

REPORT OF OPERATIONAL
DAY

MISSION No. **29**

Date: **2 MAR. 44**

TO: **FRANKFURT , GER.**

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

3 March 1944

SUBJECT: Leader's Narrative, 401st Main Group Formation (41st "B" CW) Mission to Frankfurt, Germany.

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

1. The Group assembly over the Molesworth Buncher was good. There was some confusion entailed in the Wing assembly, but it was formed well finally and left the point of departure on time.

2. The mission was uneventful until a point just before the I. P. was reached. At this point the Wing Leader announced that bombing would be PFF. This was understood and acknowledged. Bomb bay doors were opened just prior to reaching the I.P., but before the turn was made bombs fell from both the lead and low boxes. The 401st high box did not release its bombs. After the turn from the I.P. was made, it appeared that the Wing Leader was heading toward the primary or secondary target. The high box was prepared to drop its bombs on the Wing Leader. But before reaching the target, the latter turned away and assumed the homeward course. The high box leader requested of the Wing Leader that a course be flown so as to enable the high box to effectively bomb any suitable target in Germany but got no response. It was learned that the VHF equipment of the high box leader was out. The high box maintained its general wing formation, but its leader was attempting to seek out a target through the few breaks in the cloud cover. This attempt was unsuccessful. Many ships of the high box dropped their bombs at random in Germany, while the remainder salvaged their load in the Channel.

3. Moderate flak was encountered in both the route in and out. Damage was slight. No ships were lost.

4. A few enemy fighters were seen but were driven off by our escort, which was generally good.

JERE W. MAUPIN
Captain, Air Corps
High Box Leader, 41st Comp. Wing

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

3 March 1944

SUBJECT: Leader's Narrative, 401st-351st Composite Box, Mission to Frankfurt, Germany.

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

1. The composite low box of the 94th Combat Wing was composed of the high and lead squadron from the 401st Bomb Group and the low squadron from the 351st Bomb Group. Take off and assembly was as briefed, the low box forming with the 94th Combat Wing over the Deenothorpe Buncher. The assembly was very good with the low box departing in Wing formation on time.

2. The course was flown as briefed. The Wing was five minutes early at point D. A 360 degree turn was made before point Z and the Wing departed point Z five minutes late.

3. Some differential wind trouble was encountered, but not enough to disrupt the formation.

4. Flak was meager to moderate throughout the mission. Flak at the target was very inaccurate. Flak on the course was avoided.

5. Enemy fighters, about 50, made three strong attacks on the low box. Two B-17's were lost, one from the low squadron on the way to the target and one from the high squadron on the way out. Friendly fighters were called on during each attack and drove the enemy fighters away before a second pass could be made.

6. The primary target was bombed through the overcast by 18 aircraft in the low box, results unknown.

7. Route out was as briefed. Let down and landing were normal.

RALPH J. WHITE
Captain, Air Corps
Composite Box Leader

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

E-C-7

2 March 1944

SUBJECT: Operational Narrative, Mission No. 29, 2 March 1944.
(High Box - 41st Composite Wing)

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

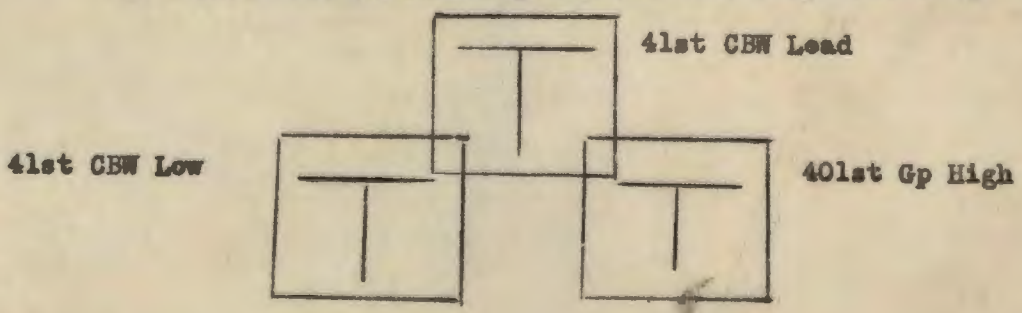
1. GENERAL NARRATIVE: The 401st Group furnished 21 ships, including spares, for the high box of the 41st Composite Wing. Take-off was at briefed time, and assembly was made on the Molesworth buncher. The group assembly was good, but Wing assembly was not accomplished until the formation neared point Z. The route in was as briefed, but an unknown difficulty occurred in the 41st CBW lead aircraft near the IP. At this point, the lead ship dropped their bombs and the lead group ships did likewise. They did not continue over the target area, which was indicated by flak. The high box leader called and asked to be led over another suitable target, but could not raise the 41st CBW leader on VHF. Bombs were dropped at various unidentified places by the 401st Group, which did not drop as a group on any specified target. The reason for the 41st CBW leader's difficulty is not known by this headquarters.

