO: **CHATEAUROUX , FRANCE**

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

E- -1

5 February 1944

SUBJECT: Leader's Narrative, 401st Group Formation, Mission No 21,
5 February 1944.

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

1. The 401st Group furnished the low box and the low squadron of the high composite box for the mission of 5 February 1944. The high box squadron took off first, and the complete low box took off second. Due to damage of the elevator of the lead ship in the low box the crew had to change ships and consequently did not take off first. However, the leader got off about sixth and took over the formation. The low box formed at 2,000 feet as briefed and proceeded to join the Wing formation. The low box finally caught up with the Wing formation at Point C and proceeded to the target as briefed.

2. At the IP the low box uncovered and proceeded on the bomb run. Due to a misunderstanding between the Pilot and the Bombardier as to who had control of the ship the low box overshot the IP. Consequently the low box bombed the target in the number three position. The low box made a visual bombing run of approximately six minutes. Mild evasive action was taken even though no flak was seen.

3. The turn off the target was to the right. Since the low box had fallen behind over the target it took approximately twenty minutes to catch up with the Wing formation. The low box held a very good defensive formation and withstood well the mild fighter attack which it encountered right after leaving the target. The low box was attacked by fighters immediately after joining the Wing formation. Damage by fighters was light; two planes had an engine a piece shot out. There was no damage due to flak; no flak was seen.

4. After reaching ^Splasher 11 the Wing broke up into Groups and proceeded home individually. A normal contact let down was made; the low group proceeded back to home base and made a normal group formation landing. All ships but two landed at the home base.

5. Bombing was visual on AFCE. Results were observed and reported to be excellent.

LEON STANN,
Captain, Air Corps,
Group Leader.

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

E-C-7

5 February 1944.

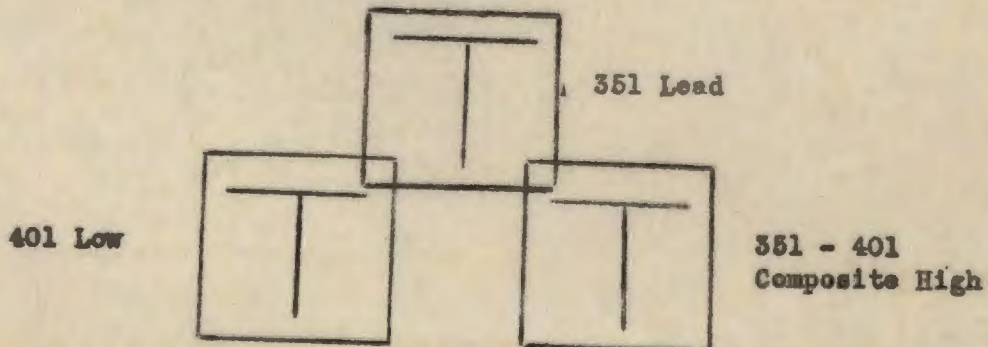
SUBJECT: Operational Mission No. 21, 5 Feb. 1944,
(401st Group Formation).

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

1. GENERAL NARRATIVE: The 401st Group furnished 20 ships, including 2 spares for the low box formation. For take off, assembly, and route in and out see Leader's Narrative. The only difficulty experienced was in catching up with the lead box on assembly, and again after bombing. The route in and out was as briefed. Bombing was visual and reports indicate the results are excellent.

2. AIRCRAFT NOT ATTACKING: No ships aborted from the low box formation. One spare, No. 1226, joined a TRIANGLE "L" Group and bombed with them. The other spare, No. 1511, returned to base.

- a. Formation at take off and cruise. (See attached diagram)
- b. Formation over the target. (See attached diagram)
- c. The 401st Low Box position in the Wing formation. (See below)



3. LOST AIRCRAFT: No ships were lost. Two landed at other fields with wounded and one casualty aboard. No flak was reported, but one aggressive fighter attack by 6 FW 190's was encountered and caused considerable damage.

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

GROUP FORMATION

Combat Flight Leader: CAPT. STANE 5 FEBRUARY 1944
 (Date)
 Deputy Flight Leader: CAPT. SILVER
 Group Call Sign: _____ Fighter Call Sign _____
 Ground Control: _____

613 SQDN

LOW BOX FORMATION AT
 TAKE OFF AND CRUISING

BRIGGLES (STANN)
 Call _____ A/C# _____
 H _____ 9932

<u>STURMAN</u>	Call _____	A/C# _____	<u>HESS</u>	Call _____	A/C# _____
	K _____	<u>1072</u>		R _____	<u>1557</u>

FIELD
 Call _____ A/C# _____
 E _____ 1374

<u>SHARR</u>	Call _____	A/C# _____	<u>SCARFF</u>	Call _____	A/C# _____
	D _____	<u>3507</u>		D _____	<u>0002</u>

612 SQDN

615 SQDN

SELLERS
 Call _____ A/C# _____
 L _____ 9637

LINIS
 Call _____ A/C# _____
 M _____ 1730

<u>HERSHBY</u>	Call _____	A/C# _____	<u>KELLY</u>	Call _____	A/C# _____
	B _____	<u>1662</u>		A _____	<u>9755</u>

<u>GRIFFAN</u>	Call _____	A/C# _____	<u>CAMPBELL</u>	Call _____	A/C# _____
	F _____	<u>7833</u>		N _____	<u>1521</u>

BANNER
 Call _____ A/C# _____
 P _____ 8913

CHRISTENSEN
 Call _____ A/C# _____
 J _____ 7495

<u>BEHREMAN</u>	Call _____	A/C# _____	<u>VACAN</u>	Call _____	A/C# _____
	G _____	<u>9993</u>		J _____	<u>0050</u>

<u>GARDNER</u>	Call _____	A/C# _____	<u>BIRDYK</u>	Call _____	A/C# _____
	Q _____	<u>1518</u>		L _____	<u>1519</u>

WALSH
 Call _____ A/C# _____
 G _____ 1226

SPARES

Call _____ A/C# _____

WELLS
 Call _____ A/C# _____
 D _____ 1511

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

GROUP FORMATION

Combat Flight Leader: CAPT. STANN 5 FEBRUARY 1944
 (Date)

Deputy Flight Leader: CAPT. SILVER

Group Call Sign: _____ Fighter Call Sign _____

Ground Control: _____

LOW BOX FORMATION
 OVER TARGET.

613 SQDN

RIEGLER (STANN)
 Call A/C#

H 9932

SHEAHAN
 Call A/C#

K 1072

HESS
 Call A/C#

R 1557

PIPER
 Call A/C#

B 1374

SHARP
 Call A/C#

O 3507

SCHARF
 Call A/C#

D 0002

612 SQDN

SELLERS
 Call A/C#

L 9837

615 SQDN

LEWIS
 Call A/C#

B 1730

HERSHEY
 Call A/C#

B 1662

KELLY
 Call A/C#

A 9765

GRINHAM
 Call A/C#

F 7833

CAMPBELL
 Call A/C#

M 1521

TANNER
 Call A/C#

F 9943

CHRISTENSEN
 Call A/C#

J 7496

BINGHAM
 Call A/C#

C 9993

HAGAN
 Call A/C#

J 0050

GARDNER
 Call A/C#

G 1518

FERDYN
 Call A/C#

L 1619

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

AAF Station 128
 6 February 1944

SUBJECT: Statistical Summary, 401st Group Box, Mission of 5 February 1944.
 TO : Commanding Officer, 401st Bombardment Group, AAF Station 128.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....20
 Number of A/C Spares..... 2
 A/C Taking Off Less Unused Spares.....19
 Number of A/C Dispatched.....19
 Number of Sorties.....19
 Number of A/C Attacking.....19
 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	19	19*	227	500#	GP	1/10	1/100
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			227	500#	GP	1/10	1/100
Other Bomb Expenditures			1	x	x	x	x
Bombs Returned			-	-	-	-	-
Total (Loaded on A/C T.O.)			228	500#	GP	1/10	1/100

*Note: 1 A/C bombed with another group.

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

E-C-1

5 February 1944

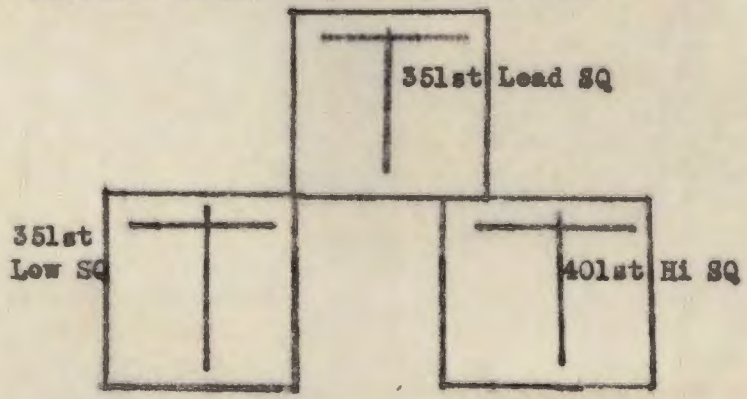
SUBJECT: Operational Narrative, Mission No 21, 5 February 1944.
(401st-351st Composite Formation)

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

1. The 401st Group furnished a six ship low squadron to the 401st-351st high composite box. This squadron took off before the low box, and assembled as briefed. Some difficulty was encountered in finding the 351st high and lead squadrons, but assembly was made before the Wing left the coast. Route in and out was as briefed. Wing formation was maintained throughout the course. Bombing was visual and results are reported to be fair. Bombs were scattered in the high box pattern.

2. AIRCRAFT NOT ATTACKING: No ships aborted in the low squadron of the high composite box.

- a. Formation at takeoff and on cruise (diagram attached).
- b. Formation over the target (diagram attached).
- c. Position in the high composite box:



3. LOST AIRCRAFT: No ships were lost. Flak was not reported but some fighter activity took place. High box ships did not suffer any battle damage.

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

GROUP FORMATION

5 FEBRUARY 1944

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

LOW SQUADRON OF HIGH COMPOSITE
BOX AT TAKEOFF AND CRUISING.

Call | A/C#
|

Call | A/C# | Call | A/C#
| | | |

Call | A/C#
|

Call | A/C# | Call | A/C#
| | | |

614
SQDN
GAMMA

SQDN

Call | 9840C#
|
WILSON, C.L.