2. AIRCRAFT NOT ATTACKING: Four ships returned early from the high box formation. All four abortions were due to mechanical failures. Three spares filled in and the box was one ship short of 18.

3. LOST AIRCRAFT: Enemy action consisted of light flak, and occasional attack by E/A. No ships were lost from the high box formation.

4. FORMATIONS:

- a. Take-off and Cruise.
- b. Over target. (Bombs not dropped as a group)
- c. The 401st box was high in the 41st Composite Wing.



5. Bombing - Results unknown.

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

DEC BY

401ST HIGH BOX - 41ST COMPTON

Combat Flight Leader **CAPT MAUPIN**

2 MARCH 44

Deputy Flight Leader **LT SELLERS**

Date

~~Group Call Sign~~

~~Fighter Call Sign~~

GROUND CONTROL

612 SQDN

612th SC PATHETIC
613th IN SILVERWARE
614th IW CARMICHAEL
615th II FRANKIE

GOODMAN (MAUPIN)

511

HIGH BOX FORMATION AT
TAKEOFF AND ON CRUISE

WELLS

SELLERS

087

837

KELLY

765

DUNAWAY

CHRISTENSEN

033

026

614 SQDN

615 SQDN

KIRKHUFF

SHOTTS

488

072 (abort)

PETERSEN

OWENS

VOKATY

SHARP

815

369

374

840

WILSON, SP

LOCHER

820 (abort)

202 (abort)

BARTLEY

DAWES

LEW

LIVINGSTONE

001 (abort)

847

662

979

KAUFMAN

SPARES

096

WEBER

WILSON, CL

881

116

Combat Flight Leader CAPT MAUPIN

2 MARCH 44

Deputy Flight Leader LT SELLERS

Date

~~Group Call Sign~~

~~Fighter Call Sign~~

GROUND CONTROL

612th SQ PATHETIC
613th IN SILVERWARE
614th IW CARROLLCHALL
615th II FLAME

SQDN

GOODMAN (MAUPIN)

511

401ST HIGH BOX FORMATION
OVER TARGET

WELLS

SELLERS

087

837

KELLY

DUNAWAY

CHRISTENSEN

033

026

SQDN

SQDN

KIRKHOFF

SHARP

488

840

PETERSEN

OWENS

VOKATY

WILSON, CL

315

369

374

116

DAWES

LEW

847

662

KAUFMAN

WEBB R

LIVINGSTONE

098

881

979

SPARES

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

E-C-1

2 March 1944

SUBJECT: Operational Narrative, Mission No 29, 2 March 1944.
(Lead & High Squadrons, 401st-351st Low Composite Box.)

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

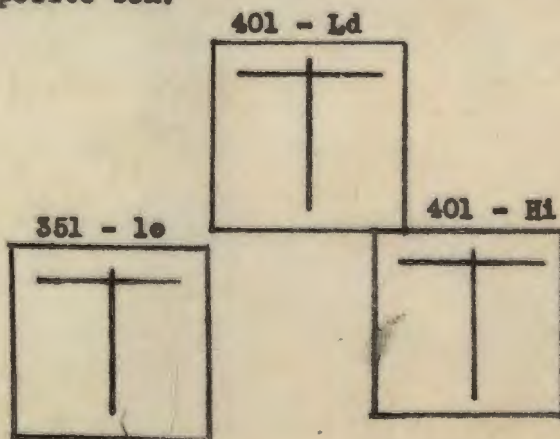
1. GENERAL NARRATIVE: The 401st Group furnished a lead and a high squadron to the 401st-351st Low Composite box in the 94th Wing. Fifteen (15) ships, including spares, were furnished. Takeoff and assembly were as briefed. Assembly was good, and the Wing was together at the time of departure from "X" Buncher. The system of having the low and high box leaders fly on the lead from the beginning of assembly is excellent. The route in and out was approximately as briefed (Note Leader's Narrative).

2. AIRCRAFT NOT ATTACKING: Three ships returned early from the low composite box formation. One was due to 100% personnel failure. The other two were spares and returned after reaching mid-channel. The third spare filled in the space vacated by the abortive and the two low box squadrons totaled twelve (12) ships.