Call | A/C#
|

ARNESON

Call | A/C# | Call | A/C#
| | | |
DAVES

Call | A/C# | Call | A/C#
| | | |

Call | A/C#
K | 1369
WEBER

Call | A/C#
|

CURRIE

Call | A/C# | Call | A/C#
D | 1488 | A | 1077

Call | A/C# | Call | A/C#
| | | |

SPARES

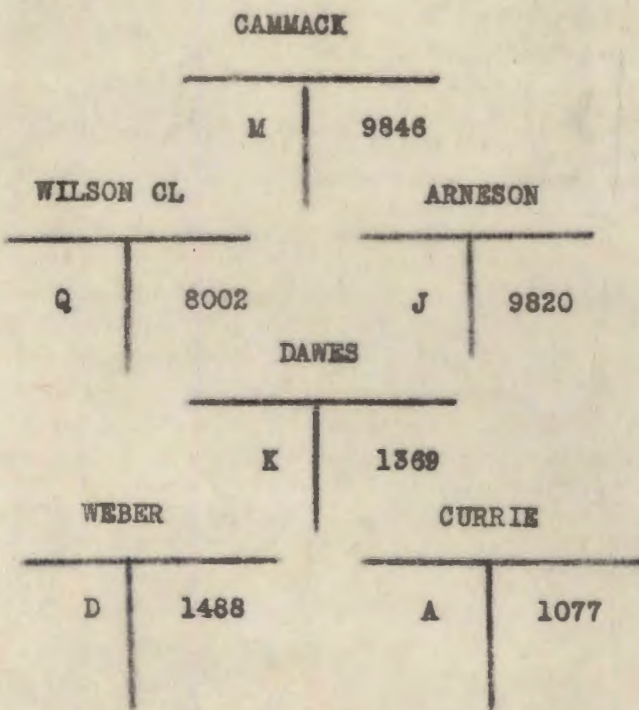
Call | A/C#
|

Call | A/C#
|

Call | A/C# | Call | A/C#
| | | |

Call | A/C# | Call | A/C#
| | | |

FORMATION OF LOW SQUADRON OF
HIGH COMPOSITE BOX OVER THE
TARGET



HEADQUARTERS
 401ST BOMBARDMENT GROUP
 Office of the Air Statistical Officer

AAF Station 128
 6 February 1944.

SUBJECT: Statistical Summary, 401st-351st Composite Box, Mission of 5 February 44.
 TO : Commanding Officer, 401st Bombardment Group, AAF Station 128.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....6
 Number of Spares.....0
 A/C Taking Off Less Unused Spares.....6
 Number of A/C Dispatched.....6
 Number of Sorties.....6
 Number of A/C Attacking.....6
 Number of A/C Not Attacking.....0

Aircraft Lost:

None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	6	6	72	500#	GP	1/10	1/100
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			72	500#	GP	1/10	1/100
Other Bomb Expenditures			-	-	-	-	-
Bombs Returned			-	-	-	-	-
Total (Loaded on A/C Taking Off)			72	500#	GP	1/10	1/100

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 5 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 0820 hours.
 - b. Group formed at 0843 hours at 2000 feet.
 - c. Formed CBW at 0843 at 2000 feet.
 - d. Began climb at 0856 hours.
 - e. Reached altitude at 1009 hours.
 - f. Weather encountered over England:
 - (1) Clouds 2 / 10ths
 - (2) Visibility 20 miles.
 - (3) Wind at altitude 330 degrees, 57 knots per hour.
 - g. Means of Navigation over England.

DR, Pilotage, Radio, Gee
 - h. Means of checking Metro Winds.

Pilotage
 - i. Joined task force at 0945 hours at Selsey Bill.
 - j. departed English Coast at 0945 hours.
arrived at Enemy Coast at 1009 hours.

k. Fighter Rendezvous **1058**

- (1) Going in: Target hours. **(All the way to coast)**
- (2) Coming Back: _____ hours.

l. Wind used for bombing: **330**

- (1) 57 degrees.
- (2) _____ knots per hour.
- (3) How DETERmined:

m. Description of Bomb Run and Method of target Identification: **1058**

- (1) Reached IP at _____ hours. **350**
- (2) Mag heading over target 14,000 degrees.
- (3) Altitude over target 1110 feet.
- (4) Time bombs away _____ hours.
- (5) Method of target identification and weather over target: **Visual GAVE**

n. Difficulties encountered with Radio, Compass, and special equipment: **See ref at times on Stud #2**

o. Gee:

- (1) Coordinates **48 52 01 40** of furthest fix _____ N _____ E.
- (2) Time _____ hours.

p. Comments: **Good Mission**

1st Lt. W. E. Anderson
Lead Navigator
SIGNATURE

TRACK CHART

TARGET

Primary CHATEAUROUX
 Secondary _____
 Last Resort _____

DATE FEB 5, 1944

GREEN

RED

Route followed by

"B" "A"
 " " "
 " " "
 " " "
 " " "

BRIEFED COURSE

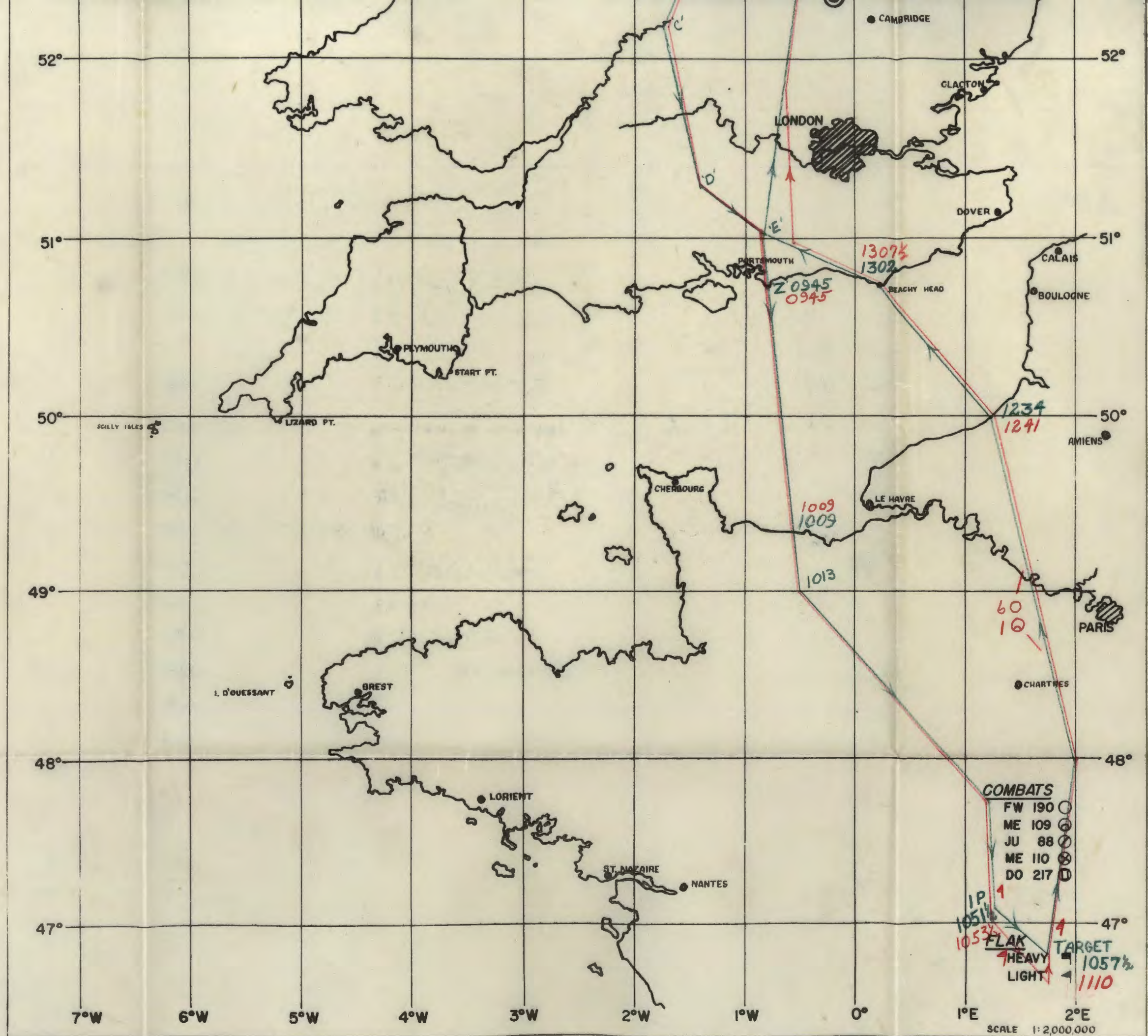
401st Bomb. Gr



COMBATS

- FW 190 ○
- ME 109 ⊙
- JU 88 ⊙
- ME 110 ⊙
- DO 217 ⊙

REPRODUCED FROM THE AIR FORCE RECORDS
 BY THE AIR FORCE HISTORICAL CENTER
 DATE 3/25/71



COMBATS

- FW 190 ○
- ME 109 ⊙
- JU 88 ⊗
- ME 110 ⊗
- DO 217 ◻

IP 1051 1053
 FLAK HEAVY LIGHT
 TARGET 1057 1110

SCALE 1:2,000,000

DECLASSIFIED PER NAID 6603
 BY 531 NARA DATE 03/27/11

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1009					ENEMY COAST		170	14300					
1013	127	-4	123	132	2 B-17's aborting at 0700		170	15000					
1019 3/4				152	Geo 6.97 48 52N 39.53 00 05E					222	47 87	12 23	1043
1026				144	Fighters at 0400 high		160	14900					
1029				144	4 P-47's at 0300 high		160	14900					
1031 1/2				142	Geo 6.36 48 15N 39.41 00 32E		160	"					
1034				142	P-38's at 0600 high whole group								
1039				144	Fighters at 1000 high			14600					
1045				188	Geo 6.16 47 40 1/2N P-47 on tail of fighter 39.20 01 06E		150	14600					
1047	172	+5	177	186								66 1/2	IP 1043
1050				192	B-47's at 0900		150	14600					
1053 1/2				144	IP								1059 1/2
1101				146	Chateaux		150	14700					
1103-3				68	Turning on to target	Other Groups bombed field (Most of pattern on runways)	155	14600					
1107 1/2		-7		358	Chaff in front of us		150	"					
1110				359	Bombs away FW 109's flying around field			14700					
1111				09	Bombs hit on building area		175	"					
1120	23	-7		18	P-38's high at 1100 47 13N 02 00E		170	14700					
1121 1/2	06	-7	357	08	Viewson Villa 47 13N 02 02E		"	"					
1124	360	-7	353	02	P-38's crossing over us			14000					
1129	357	-6	357	0	Fighters at 0600		180	14200 -12	195	143			
1138					Four long buildings look like Storage depot 47 35N 02 02E								
1141	342	-3	339	348	2 nd right of Orleans - twin engine plane flying below us at 0100 East of Orleans		180	14000					
1144	349	-3	346	355	Fighters at 0300 high and 0500 high (eight of them)		180	13800					
1149				342	1 nd right of Allaines 48 12N 01 50E		180	12900		122	109	54	1243
1203				354			165	11000 -12					
1207 1/2				348	Geo 4.33 48 52N 41.00 01 40E		170	14600					
1211				02	5 FW's 190's coming in at 48 57N 01 37E Figer on Fire 002 trailing smoke			13900					
1220				356	Fighter at 0200 low		155	14500					
1221				356	#6 in low sq feathers #3 engine P-38 shot down FW 190 P-38's going at enemy fighters (FW 190's)								
1224				356	Fighters at 0700 (friendly)		160	14600					
1227				356	Piper joins low squadron		160	14800					
1230				356	Fighters at 0500 low (P-47's)								
1230 1/2				356	Fighters at 0600 (high) P-38's		155	14,300					
1234				356	3 P-47's at 0300 low								
1235 1/2				348	Geo 3.16 49 52N 42.27 01 20E		170	13,500		129	60	28	
1237				336	P-47's at 0200 low		165	13900					
1241				340	Enemy Coast 50 00N 01 15E		155	14200				28	1309
1246		+2	335	345	B-17 with # 4 engine trailing smoke		170	12900		163	130		
1306				340	1 boat heading NE		170	4500					
1307 1/2	296	+8	304	314	English coast (Dorset Head)		170	3800				19	1326

SIGNED

NAVIGATOR

DECLASSIFIED PER 11/2/45005
DATE 2/15/11

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

5 February 1944

**SUBJECT: Group Bombardier's Narrative, Mission No 21
Chateauroux, France**

1. 18 of our a/c of the low group dropped 215 X 500 M-43 GP on the primary target. One a/c bombed with the triangle "L", dropping 12 500 X M-43 GP bombs. One a/c had a bomb hang up that was jettisoned in the channel during return. Six (6) of our a/c of the composite group dropped 72 X 500 GP on the Primary.

2. Photos show excellent bombing results on the Primary target. 100% of the bomb hits are well within 2,000 feet. The pilots did an excellent job of formation flying during the bombing run, and the Bombardiers alert on releasing their bombs on time. This is very well borne out by the results of an excellent bomb pattern.

JULIUS PICKOFF
Captain, Air Corps
Group Bombing Officer

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

5 February 1944

SUBJECT: Lead Bombardier's Narrative, Mission 21
Chateauroux, France

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

1. The Wing was flying slightly to the right of course and appeared to overshoot the IP. Flying on G-1 a heading of 359 degrees was taken instead of the briefed 134 degrees mag. This was due to a misunderstanding over the interphone, between pilot and bombardier as to who had the ship. The second call was clear and understood, the bombardier immediately took over and turned on the IP.

2. The target appeared clear and the bombardier began synchronizing immediately. In that synchronization was quick, and there was ample time, a few evasive turns were made in case flak batteries were operating. A few bursts were seen, but they were inaccurate and well below the formation.

3. The MPI was the Aiming Point and Bombs away at 1110. Hits were observed to be very accurate.

DURWARD W. PESHIRE
1st Lt. A C
Lead Bombardier

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st Lt. D. W. FISHBURN 666666 DATE 5 February 1944
 PILOT W. T. Siegler TAKE OFF 0820
 NAVIGATOR W. S. Anderson LANDED 1415
 ORGANIZATION Squadron 401st Group AIRPLANE B 2032
 OBJECTIVE CHATEAUBRIANT
 AIMING POINT (MPI) _____
 INITIAL POINT 47 05N 01 20E
 METHOD OF ATTACK X
 Individual Flight Squadron Group Wing
 NUMBER OF ATTACKING A/C IN GROUP 29 COMPOSITE GROUP 6
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 DEFLECTION AND RANGE SIGHTING, GROUP Lead COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 BOMBS, TYPES AND SIZES 500 lb M-43 GP
 NUMBER OF BOMBS LOADED 300 RELEASED 300
 FUZING, NOSE 1/10 TAIL 1/100
 SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>505</u>	Mag. Head. Order	<u>134</u>	Actual	<u>369</u>
True Altitude above target	<u>14845</u>	True Heading	<u>350</u>		
Ind. Altitude	<u>15000</u>	Drift, Est.	<u>0.2</u>	Actual	<u>0.2</u>
Pressure alt of target		True Track			
Altimeter setting	<u>29.92</u>	Actual Range	<u>14135</u>		
C.I.A.S.	<u>150</u>	B.S. Type	<u>M-2</u>		
T.A.S.	<u>195</u>	Time of Release	<u>1110</u>		
G.S., Est.	<u>230</u>	Intervalometer setting	<u>Min</u>		
Wind Direc. Metro	<u>330</u>	Length of Bombing Run	<u>120 sec</u>		
Wind Veloc., Metro	<u>65</u>	C-1 Pilot	<u>Yes</u>		
D.S. <u>100.7</u> Trail <u>44</u>	ATF	A-5 Pilot			
TAN. D. A. Est.	<u>.30</u>	Manual Pilot			

TYPE OF RELEASE Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN MPI

NAVIGATION DATA:

MEAN TEMP. METRO ACTUAL

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000	330	330	65	63	-14	-15
17000						
19000						
20000						
25000						
28000						
30000						

METHODS OF BOMBING

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

COMPOSITE GROUPS

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

Bombardier making complete sighting operation T

Bombardier making range operation only T

Bombardier dropping on leader, with arrow indicating leader's position. T

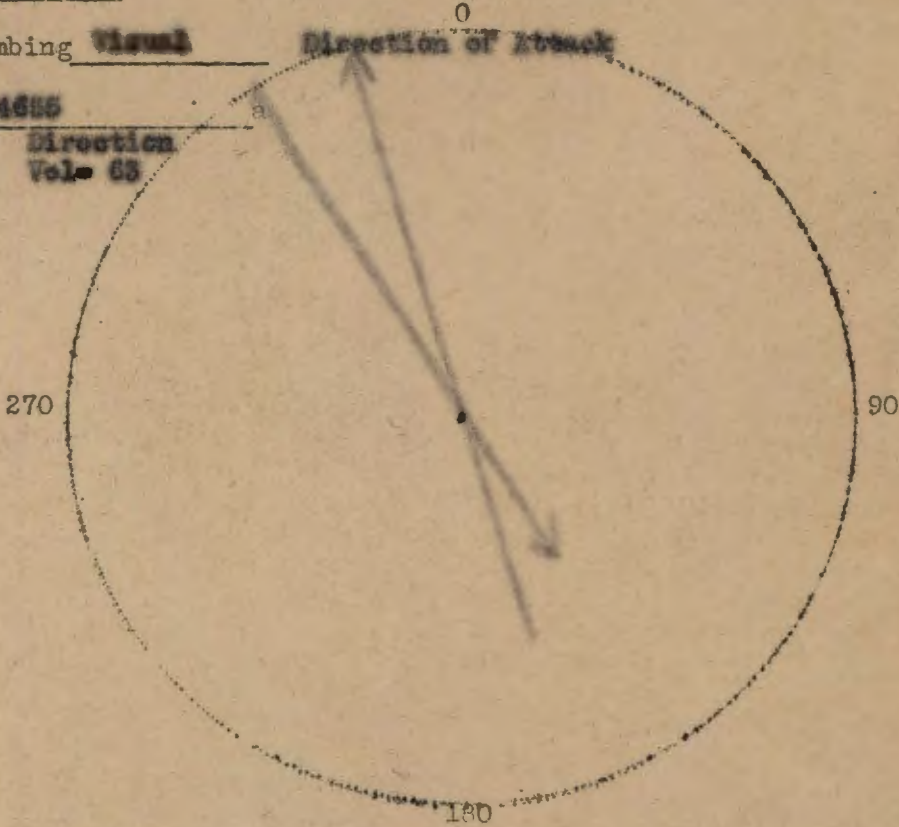
BOMBARDIER'S I.D. VISUAL PLOT

Target CHATEAUGUEN

Method of Bombing Visual

Altitude 14000

Direction
 Vel. 63



PLOT

Wind Direction 330

Wind Velocity 63

Direction of attack 330

REMARKS-----

<u>19</u>	A/C	<u>Salvoed</u>	Bombs at the target. - - - - -	<u>227</u>
<u>0</u>	A/C		Returned Bombs to the Base- - - - -	
<u>1</u>	A/C	Emergency Salvoed	<u>1</u> Bombs- - - - -	<u>1</u>
<u>0</u>	Bombs were unaccounted for** - - - - -			
<u>5</u>	a/c bombed with the 361st Composite Group			<u>72</u>
TOTAL BOMBS A' COUNTED FOR				<u>300</u>

Types of Bombs used 500# M-45 GP

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

A.P.O. 634
5 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

None.

2. Battle Damage.

a. 42-40050 - Vertical stabilizer badly damaged by 20mm shell; Small flak holes in tail assembly; Large 20mm hole above main entrance door; Right horizontal stabilizer badly damaged by 20mm gun fire; Large 20mm hole in tail assembly behind elevator; Rudder badly damaged by flak; Right elevator badly damaged by 20mm gun fire; Large flak hole in vertical fin; # 4 engine badly damaged by gun fire.

b. 42-39993 - 20mm hole in right wing, damaging rear spar; # 4 propeller badly damaged by gun fire; 20mm hole in # 3 ring cowl; 20mm hole in right side of nose section; Bullet hole in right wing between # 3 and # 4 engine; Bullet crease in left wing tip;

c. 42-39943 - Flak hole in left wing, outer panel, near # 1 nacelle.

d. 42-39765 - Right outer wing panel badly damaged by 20mm gun fire; # 2 engine hit by 20mm shell, exhaust stack, inner cowl, and ring cowling badly damaged; Left side of Pilot's Compartment sprinkled by flak; Left wing creased by 20mm shell under # 1 gas tank.

e. 42-31488 - Flak hole in right side of fuselage, at station # 3; 2" flak hole in top of left wing, near leading edge.

f. 42-33077- 3" shell hole in right side of plexiglas nose section.

g. 42-3507 - Holes in top of # 3 ring cowl caused by spent shell casing.

SUBJECT: Mission Summary Report.

h. 42-31521 - Large hole in bottom of fuselage, near tail section caused by 20mm shell; Numerous small holes in each side of fuselage, caused by explosion of shell. Cal.30 hole in center of left bomb bay door.

1. 42-40002 - Large hole in rudder caused by 20mm shell; Large hole between dorsal fin and vertical stabilizer caused by 20mm shell; 20mm shell hole through ball turret; Cal.303 hole in left bomb bay door; Cal .303 hole in plexiglas nose section; 20mm shell hit # 4 propeller blade and burst causing several small hole in front of cowl and damage to engine; 20mm shell through upper turret; 20mm shell through upper part of chin turret and bursting to the rear of Navigator's Table and cutting controls to # 4 engine.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>BY</u> <u>FIGHTER</u>	<u>FLAK &</u> <u>FIGHTER</u>	<u>BY</u> <u>FRIEND</u>
9	4	5	2	4	2	1

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Station 126

A.P.O. 634
5 February, 1944

SUBJECT: Armament Narrative, Mission No. 21, 5 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 5 February, 1944.

One ship's bomb bay doors failed to close because of broken retrieving rods. This is believed due to faulty limit switches.