3. LOST AIRCRAFT: Enemy action consisted of three separate aggressive fighter attacks and light, accurate flak over the target. One ship, 42-31467, from the low box was lost to enemy aircraft, but several parachutes were reported.

4. Formation:

- a. At takeoff and on cruise (diagram attached)
- b. Over the target (Diagram attached).
- c. The 401st was lead and high squadrons in the 401st-351st low composite box:



5. RESULTS: Bombing was on the lead PFF. Results were unobserved due to 10/10 cloud cover.

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

Combat Flight Leader

Deputy Flight Leader

Date 2 Mar 44

~~Grk p Call Sign~~

~~Fighter Call Sign~~

GROUND CONTROL

- 612th SC PATHETIC
- 613th IN SILVERWARE
- 614th IW CARMICHAEL
- 615th F1 FIANNE

615 SQDN

WHITE (LEWIS)

4015
Formation at takeoff

485

CAMPBELL

DEMPSEY

521

091

WYSOCKI

069

LOZINSKI

OTTON

156

750 (aborted)

SQDN

SQDN

FOX

891

MERSHEY

KUHL

1496

943

STELZER

034

JONES

SHEAHAN

619

467

POST

077 (returned)

SPARES

TRIMBLE

BYRD

002 (returned)

7496

401st - 307th
LOW COMPOSITE BOX

Combat Flight Leader

2 March 44

Deputy Flight Leader

Date

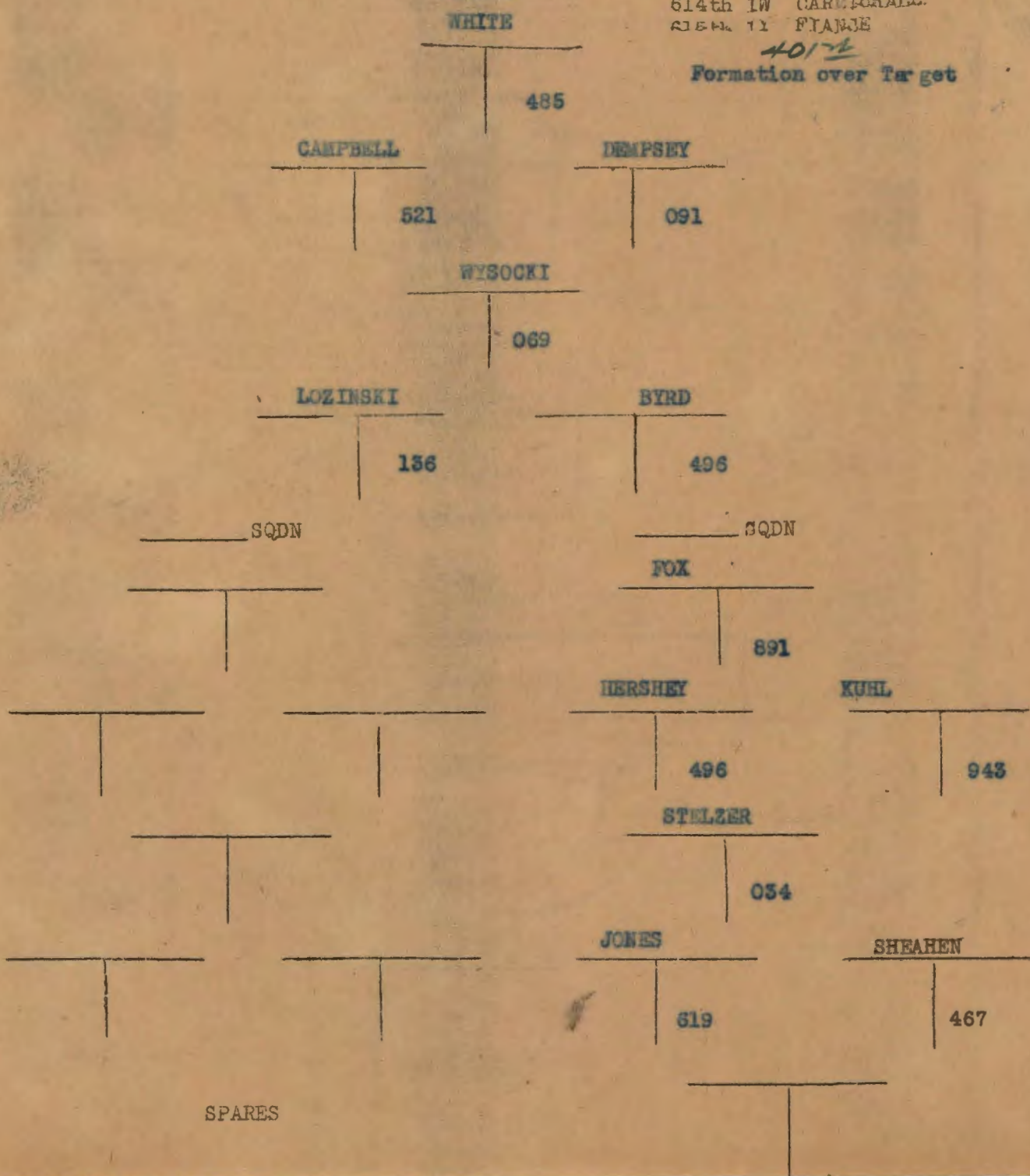
~~Group Call Sign~~

~~Fighter Call Sign~~

GROUND CONTROL

- 612th SC PATHETIC
- 613th IN SILVERWARE
- 614th IW CARMICHAEL
- 615th TY FIANJE

401st
Formation over Target



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

AAF Station 128
 3 March 1944.

SUBJECT: Statistical Summary, Mission of 2 March 1944 (401st Main Group Formation)
TO : Commanding Officer, 401st Bombardment Group, AAF Station 128.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....21
 Number of Spares..... 3
 Number of A/C T.O. Less Unused Spares..21
 Number of A/C Dispatched.....17
 Number of Sorties....(E.E.T.).....17
 Number of A/C Returning Early (Not E.E.T.)...4
 Number of A/C Attacking.....0
 Number of A/C Not Attacking.....17

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	--	--	--	--	--	--	--
Other Attacks	--	--	--	--	--	--	--
Bombs on Target			--	--	--	--	--
Other Bomb Expenditures			650	100#	M47A1 (IB)	M126	
Bombs Returned *			190	100#	M47A1	M126	
Total (Loaded on A/C Taking Off)*			640	100#	M47A1	M126	

* Plus 50 parcels of leaflets (returned)

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

AAF Station 128
 3 March 1944

SUBJECT: Statistical Summary, 401st-351st Composite Group, Mission of 2 March 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....15