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

MISSION REPORT - AIRBATTION

AAC Station No. 128

DATE 5 FEBRUARY 1944

Group 401ST BOMB GP (H)

Type Aircraft B-17 G

I - Aircraft: Departed 25

Returned early 0

Attacking target 25

Lost 0

	Size	Quantity	Fusings
II - Bombs: Initial load (total)	M64	300	1/10 1/100
Expended (on target)	M64	299	SAME
(jettisoned)	M64	1	SAME
Returned	M64	0	
Unaccounted for	M64	0	

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..30	Cal..50
Chin Turret	.50	50		1550
Left Nose		16		250
Right Nose		22		300
Upper Turret		50		1300
Lower Turret		50		1450
Radio Gun		25		375
Left Waist		25		650
Right Waist		25		575
Tail Guns		50		2330
Totals		313		8745

S E C R E T

Total A/C Reported by gun position:

Cal..30 _____ rds.

8745

Cal..50 _____ 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.

8745

Cal..50 _____ rds.

V - Remarks:

FOLLOWING FOUR (4) A/C CARRIED SIX (6) T-38 FUZES PER PLANE:
42-39993, 42-31488, 42-40002, 42-31619, ~~XXXX~~

TWO (2) A/C LANDED AT OTHER FIELDS IN ENGLAND AFTER ATTACKING TARGET.
SUPPLEMENTARY REPORT ON AMMUNITION FOLLOWS.

Muir B. Snow Jr.

MUIR B. SNOW JR., 2ND LT
ORD.

(signed)

Sta. Ord. Off. or Ass't

S E C R E T

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

J-A-2

5 FEBRUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 21.
 (REFERENCE FIELD ORDER 278)

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.

NONE.

3. HF/DF BEARINGS.

226, 1 QDM FROM POLEBROOK
 820, 1 QDM FROM POLEBROOK
 0002, 1 QDM FROM POLEBROOK

4. MF/DF FIXES.

0002, 2 FIXES FROM SECTION "N".

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
662	11	NOT USED	DEENETHORPE
050	6, 16	NOT USED	DEENETHORPE
943	11	NOT USED	DEENETHORPE
765	NOT USED	NOT USED	DEENETHORPE
993	8, 11, 12	NOT USED	NOT USED
226	6, 11, 12	NOT USED	NOT USED
557	11	NOT USED	DEENETHORPE
837	5, 6, 7, 8, 9, 10, 11, 16	J	DEENETHORPE
932	11	NOT USED	DEENETHORPE
072	11, 16	NOT USED	DEENETHORPE
820	NOT USED	NOT USED	DEENETHORPE
8002	7, 8	NOT USED	DEENETHORPE

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 21, 5 FEB 44.

6. RADIO BEACONS USED (CONTD).

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
488	7,8,9,11	NOT USED	DEENETHORPE
369	11	NOT USED	NOT USED
846	11	NOT USED	DEENETHORPE
833	11	NOT USED	NOT USED
521	11	NOT USED	DEENETHORPE
518	11	NOT USED	DEENETHORPE
619	6,8,9,11,16	NOT USED	DEENETHORPE
077	NOT USED	NOT USED	DEENETHORPE
730	8,11	NOT USED	DEENETHORPE

7. USE OF GEE.

<u>PLANE</u>	<u>MAXIMUM RANGE OBTAINED</u>		
	<u>NORMAL TRANS</u>	<u>XF NO 1</u>	<u>XF NO 2</u>
932	0140E 4852N	NONE	NONE
077	0010W 4840N	NONE	NONE
226	0000 4900N	NONE	NONE
369	0047W 5043N	NONE	NONE
557	0030W 4935N	NONE	NONE
662	0113E 4705N	NONE	NONE
765	0149E 4745N	NONE	NONE
820	0106E 4742N	NONE	NONE
833	0020E 4825N	NONE	NONE
846	0055E 4758N	NONE	NONE
943	0015E 4830N	NONE	NONE

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION "N" AVAILABLE. TWO FIXES GIVEN TO 0002.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
521	INTERPHONE - CHECK TAIL POSITION.
837	INTERPHONE - CHECK NAVIGATORS POSITION.
226	INTERPHONE - CHECK, BOMBARDIERS POSITION OUT.
619	INTERPHONE - LEFT WAIST POSITION WEAK
518	INTERPHONE - WEAK, LEFT WAIST POSITION OUT.
	COMMAND - WEAK TRANSMITTER AND RECEIVER.
8002	INTERPHONE - BOMBARDIERS MIKE BUTTON OUT, BALL TURRET OUT.
943	INTERPHONE - CHECK PILOTS MIKE LIAISON - RECEIVER NOISY, STATIC BLANKS OUT.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 21, 5 FEB 44.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES (CONTD).

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
730	INTERPHONE - CALL POSITION WEAK. LIAISON - TRANSMITTER WIRES KNIFE TO VARIO- METER ARC. VHF - MUSIC HEARD. MIKES & CORDS - NOT LONG ENOUGH.
765	LIAISON - RECEIVER WEAK.
846	LIAISON - UNABLE TO TUNE TRANSMITTER, ALL ANTENNA WIRING SHOULD BE CHECKED, UNABLE TO RECEIVE. ANTENNA - NEEDS NEW BOLT FOR KNIFE SWITCH.
369	VHF - HOWL.
557	NO RECEPTION OR SIDETONE ON VHF.
072	VHF - COMMERCIAL STATION, RECEIVED MUSIC.
932	LIAISON - NOT ENOUGH VOLUME ON RECEIVER.
507	LIAISON - TRANSMITTER WILL NOT TUNE.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. INFORMATION ON MEACONING.

NONE.

14. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. GOOD RESULTS.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION IN OPERATION ENTIRE MISSION. ONE HOMING GIVEN
TO SHIP 511 WHICH RETURNED EARLY FROM THE MISSION.

17. REMARKS.

NONE.

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

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

T/SGT MILTON LIPA
 (RADIO OPERATOR'S NAME)
2/5/44
 (DATE)

SHIP NO 932
 NO OF QDM'S 0
 NO OF SOS'S 0
 NO OF FIXES 0
 WX 2

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION N
 CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN NFNH

TIME 0805 WATCH OPENED. NAME M.J.LIPA
 COMPASS OK COMMAND OK LIAISON LOW VOLUME
 INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0805			NO 1 ENG STARTED
0811			TAXI
0815			TAKE OFF IFF OFF DET IN
0830			8 VVV X445 0834A AR
0835			FORMATION NOW HAS 6 IN LEAD 5 HIGH 2 IN LOW
0837	AA	7MT	TMI K
		7MT	TMI K
	AA	7MT	TMI X575 K
	AA	7MT	TMI K
	AA	7MT	X625 TMI X625 K
	AA	7MT	N X625 X625 K
0843	AA	7MT	X625 TMI X625 K
0900		7MT	5 VVV X445 0904A AR
0905	MJRD	7MT	R X639 K OFF FREQUENCY
		MJRD	R AR
0915	7MT	MULM	X623 K
	7MT	MULM	X623 K
	7MT	MULM	X623 K
		7MT	X675 3 K
		MULM	X623 K
		7MT	R K X639 K
		MULM	R AR
0930		7MT	7 VVV X445 0934A AR
0945			LEFT ENGLISH COAST
0958	7MT	MGXQ	X259 K
1000		7MT	9 VVV X445 1004A AR
1004	7MT	MGXQ	X259 K TMI X259 K
	AA	7MT	TMI K
		MGXQ	X259 K
		7MT	R K
		MGXQ	R NR1 Y GR7 AA ETA POINT A ZERO PLUS ZERO 011 AA 0958
		7MT	R NR1 TNT 1 K
		MGXQ	R 391 K
		7MT	R C AR
1010			PASSING OVER ENEMY COAST
1013			PASSED AIRBASE COULD SEE PREVIOUS BOMB HITS
1030		7MT	2 VVV
	MUNG	7MT	R K
		7MT	R TNT 258 K
			K CAN'T HEAR WHOS CALLING 7MT

TIME	TO	FROM	REMARKS
1040			8 P-38'S ESCORTING GROUP FIGHTER ESCORT EXCELLENT IN WINGS AHEAD
	AA	7MT	X675 K TRANSMITTING TO 7MT OFF FRQ
		7MT	IMI
		MWCV	R BT 1504 NWBI MVLG AFMI BT 1030A K
		7MT	IMI GR1 K
		MWCV	R GR1 1504 K
		7MT	IMI GR1 K
		MWCV	AS
		7MT	R
		MWCV	R GR1 9904 K
		7MT	R NR1 K
		MWCV	R AR
1058			BOMB BAY OPEN
1100		7MT	h
		7MT	K
			NR2 Y GR2 BT YFQY VBVS BT SOMEONE BROKE IN
	7MT	MWCV	X259 K
	MGYQ	7MT	AS
		UQWV	AS
		7MT	NR2 AR
	UQ Q	7MT	R K
	7MT	UQWQ	R NR1 Y GR2 BT YFQY VBVS BT 1103A K
		7MT	R NR1 AR
	7MT	UQWV	R INT 2 K
		7MT	R INT 2 898 K
		UQWV	R C AR
			ON INTERPHONE
1109			BOMBS AWAY
1110	RVMO	7MT	IMI GR2 K
		ROMO	R NR1 Y GR2 BT YFOY VBIP BT 1109A
		7MT	R NR1 K
		RVMO	R AR
			BUILDINGS GOT DIRECT HIT COULD SEE 7 EXPLOSIONS EITHER GAS OR OIL WERE 2 PLANES PARKED ON GRASS
1122			ENEMY FIGHTER MADE PASS AT FORMATIONS
1121	7MT	RVMO	X259 K
		7MT	R K
		7MT	K
		RVMO	R NR2 Y GR1 BT ZRUF BT 1120A K
		7MT	R NR2 AR
		RVMO	R AR
	RVMO	7MT	IMI NR2 K
		RVMO	R AS
			4 P-38'S ESCORTING GROUP BACK
1129	7MT	RVMO	R K
	7MT	RVMO	NR2 Y GR1 BT ZRKY BT 1120A K
		7MT	R NR2 AR
	7MT	RVMO	R AR
1130		7MT	1 VVV X445 1134A AR
1136			ME-210 TOOK PASS AT FORMATION
1147			CAN SEE FIGHTERS TAKING OFF ENEMY FIELD
1147			HAVE P147 NOW
1149			12 P-38'S
	AA	AA	R NR2 P Y GR2 BT YFQY VBJU BT 1155A K
			NO VOLUME SHOULD BE FIXED
1204	7MT	MWCV	X259 K
		7MT	R K
			R NR OP Y GR2 BT YFOY VBJW BT 1202 K

TIME	TO	FROM	REMARKS
			R NR2 INT AA K
	7MT	RFSV	R AR KEY HELD DOWN BYX OPER
1210	7MT	MULM	X259 K
1214		MULM	R NR1 P Y GR3 BT 9904 YFQY YIVS BT 1203A K ATTACKED BY FIGHTERS 190'S
1230	SWVC	7MT	X259 NR1 F GR4 BT LRXW FLXJ ERMO VSMA BT 1220A DECODED GIVEN TO PILOT
1241			ATTACK BY FIGHTER PASSING OVER ENEMY COAST
1245			IFF ON OK
1300		7MT	5 VVV X145 1304A AR
1303	SWVC	7MT	X259 NR2 F GR5 BT LRPG FLAB ERQM MOVS MA BT 1300A DECODED GIVEN TO PILOT
1315			IFF CHECKED OK CAN HARDLY HEAR ANYTHING ON RECEIVER
1400	SWVC	7MT	X259 NR2 F GR5 BT LRPG FLAB ERQM MOVS MA BT 1300A
1405			REC WENT DEAD
1406			LANDING IFF OFF
1407			TAXI
1410			ENG OFF
1412			EQP CHECKED
1414			OFF WATCH
			M.U.LIPA

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

D-J-1

5 February 1944.

SUBJECT: comments of crews participating in CHATELAINOUX raid, 5 Feb 1944.