 Number of Spares..... 3
 A/C Taking Off Less Unused Spares.....13
 Number of A/C Dispatched.....12
 Number of Sorties (E.E.T.).....12
 No. of A/C Returning Early (not E.E.T.) 1
 Number of A/C Attacking.....12
 Number of A/C Not Attacking..... 1

NUMBER OF A/C LOST:

Due to Enemy A/C - 1

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						None	Fall
Main Bombfall	12	12	120	500#	M43 (GP)	1/10	1/40
Other Attacks	--	--	--	--	--	--	--
Bombs on Target			120	500#	M43 (GP)	1/10	1/40
Other Bomb Expenditures			--	--	--	--	--
Bombs Returned			30	500#	M43	1/10	1/40
Total (Loaded on A/C Taking Off)			150	500#	M43	1/10	1/40

For the Operations Officer:

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

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

APO 634

SUBJECT: Lead Navigator's Narrative Mission Flown 2 March 1944
(401st Main Term)

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 0830 hours.
 - b. Group formed at 0920 hours at 11000 feet.
 - c. Formed CBW at 1040 hours at 2500 feet.
 - d. Began climb at 0941 hours.
 - e. Reached altitude at 1113 hours.
 - f. Weather encountered over England:
 - (1) Clouds 1/10ths
 - (2) Visibility 5 miles
 - (3) Wind at altitude 290 degrees, 70 Knots per hour.
 - g. Means of navigation over England.
Pilotage
 - h. Means of checking Metro Winds
Pilotage wind plot
 - i. Joined task force at 1045 hours at Beechy Head.
(Splasher, City or Coord)
 - j. Departed English Coast at 1045 hours.
Arrived at Enemy Coast at 1050½ hours.

k. Fighter Rendezvous:

- (1) Going in: 1100 hours.
- (2) Coming Back: all the way - as scheduled hours.

l. Wind used for bombing:

- Bombs Jettisoned**
- (1) _____ degrees.
 - (2) _____ knots per hour.
 - (3) How determined:

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

- (1) Reached IP at 1156 hours.
- (2) Mag heading over target 338 degrees. (Target not reached)
- (3) Altitude over target _____ feet.
- (4) Time bombs away _____ hours. (Jettisoned at 1505)
- (5) Method of target Identification and weather over target:

FTV

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

None

o. Gee:

- (1) Coordinates of furthest fix 50 00 N 01 20 E.
- (2) Time 1050 hours.

p. Comments:

Lead Group dropped bombs before reaching IP. No bombs were dropped at target area by the 401st a/c ~~in the 41st "B" Composite CG~~ in the 41st "B" Composite CG.