TO : Commanding Officer, 401st Bombardment Group (H), APO 634,
(Through Lt. Col. B. K. Vochees and Major Brooks).

1. A/C 1072 - Lt. Sheehan stated transportation was not available at squadron this morning-late for briefing. A/C had not been test hopped since wing had been removed and replaced and neither new stabilizer nor aileron had been put on A/C.

2. A/C 9837 - Crew insists that armament shop is inadequate.

3. A/C 9993 - Capt. Haberer said eggs were cold at breakfast.

4. A/C 3507 - W/Sgt. Older stated that top-turret oxygen hose was too short-he couldn't move very much; also on ball-turret.

5. A/C 1557 - T/Sgt. Charma objects to windows in radio room being covered up by chaff chutes.

6. A/C 1662 - Lt. Hershey stated trucks were late getting to squadron area making crew late for briefing. Lt. Buder said there wasn't enough time for navigators' briefing. Lt's. Hershey and Woods stated formation very good.

7. A/C 9992 - Lt. Cushman said right tail gun was out - has been out for a week - Sgt. Kerr. Lt. Cushman wants more cookies-had only 2 pieces. Lt. Anderson wants soft rubber ear cups for helmet.

8. A/C 0002 - Sgt. Hedell stated catwalk should be taken out so BTG has better chance of getting out. Lt. Schwartz suggests 2 syrettes in each first-aid-needed this trip and there should also be a clothing knife to cut away clothes on wounded men. Lt. Robert said it took 15 minutes for ambulance to get to plane - both red flares were fired on approach (only 2 in plane). Got additional flares from another plane on ground to fire. Sgt. Strong stated there should be a tool for adapter on radio gun on ship. Lt. Scharff said it took at least 45 minutes to get a truck after landing. Lt. Schwartz reports that Bombardier (Lt. Hoover) cleared jammed gun after being wounded by reaching down into turret which took quite a bit of effort. He refused to quit his position or take morphine until over the English coast over an hour after being wounded.

9. A/C 050 - Lt. Cordell thinks route home could have been better if over water. Lt. Gagan said crew was not notified early enough and didn't have time to prepare ship for mission. We were supposed to taxi before we had time to get our guns in. Trucks were very late.

10. A/C 1226 - Sgt. Spasok, Lt. Porter - could not get but 8 flak suits.

11. A/C 1369 - Lt. Daves thinks more notice should be given to crews in advance of mission. S/Sgt. Norrell said armament did not load ammunition in top turret; ammunition was on floor, not in boxes. Lt. Schuberg stated receiver on navigator's right gun was broken, also receiver cover on this same gun was not fastened. S/Sgt. Lafontaine stated receiver cover on left ball gun was off. Lt. Daves commented that Engineering did an excellent job on oxygen system repair; pipe broke just before takeoff (in pilot's system); engineering repaired it and refilled system in 15 minutes.

12. A/C 488 - S/Sgt. Corley said; "why can't we be all provided with large rubber cups for earphones".

13. A/C 1077 - Lt. Currie stated that the ground crew did not arrive at airplane until ten minutes before takeoff.

14. A/C 8002 - Crew stated not enough time between takeoff and briefing.

15. A/C 9820 - Lt. Arneson wants sun glasses for pilot and co-pilot.

16. A/C 9846 - Lt. Cammack said; "polebrock didn't meet rendezvous over field - only 5 ships showed up and then only over the channel (half way over)". "Lead ship of high box led formation all over the map".

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

Target No.
S. 897

AIRFIELD — CHATEAUROUX/LA MARTINERE (FRANCE)

Illustration No.
S. 897/1

P.T.

0 500 1000 1500 2000 YARDS
0 1/2 1 MILE
Photographed 13 August 1943 (1 : 18,000) approx. Issued September 1943

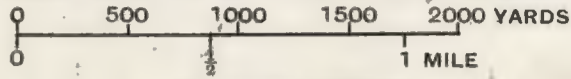


Target No.
S. 1589

AIRFIELD

Secondary
CHATEAUDUN (FRANCE)

Illustration No.
S. 1589/5



S.T.

Photographed 18 April 1943

(1 : 32,000) approx.

Issued September 1943



Illustration No.
S. 1589/5

SS Form 90

S-2 STATISTICAL REPORT

Mission of 5 Feb. 44

Time of Preparation 1725

Target Chateauroux

Telephone to A-2 1740

(1) Designation of Group 401

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

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

(4) No. of A/C Attacking 19

(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 1110

(8) Altitudes of Attack 14,600

(9) Bombs on Each Target (a) 222 (b) Size 500 (c) Type GP

(10) Personnel Casualties 11 Type:

- (a) Number Killed 1
- (b) Number Wounded 10
- (c) Number Missing 0

(11) A/C Suffering Battle
Damage 7

Category:

- (a) Minor 4
- (b) Major 3
- (c) Salvage 0

REMARKS: One A/C #1226, bombed with
mixed triangle L and triangle A Load Box.
Flw as #2, 2ol., Low Sq.

Lt. J.L. Marick
Preparing Officer

(12) Preliminary Claims 1-0-3

(13) Leaflets Dropped None

COMPOSIT

S-2 STATISTICAL REPORT

Mission of 5 Feb. 44

Time of Preparation 1750

Target Chateauroux

Telephoned to A-2 1745

(1) Designation of Group 401

(2) Total No. of A/C
airborne, incl. spares 6 (SPARES 0)

(3) Total No. of A/C
Dispatched 6

(4) No. of A/C Attacking 0

(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 1105

(8) Altitudes of Attack 17,000

(9) Bombs on Each Target (a) 72 (b) Size 500 (c) Type GP

(10) Personnel Casualties 0

Type:

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

(11) A/C Suffering Battle
Damage 2

Category:

- (a) Minor 2
- (b) Major 0
- (c) Salvage 0

REMARKS: None

Lt. J. N. Durick
Preparing Officer

(12) Preliminary Claims None

(13) Leaflets Dropped None

CONFIDENTIAL

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

5 February 1944

SUBJECT: Enemy Opposition, Mission 5 February 1944.

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

The 401st. Group dispatched 25 A/C to attack A/V at Chateauroux, France. We were flying low box and high composite. Ten to fifteen E/A were seen. Mostly FW 190 's with one ME 109. Claims - 1/3/0. Weather - broken clouds, GAVU in target area.

Two FW 190 staged dog fight above formation, one plane dove smoking as though out of control and when near formation attacked from above.

Two FW 190 rocket attacks from 6 o'clock at 1000 yards, rockets burst about 100 yards short.

Three FW 190 attacked from 2 o'clock high in trail firing rockets at 50 yards and damaging 3 B-17's.

Some FW 190's painted to resemble P-47's. Rocket ships were black with yellow nose and yellow ring around cowling.

Fighter support was excellent through out entire mission. Fighter attacks came at ten minutes after target. Attacks were pressed home to 15 - 50 feet and flew through formation.

**W. B. FRY
Major AG,
Group S-2 Officer.**

CONFIDENTIAL

401ST BOMBARDMENT GROUP (H)
APO 634

FLAK REPORT

DATE 5 Feb 1944

TARGET: Chateauroux Time Bombs Away 1103

1. Route followed: Exactly as briefed.

2. Visibility Good Contrails None

3. Position of Group in relation to other Groups: Lead
A High Low Sq. of High Gp.
B Low X

4. Axis of Attack (Lead A/C) 359° B Degrees Magnetic.
132° T A

5. Length of Straight and Level Bomb Run: 5 minutes

6. Evasive Action Taken: None

7. Turn after Bombing: Right to 50° Mag.

8. Number of A/C over Target 25
(a) Number of A/C Damaged by A/A Gunfire 0
(b) Number of A/C Lost by A/A Gunfire 0

9. Description of Flak, including type of Fire Control used:

(a) Route out:

NO FLAK

(b) Target:

(c) Route back:

10. Comments - Phenomena:
None

11. No. of A/C Carrying "Window": None
Observed Results:

Lt. Sutherland

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: 14,600'

Stann
932

Sheahan
072

Hess
557

Piper
874

Sharp
507

Scharff
0002

Sellers
837

Lewis
730

Hershey
662

Kelly
765

Grinham
833

Campbell
521

Tanner
943

Christensen
498

Bingham
993

Hagan
050

Gardner
518

Ferdyn
619

NOTE: Walsh Flew with L #2, Lead Element, Low Sq.
226

HIGH BOX (COMPOSITE)

BOMBING ALTITUDE: 17,000'

Gamaack
846

Wilson, G.L.
8002

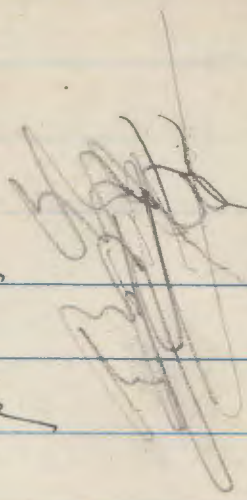
Arneson
820

Currie
077

Dawes
369

Weber
488

P.T.



1. Target is the Chateauroux / La Martiniere airfield situated 3/4 miles E. of Chateauroux. This base has always been a military base and has been known to be a repair base in addition to being a flying training school. ^{and night school} Target has ~~grass~~ runways a training base for German Air Force fighters and L.R. Bombers.

2. Secondary target is an airfield at Chateaudun. It is a base for L.R. (7000' runways) bombers such as Anti Shipping # E-177

3. As ~~an~~ a last resort target an air drome not adjacent to a populated area, may be bombed providing it can be done usually and without disrupting fighter support.

1. Routes on the map with points

2. Balapiticon

500,000 map.

Night target ..

Photos

Flap map

3. Secondary target

Photos.

4. L. R. target

5. Neutral countries

6. P/W.

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

5 February 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 5 FEBRUARY 1944

TAKE-OFF: 0809. Nil low cloud. 6/10 altocumulus, base 12-14,000'. 3/10 cirrus, base 20,000'. Visibility 3 miles.

ROUTE OUT: Nil low cloud over England becoming 3-5/10 stratocumulus over the channel and 2-3/10 stratocumulus over the continent, base 3-4,000', tops 6-8,000'. 3/10 altocumulus, base 14-16,000', over England, becoming nil over the channel and continent. 3/10 cirrus at 20-22,000' over England becoming nil over the channel and increasing again to 2-3/10 cirrus at 18-20,000' over the continent. Visibility 4 miles over England becoming unlimited aloft.

TARGET: 1104 to 1111. 2/10 stratocumulus, base 3000', tops 6-8,000'. Nil middle and high cloud. Visibility unrestricted.

ROUTE BACK: 2/10 stratocumulus, base 3000', tops 6-8,000' becoming 6-8/10 cumulus north of Paris, base 3000', tops 13-15,000', becoming 5/10 stratocumulus at continental coast and 2-3/10 stratocumulus at mid-channel, base 3000', tops 6-8,000', becoming nil over England. Nil middle cloud becoming 2-4/10 altocumulus, base 12-14,000', over England. 2-4/10 cirrus, base 18-20,000', over the continent and England, becoming nil over the channel. Visibility unlimited at altitude, becoming 3 miles in haze over England.

BASE ON RETURN: 1410. Nil low cloud. 2-3/10 altocumulus, base 12,000'. 4-6/10 cirrus, base 18-20,000'. Visibility 3 miles.

REMARKS: Dense, persistent contrails at 18-20,000'. Winds: Directions within 5 to 10 degrees of briefed winds; velocities 10 knots lighter than briefed. Temperatures all within 1 to 2 degrees of briefed temperatures. 7-9/10 stratocumulus observed south of target.

Arthur B. Street

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

OPERATIONAL ROUTE FORECAST

DATE 1 FEB 1968

PERIOD 0700-1100 Lm

Hq SOS USAPP 9-43/90M/15227

	A BASE TO INLAND COAST	B INLAND COAST TO TANGIER	C TANGIER TO BASE	D
WEATHER	1 CLOUDY	CLOUDY BECOMING PARTLY CLOUDY	PARTLY CLOUDY BECOMING CLOUDY OR OVERCAST	
CLOUDS	2 HLL LOW CLOUD IN INLAND WATERS WITH 5-7/10 CIRRUS AND STRATOCUMULUS BASE 2-3000 TOPS 6-7000 IN SHORLAND DIVISION WATERS. 3-5/10 ALTOCUMULUS IN PATCHES AT 12-15000 BECOMING HLL OVER CHANNEL. 6-9/10 CIRCUSSTRATUS ABOVE 25000 FT.	HLL LOW CLOUD BECOMING 4-6/10 STRATOCUMULUS BASE 2-3000 TOPS 4-6000 INCREASING TO 3-5/10 CIRRUS OVER CHANNEL. HLL MEDIUM CIRCUSSTRATUS INCREASING TO 4-6/10 CIRRUS OVER CHANNEL	3-5/10 CIRRUS BECOMING 6-8/10 STRATOCUMULUS BASE 2-3000 TOPS 4-5000 ALTOCUMULUS AND ALPHESTRATUS GRADUALLY INCREASING TO 6-8/10 AT 12-15000 OVER INLAND FROM HLL MEDIUM OVER TANGIER. 4-6/10 CIRRUS INCREASING TO 8/10 CIRCUSSTRATUS BASE 25000.	HLL-20 CIRCUSSTRATUS BELOW 25000 FT.
ICING	3 2-3000 FT. MODERATE CLEAR ICE IN CIRRUS AND STRATOCUMULUS.	4000 FT. HLL.	5000 FT. MODERATE HLL IN MEDIUM CLOUD.	
VISIBILITY	4 3-6 MILES	6+ MILES	4-6 MILES	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	150 15 05			
5000 FT	150 15 05			
10000 FT	150 15 05			
15000 FT	150 15 05			
20000 FT	150 15 05			
25000 FT	150 15 05			
30000 FT	150 15 05			

BASE ALTIMETER SETTING 30.30 TARGET SURFACE TEMP 50.0 TARGET MEAN TEMP 50.0
 TEMP. AT 10000 FT. 45.0 TARGET SURFACE (PRESSURE-ALT)

DECLASSIFIED PER AWP 245005
 BY 54 NARA DATE 3/5/11

53

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

5 February 1944

SUBJECT: Loading List.

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

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

*Plane # 42-31077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	Currie	Donald	A.	0-805408	612th
CP -	2nd Lt.	Stokes	Alexander	C.	0-801578	"
N -	2nd Lt.	Jeffery	Morey	B.	0-685629	"
B -	2nd Lt.	Hutson	Wayman	T.	0-406409	"
RO -	T/Sgt.	DiPierro	Cosimo	A.	12172563	"
TT -	T/Sgt.	Gibson	Earl	C.	15086940	"
BT -	S/Sgt.	Graf	Gecil	L.	19188506	"
PG -	S/Sgt.	Surprise	Walter	L. Jr.	17129684	"
LWG -	S/Sgt.	Severson	Marvel	T.	37426585	"
RWG -	S/Sgt.	Amber	Joe	R.	36703821	"

*Plane # 42-40050

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.	Hutson	Arthur	A.	37264453	"

*Plane # 42-39837

P -	1st Lt.	Sellers	William	D.	0-666363	"
CP -	2nd Lt.	George	Jack	E.	0-747545	"
N -	2nd Lt.	Shapiro	Aaron	(NMI)	0-1284591	"
B -	2nd Lt.	Rementeria	David	A.	0-744333	"
PA -	T/Sgt.	Lehr	Jesse	H.	0-34473124	"
T -	T/Sgt.	Parrish	Donald	C.	16109825	"
BT -	S/Sgt.	Mace	Kenneth	I.	12165700	"
TG -	S/Sgt.	Rishel	Dale	E.	32580316	"
LWG -	S/Sgt.	Judd	Loyde	J.	31152069	"
RWG -	Sgt.	Plate	Robert	D.	36268711	"

*Enter complete number of aircraft

** Designate Engineer

P	1st Lt.	Kelly	William	J.	0-802205	"
CP	2nd Lt.	Ramsey	Robert	J.	0-681191	"
N	2nd Lt.	Van Dyke	George	R.	0-683350	"
B	2nd Lt.	Troy	Ephraim	F.	0-673754	"
RO	S/Sgt.	VanDuren	Paul	R.	0-2165636	"
TTG	T/Sgt.	Johnson	Morris	W.	35493817	"
BTG	T/Sgt.	Stengel	Percy	J.	36276698	"
TG	S/Sgt.	Garity	John	B.	16155719	"
LWG	S/Sgt.	Peacock	George	P.	6573365	"
RWG	S/Sgt.	Morini	Alfred	J.	32492617	"

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-39993 *

P.	2nd Lt.	Bingham	George	B.	0-679033	612th
CP.	2nd Lt.	Had	Francis	W.	0-685332	"
N	2nd Lt.	Frederic <i>Haber</i>	Frank	P.	0-683233	"
B	2nd Lt.	Anderson	Donald	M.	0-735233	"
RO	S/Sgt.	Giorgiani	Alex	(NMI)	33472233	"
TT**	S Sgt.	Dunn	Johnny	K.	35391705	"
BT	S/Sgt.	Yeatts	Lawson	K.	34450792	"
TG	S Sgt.	Johns	Carl	W.	37248950	"
LWG	S Sgt.	Sierra	Charles	P.	12155142	"
RWG	S Sgt.	Callahan	Michael	J.	18150617	"

Airplane No. 42-39943 *

P	2nd Lt.	Tanner	John	R.	0-803901	"
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	T Sgt.	Hildreth	Arthur	W.	11055299	"
TT**	T Sgt.	Cable	Harvey	T.	39531296	"
BT	S Sgt.	Norris	John	B.	14093939	"
TG	S Sgt.	Smith	William	D.	19122676	"
LWG	S Sgt.	Daniel	Edward	P.	39251499	"
RWG	S Sgt.	Francis	Raymond	R.	39038724	"

Airplane No 42-31662 *

P	2nd Lt.	Hershey	Harry	J.	0-803198	"
CP	2nd Lt.	Woods	Robert	R.	0-677390	"
N	1st 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	S Sgt.	Chiccino	Joseph	R.	33581297	"
TG	Sgt.	Joseph	Meload	C.	11114921	"
LWG	Sgt.	Civello	Hubert	C.	38195262	"
RWG	S Sgt.	Henderson	Pete	D.	38213690	"

Airplane No. 42-31511 *

P	2nd Lt.	Wells	Kenneth	C.	0-677365	"
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.	Barlett	Edward	M.	11122117	"
TT**	S 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	"

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

53

613 BOMBARDIER SQUADRON (1)
 OFFICE OF THE OPERATIONS OFFICER
 APO #634

5 FEBRUARY 144

SUBJECT: Loading List.

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

1. Following is the list of combat personnel participating in today's Mission.

*Plane # 42-39932

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.	SQUAD
P -	Capt.	Stann	Leon	(NMI)	024863	613th
CP -	1st Lt.	Riegler	William	(NMI)	0728732	"
B -	1st Lt.	Anderson	William	E.	0728329	"
RO -	1st Lt.	Fesmire	Durward	W.	0515099	"
PT -	T/Sgt.	Iipa	Milton	G.	11071562	"
BT -	T/Sgt.	Click	Leonard	W.	18129468	"
RG -	S/Sgt.	Jack	John	G.	15333173	"
RWG -	S/Sgt.	Kerr	Robert	V.	19094519	"
LWG -	S/Sgt.	Chanian	Nishan	(NMI)	11032287	"
TG	2nd Lt.	Cushman	Thomas	R.	0680414	"

*Plane # 42-31072

P *	2nd Lt.	Sheahan	William	G.	0746438	"
CP *	2nd Lt.	Ogden	Elliott	B.	0687202	"
B -	2nd Lt.	Davis	Robert	G.	0808000	"
RO -	2nd Lt.	Conway	Douglas	M.	0685775	"
PT -	T/Sgt.	Hecker	Donald	A.	36522865	"
BT -	S/Sgt.	Rickey	Richard	W.	15054437	"
TG -	Sgt.	Justice	Hazard	(NMI)	15340143	"
LWG -	Sgt.	O'Mara	John	W.	15063833	"
RWG -	S/Sgt.	Falk	Seymour	(NMI)	17037059	"
	Sgt.	Tomlinson	Roscoe	F.	14159387	"

*Plane # 42-31593 4000 ✓

P -	2nd Lt.	Scharff	Paul	F.	0803697	"
CP -	2nd Lt.	Eckert	Charles	A.	0626397	"
B -	2nd Lt.	Schwartz	Bernard	(NMI)	0689665	"
RO -	2nd Lt.	Hoover	Robert	E.	0688702	"
PT -	Pvt.	Strong	Robert	C.	0667253	"
BT -	S/Sgt.	Karl	Richard	X.	33397179	"
RG -	Sgt.	Bedell	Charles	H.	32577472	"
LWG -	Sgt.	Smallin	James	H.	39035600	"
RWG -	Sgt.	Leking	Rogers	T.	35348050	"
	Sgt.	Pyniger	Frederick	G.	31144508	"

Enter complete number of aircraft
 ** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31374 *

P.	1st Lt.	Piper	Harry	L.	0740910	613th
CP.	2nd Lt.	Hellmuth	George	J.	0748646	"
N	2nd Lt.	Coventry	James	A.	0678616	"
B	2nd Lt.	Gipson	Raymond	E.	0676254	"
RO	T/Sgt.	Wagner	Robert	F.	34209104	"
TT**	S/Sgt.	Bailey	James	M.	17016617	"
BT	Pvt.	Brandt	Gordon	F.	16095987	"
TG	S/Sgt.	DeVito	Michael	F.	12155471	"
LWG	S/Sgt.	Moore	Royce	W.	18051910	"
RWG	Sgt.	Kelsen	Harold	J.	12182527	"

Airplane No. 42-3507 *

P	2nd Lt.	Sharp	James	C.	0745199	"
CP	2nd Lt.	Hess	Vincent	J.	0751139	"
N	2nd Lt.	Stephens	David	H.	0809751	"
B	2nd Lt.	Busse	Nyles	R.	0686182	"
RO	T/Sgt.	Musser	Benjamin	Z.	13095360	"
TT**	M/Sgt.	Older	Harold	H.	6565810	"
BT	Sgt.	Sederis	John	J.	32562499	"
TG	S/Sgt.	Tomkinson	Alfred	A.	37277363	"
LWG	Sgt.	Tobine	Rodney	T.	31175945	"
RWG	Sgt.	Drain	James	A.	12165707	"

Airplane No. 42-31557 *

P	1st Lt.	Hess	Charles	F.	0802852	"
CP	Capt.	Silver	Delwyn	E.	0736611	"
N	2nd Lt.	Priest	Jack	B.	0736652	"
B	2nd Lt.	Buchanan	Allen Jr.	(NMI)	0738535	"
RO	T/Sgt.	Chernes	High	W.	35497617	"
TT*	T/Sgt.	Tryba	Alexander	F.	36605554	"
BT	S/Sgt.	Martinez	Richard	V.	17160414	"
TG	S/Sgt.	Kashner	Charles	E.	15333266	"
LWG	S/Sgt.	Hadsell	David	N.	32473097	"
RWG	S/Sgt.	Florez	Louis	(NMI)	19028859	"

Airplane No. *

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

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

83

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

5 February 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 # 42-39846

CUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.I.	SQUADRO
P -	1st Lt.	CAMMACK	VERNON	K.	0-8027199	614th
CP -	2nd Lt.	HARGER	ROBERT	W.	0-805448	"
N -	2nd Lt.	HASKINS	CECIL	A.	0-685604	"
B -	2nd Lt.	WHITE	WILLIAM	C.	0-679423	"
RO -	T/Sgt.	Timme	Glenn	A.	32481704	"
PT -	T/Sgt.	Slate	Chester	A.	14134208	"
BT -	S/Sgt.	Ames	Ensign	S.	6864052	"
FG -	S/Sgt.	Price	John	R.	16 1517 89	"
LWG -	S/Sgt.	McNab	Thomas	D.	12095352	"
RWG -	S/Sgt.	Harlow	Clevy	D.	36426472	"

*Plane # 42-39820

P *	2nd Lt.	ARNESON	VERNON	A.	0-741875	"
CP *	2nd Lt.	KLEINEBURG	JEROME	E.	0-678877	"
N -	2nd Lt.	DEAN	JOHN	H.	0-809551	"
B -	2nd Lt.	GILMORE	GEORGE	J.	0-682107	"
RO -	S/Sgt.	Aronson	Arlyn	C.	17155135	"
TT -	Sgt.	Shults	Clennie	C.	34472857	"
BT -	Sgt.	Provencher	Armand	L.	11083958	"
TG -	Sgt.	Schmidt	Richard	G.	36724944	"
LWG -	Sgt.	Shutes	Adrian	L.	13124339	"
RWG -	S/Sgt.	Wolf	William	G.	37201936	"

*Plane # 42-38002

P -	2nd Lt.	WILSON	CARLETON	L.	0-803329	"
CP -	2nd Lt.	KELLEY	CURTIS	C.	0-752211	"
N -	2nd Lt.	CONNERY	JOHN	K.	0-809538	"
B -	2nd Lt.	DALY	JOHN	J.	0-739145	"
PT -	S/Sgt.	Anderson	Carl	D.	35612826	"
P -	S/Sgt.	Quinn	Robert	E.	35612632	"
BT -	Sgt.	Passeno	William	W.	36539194	"
FG -	Sgt.	Pettit	Gerald	N.	13109913	"
LWG -	Sgt.	McMahon	James	F.	32714726	"
RWG -	Sgt.	Smith	George	R.	13131441	"

*Enter complete number of aircraft
 ** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-51892 *

P.	1st Lt.	DAVIS	WILLIAM	R. JR	0802781	614th
CP.	2nd Lt.	FRATT	JOHN	D.	748784	"
N	2nd Lt.	SCHUBERG	JOHN	A.	0750222	"
B	2nd Lt.	VAN NOY	RUSSELL	H.	079404	"
RO	s/sgt.	Kelley	Howar	C.	33275088	"
TT**	s/sgt.	Norell	Olle	A.	36147173	"
BT	s/sgt.	LaFountain	Louie	H.	36183420	"
TG	s/sgt.	Gentry	Ray	A.	34434724	"
LWG	s/sgt.	Teel	Oliver	E.	18160434	"
RWG	s/sgt.	Mcneey	William	R.	18189548	"
X	Capt	WATSON	L. H			457.8.47

Airplane No. ~~42-51826~~ 42-51826

P	2nd Lt.	WALSH	ROBERT	F.	0804771	"
CP	2nd Lt.	LONG	JOHN	G.	0733901	"
N	2nd Lt.	MATRICHIAN	MICHAEL		0660478	"
B	2nd Lt.	FRYER,	GUY	H.	0748098	"
RO	s/sgt.	Zappala	Vincent		32678082	"
TT**	s/sgt.	Spasch	Anthony	V.	32373619	"
BT	sgt.	Collie	Perry	O.	30427682	"
TG	sgt.	Ergech	Ludvick	J.	18180643	"
LWG	sgt.	Cartmill	Charles	L.	35560982	"
RWG	sgt.	Trump	Paul	H.	18119831	"

Airplane No. ~~42-30888~~ 42-30888 488

P	2nd Lt.	WERNE	MERA	S.	0304433	614th
CP	2nd Lt.	FRAGOR	GEORGE	H.	0387750	"
N	2nd Lt.	WERNE	CHARLES	J.	0380830	"
B	2nd Lt.	OLIVER,	WALTER	L.	746802	"
RO	s/sgt.	Krekorian	Ruben	E.	31173020	"
TT*	s/sgt.	Corley	Jesse	C.	34386015	"
BT	sgt.	Sleeper	Lewis	A. Jr.	15354648	"
TG	sgt.	Schellenburg	Clarence	H.	16049924	"
LWG	sgt.	Kinsey	Robert	S.	16128875	"
RWG	sgt.	Panichas	George	T.	11110633	"

Airplane No. *

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

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

S-3

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

5 February 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 # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	1st Lt.	Lewis	Clyde	A.	0-800905	615th
CP	Captain	Gould	George	(NMI)	0-900201	615th
N	1st Lt.	Eaton	William	M.	0-749643	615th
B	1st Lt.	Arnold	Harold	S.	0-681515	615th
RO	2nd Lt.	Sutton	Emmett	S.	0-684790	615th
**TT	T/Sgt.	Weber	Melvin	C.	37261444	615th
BT	S/Sgt.	Howell	James	E.	35398898	615th
TC	S/Sgt.	McElligott	Herbert	F.	36426974	615th
LWG	S/Sgt.	Tosh	William	A.	35431664	615th
RWG	S/Sgt.	Koon	Ernest	H.	34441033	615th

*PLANE # 42-31521

P	2nd Lt.	Campbell	Paul	E.	0-745614	615th
CP	2nd Lt.	Di Siano	Ambrose	(NMI)	0-751279	615th
N	2nd Lt.	Wilhelm	Andrew	C.	0-809788	615th
B	2nd Lt.	Malone	Ralph	B.	0-746818	615th
RO	S/Sgt.	Anderson	Martin	A.	36525889	615th
**TT	S/Sgt.	Hensley	Ora	N.	35440605	615th
BT	Sgt.	Brown	Saul	H.	32478555	615th
TC	Sgt.	Schmouder	Glen	E.	33236565	615th
LWG	Sgt.	Allen Smith	Alan	E.	32610440	615th
RWG	Sgt.	Kendrick	Joseph	W. Jr.	14150904	615th

*PLANE # 42-97496

P	1st Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP	2nd Lt.	Rustand	Ronald	L.	0-753815	615th
N	2nd Lt.	Wong	Delbert	E.	0-750236	615th
B	2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO	Sgt.	Miner	Clarence	R.	12098508	615th
**TT	S/Sgt.	Breen	Roland	J.	16133764	615th
BT	S/Sgt.	Nonemaker	Jack	D.	19175334	615th
TC	Sgt.	Ross	Harry	A.	13145459	615th
LWG	S/Sgt.	Batson	Allen	L.	39268048	615th
RWG	S/Sgt.	Fatica	Battista	J.	35324899	615th

* Enter complete number of aircraft
 Designate Engineer

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

*PLANE # 42-57833

P	-	1st Lt.	Grinham	Fred	D.	0-729337	615th
CP	*	2nd Lt.	Brown	Fred	(NMI) Jr.	0-748548	615th
N	-	2nd Lt.	Whitney	Ray	F.	0-750325	615th
B	-	2nd Lt.	Wolfe	Ralph	W.	0-676904	615th
RO	-	S/Sgt.	Kenny	Gerard	M.	12157361	615th
PT	-	S/Sgt.	Cockerham	Roy	W.	13143036	615th
BT	-	Sgt.	Hardy	Charles	E.	11097732	615th
TG	-	Sgt.	Asbell	William	R.	14182638	615th
LWG	-	Sgt.	Cummings	William	T.	33346986	615th
ENG	-	S/Sgt.	Housman	Herbert	M.	12156697	615th

*Plane # 42-31619

P	-	2nd Lt.	Ferdyn	Joseph	E.	0-804320	615th
CP	-	2nd Lt.	Enstad	Robert	J.	0-687686	615th
N	-	2nd Lt.	Manning	Charles	H.	0-753015	615th
B	-	2nd Lt.	Black	J. (IO) Dec.		0-749667	615th
RO	-	S/Sgt.	Keeny	Frank	E.	32623979	614th
**TT	-	S/Sgt.	Agee	Jack	D.	6962724	615th
BT	-	Sgt.	Johnson	Joe	R.	18162671	615th
TG	-	Sgt.	Hertzan	Harold	(NMI)	32438490	615th
LWG	-	Sgt.	May	William	M.	37409202	615th
ENG	-	Sgt.	Bushendorf	Everett	M.	36264715	615th

*PLANE # 42-31518

P	-	2nd Lt.	Gardner	Edward	T.	0-745881	615th
CP	-	2nd Lt.	Shelton	Horace	H.	0-752024	615th
N	-	2nd Lt.	Gauger	Carroll	A.	0-808038	615th
B	-	2nd Lt.	Foster	John	L.	0-685793	615th
RO	-	Sgt.	Monnes	Fred	(NMI)	12187401	615th
*TT	-	S/Sgt.	McIntyre	William	(NMI)	33289742	615th
BT	-	Sgt.	Schaeffer	John	E.	34395238	615th
TG	-	Sgt.	Bosowski	Stephen	R.	35561239	615th
LWG	-	S/Sgt.	Rothwell	Frank	A.	33330990	615th
ENG	-	Sgt.	Courtad	William	R.	35424839	615th

P
 CP
 N
 P
 RO
 **TT
 BT
 TG
 LWG
 ENG
 Enter Complete number of Aircraft

LOW BOX

GROUP FORMATION

Combat Flight Leader: CAPT. STANN 5 FEB. 1944
 (Date)
 Deputy Flight Leader: CAPT. SILVER
 Group Call Sign: _____ Fighter Call Sign _____
 Ground Control: _____

613 SQDN

RIEGLER (STANN)
 Call A/C#
IN H 9932
~~SC K~~ ~~8055~~

SHEAHAN		HESS	
Call	A/C#	Call	A/C#
<u>IN K</u>	<u>1078</u>	<u>IN R</u>	<u>1557</u>

PIPER
 Call A/C#
IN B 1374

SHARP		SCHARFF	
Call	A/C#	Call	A/C#
<u>IN O</u>	<u>3507</u>	<u>TY L</u>	<u>0002</u> 1500 (DELAY)

612 SQDN

SELLERS
 Call A/C#
SC L 9837

615 SQDN

LEWIS
 Call A/C#
TY B 1730

H ERSHEY
 Call A/C#
SC B 1662

KELLY
 Call A/C#
SC A 9765

GRINHAM
 Call A/C#
TY F 7833

CAMPBELL
 Call A/C#
TY M 1521

TANNER
 Call A/C#
SC F 9943

CHRISTENSEN
 Call A/C#
TY J 7496

BINGHAM
 Call A/C#
SC C 9993 (DELAY)

HAGAN
 Call A/C#
SC J 0050

GARDNER
 Call A/C#
TY G 1518

FERDYN
 Call A/C#
TY L 1619 (Delay)

SPARES

Call A/C#
IN H-9932 SPARE LEAD
TY B-0002 Ground Spare

WALSH
 Call A/C#
IN G 1226

WELLS
 Call A/C#
SC D 1611

SPARES

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

Thanks. These are night. I hope sick.

Composite High Prof.

Combat Flight Leader: _____ 5 FEB. 1944
(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#
_____|_____|_____|_____
_____|_____|_____|_____

614 SQDN

GAMMACK

Call | A/C#

IW M | 9846

SQDN

Call | A/C#

_____|_____
_____|_____

WILSON, C.L.

Call | A/C#

IW Q | 8002

ARNESON

Call | A/C#

IW J | 9820

Call | A/C#

_____|_____
_____|_____

Call | A/C#

_____|_____
_____|_____

DAVES

Call | A/C#

IW K | 1369

Call | A/C#

_____|_____
_____|_____

~~WEBER~~

Call | A/C#

IW D | 1488 (DELAY)

~~WEBER~~ CURRIE

Call | A/C#

IW A | 1077
~~1077~~

Call | A/C#

_____|_____
_____|_____

Call | A/C#

_____|_____
_____|_____

SPARES

Call | A/C#

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Call | A/C#

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Call | A/C#

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HEADQUARTERS
STATION NO. 128
APO 634

6 February, 1944

SUBJECT: 8-4 Combat Mission Report on Mission 6 February, 1944

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

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

Generators shorted out (2)
Cylinder temperatures guages out (3)
Hydraulic Pump motor burned out (1)
Oxygen guage out (1)

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

Sight bulb burned out (1)

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

Heated Gloves shorted out (2)
Heated Suits shorted out (1)

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

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

F-A-1

A.P.O. 634
6 February 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane 42-31369 returned early because it was late catching up with formation and spares had already filled in.

b. Airplane 42-39881 returned early for the reason that it was unable to catch up with formation.

2. Battle Damage.

a. 42-3507 - 2" flak hole through rudder trim tab. 2" flak hole through left elevator trim tab.

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Station 128

A.P.O. 634
6 February, 1944

SUBJECT: Armament Narrative, Mission No. 22, 6 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 6 February, 1944.

One Upper Turret sight bulb burned out.

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

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE ENGINEERING OFFICER
STATION 128
APO 634

6 February 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
42-38026	1. Negative Battle Damage.
42-97487	1. Negative Battle Damage.
42-39837	1. Negative Battle Damage.
42-39979	1. Negative Battle Damage.
42-31496	1. Negative Battle Damage.
42-31662	1. Negative Battle Damage.
42-31511	1. Negative Battle Damage.

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

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

A.P.O. 634
8 February, 1944

SUBJECT: Supplementary Mission Summary Report

TO : Group Operations, Station 128, APO 634

1. The following battle damage was sustained by A/C on the mission of 5 February, 1944, and not previously reported for the reason that A/C was away from home station.

a. 42-31374 - 20mm hole burst in # 3 nacelle cracking spar and causing damage to engine and mount, engine change necessary; 20mm hole through right wing, behind # 3 nacelle; 20mm hole through CO-Pilot's windshield and instrument panel; 2" hole in leading edge of right wing, between # 3 and # 4 engines; 2" hole in # 3 oil cooler fairing, caused by spent shell casing.

b. 42-97496 - 20mm shell hole in left bomb bay door and entering radio compartment; 20mm hole through fairing joining right wing to fuselage, causing structural damage; 20mm hole through left horizontal stabilizer, near leading edge and fuselage; Cal 303 hole through right horizontal stabilizer, near leading edge; 20mm hole through left side of fuselage at Radio Compartment; 20mm hole in right side of fuselage, near tail ammo box damaged; 20mm hole in left side of Ball Turret; 20mm hole in right side of fuselage forward of waist position; 20mm hole through left wing, outer panel, damaging rear spar.

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

HEADQUARTERS
STATION NO. 128
APO 634

5 February, 1944

SUBJECT: S-4 Combat Mission Report on Mission 5 February, 1944.

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

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

Rough Engine due to bad spark plugs (1)
Free air temperature guage out (1)
Carburetor air temperature guage out (1)
Generators burned out (1)

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

Bomb Bay door retrieving rods broken due to faulty limit switches (1)

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

Heated Suit shorted out (1)

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

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

A.P.O. 634
5 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

None.

2. Battle Damage.

a. 42-40050 - Vertical stabilizer badly damaged by 20mm shell; Small flak holes in tail assembly; Large 20mm hole above main entrance door; Right horizontal stabilizer badly damaged by 20mm gun fire; Large 20mm hole in tail assembly behind elevator; Rudder badly damaged by flak; Right elevator badly damaged by 20mm gun fire; Large flak hole in vertical fin; # 4 engine badly damaged by gun fire.

b. 42-39993 - 20mm hole in right wing, damaging rear spar; # 4 propeller badly damaged by gun fire; 20mm hole in # 3 ring cowl; 20mm hole in right side of nose section; Bullet hole in right wing between # 3 and # 4 engine; Bullet crease in left wing tip;

c. 42-39943 - Flak hole in left wing, outer panel, near # 1 nacelle.

d. 42-39765 - Right outer wing panel badly damaged by 20mm gun fire; # 2 engine hit by 20mm shell, exhaust stack, inner cowl, and ring cowl badly damaged; Left side of Pilot's Compartment sprinkled by flak; Left wing creased by 20mm shell under # 1 gas tank.

e. 42-31488 - Flak hole in right side of fuselage, at station # 3; 2" flak hole in top of left wing, near leading edge.

f. 42-31077- 3" shell hole in right side of plexiglas nose section.

g. 42-3507 - Holes in top of # 3 ring cowl caused by spent shell casing.

SUBJECT: Mission Summary Report.

h. 42-31521 - Large hole in bottom of fuselage, near tail section caused by 20mm shell; Numerous small holes in each side of fuselage, caused by explosion of shell. Cal.30 hole in center of left bomb bay door.

i. 42-40002 - Large hole in rudder caused by 20mm shell; Large hole between dorsal fin and vertical stabilizer caused by 20mm shell; 20mm shell hole through ball turret; Cal.303 hole in left bomb bay door; Cal .303 hole in plexiglas nose section; 20mm shell hit # 4 propeller blade and burst causing several small hole in front of cowl and damage to engine; 20mm shell through upper turret; 20mm shell through upper part of chin turret and bursting to the rear of Navigator's Table and cutting controls to # 4 engine.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>BY</u> <u>FIGHTER</u>	<u>FLAK &</u> <u>FIGHTER</u>	<u>BY</u> <u>FRIEND</u>
9	4	6	2	4	2	1

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Station 128

A.P.O. 634
5 February, 1944

SUBJECT: Armament Narrative, Mission No. 21, 5 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 5 February, 1944.

One ship's bomb bay doors failed to close because of broken retrieving rods. This is believed due to faulty limit switches.

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

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE ENGINEERING OFFICER
STATION 128
APO 634

5 February 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
42-40050	<ol style="list-style-type: none">1. Vertical stabilizer badly damaged by 20mm shell.2. Small flak holes in tail assembly.3. Large 20mm hole above main entrance door.4. Right horizontal stabilizer ruined by 20mm gun fire.5. Large 20mm hole in tail ass'y behind elevator.6. Rudder damaged badly by flak, requires replacement.7. Right elevator damaged by 20mm gun fire. Requires replacement.8. Large flak hole in vertical fin.9. #4 engine damaged by gun fire. Requires Replacement.
42-39993	<ol style="list-style-type: none">1. 20mm hole in right wing, damaged rear spar.2. #4 propeller ruined by gun fire.3. 20mm hole in #3 ring cowl.4. 20mm hole in right side of nose section.5. Bullet hole in right wing between #3 & 4 engine.6. Bullet crease in left wing tip.
42-39943	<ol style="list-style-type: none">1. Flak hole in left wing.
43-39765	<ol style="list-style-type: none">1. Right outer wing panel ruined by 20mm gun fire.2. #2 engine hit by 20mm shell, exhaust stack, inner cowl, and ring cowling ruined.3. Left side of pilots compartment sprinkled by flak.4. Left wing creased by 20mm shell under #1 gas tank.
42-39837	<ol style="list-style-type: none">1. Negative damage.
42-31662	<ol style="list-style-type: none">1. Negative damage.

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