FERNANDEZ
Squad Leader
Lead Navigator
(401st Group Formation)

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAG HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1121	81	0	81	89	Fighters 49 58N 03 25E	"ing to stay with Lead Group	150	26000 -62					
1122					5/0 Strato Gun's	Tops 8,000		"					
1150	68	-9	59	65	Alter Course	On course P-47's	"	"	264	44	10		1200
1155	"	"	"	65	Bomb Bay doors Opened		"	"					
1156	"	"	6	119	A/C about 11 ships	dropped bombs from lead group and two ships from low group							
1208			324	330	A/C	No bombs away 9/10ths undercast	"	"					1217
1214			293	300	A/C		"	"					
1220			282	290	5 mi left course	Koblenz 50 18N 07 35E	"	"					
1230		79	282	290	Letting down		150	22500					
1245	288	79	297	305	DR 50 22N 07 01E		150	22500					1345
1300	273	79	282	290	DR 50 22N 06 36E		"	"					
1315	283	79	292	290	DR 50 23N 06 10E		"	19000					
1337		-9		290	Flak v Charleroi Gazelles		"	"					
1345	300	71		310	fo		"	"					(flight plan 445)
1400	292	0	292	200			"	"					
1416				278	P. Fix 51 05N 04 20E	P. Beerbergen 51 00N 04 40E (10-12 Gun Battery)	"	"					
1430	151	710	261	270	P. Fix 50 48N 03 45E		"	19500					
1437				300	a/c to En coast out	Wind 290 degrees at 70K	165	"					
1451				315	Gee 50 54N 03 00E		170						
1500				315	En. Coast out 51 07N 02 40E	Let Down Jettison bombs at 1505	"	17500					
1512				315	Gee 51 25N 02 10E	Let Down	170	11000					
1525				330	Gee 51 52N 01 33E		170	3000					
1538				315	English Coast 51 55N 01 17E		160	3000					
16 17				315	Ease "GEE" Off		160	3000					
1622					LANDED E.O. 1630								

SIGNED

NAVIGATOR

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

APO 634

SUBJECT: Lead Navigator's Narrative, Mission Flown 2 March 1944

TO: (351st-401st Bomb Group)
Commanding Officer, 401st Bombardment Group (H)
APO 634

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 0830 hours.
 - b. Group formed at 0923 hours at 8000 feet.
 - c. Formed CM at 0943 hours at 8000 feet.
 - d. Began climb at 0954 hours.
 - e. Reached altitude at 1150 hours.
 - f. Weather encountered over England:
 - (1) Clouds 3/10ths
 - (2) Visibility 5-6 miles
 - (3) Wind at altitude 295 degrees, 50 Knots per hour.
 - g. Means of navigation over England.
Radio Gee Pilotage
 - h. Means of checking Metro Winds
Double Drift
 - i. Joined task force at 1100 hours at Beachy Head
(Splasher, City or Coord)
 - j. Departed English Coast at 1100 hours.
Arrived at Enemy Coast at 1118 hours.

k. Fighter Rendezvous:

- (1) Going in: 1134 hours.
- (2) Coming Back: 1208 hours.

l. Wind used for bombing:

- (1) 365 degrees.
- (2) 59 knots per hour.
- (3) How determined:

Double Drift

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

- (1) Reached IP at 1210 hours.
- (2) Mag heading over target 070 degrees.
- (3) Altitude over target 24000 feet.
- (4) Time bombs away 1218 hours.
- (5) Method of target identification and weather over target:

BT

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

Heavy jamming on "G" 3 pip out at Beachy Head

o. Gee:

- (1) Coordinates of furthest fix 50 44 N 00 15 E.
- (2) Time 1100 hours.

p. Comments:

BT

WIGHAMER, HATCH
1st Lt. AG
Lead Navigator
(Low Composite Box
94th CBW)

FLIGHT PLAN

PILOT Lt. C. A. Lewis

NAVIGATOR Lt. W. M. Eaton

DATE March 2, 1944

Zero Hour 1100

STATIONS	0700	ENGINES	0815	TAXI	0830	T.O.	0845
LEAVE BASE:	0943						
COAST OUT:	1052						
ENEMY COAST:	1108						
I.P.:	1210						
TARGET:	1217						
ENEMY COAST:	1451						
English Coast	1530						

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

WATCH _____ FAST SLOW RATE _____ SEC'S GAINING PER HOUR _____ LOSING

Base 1615

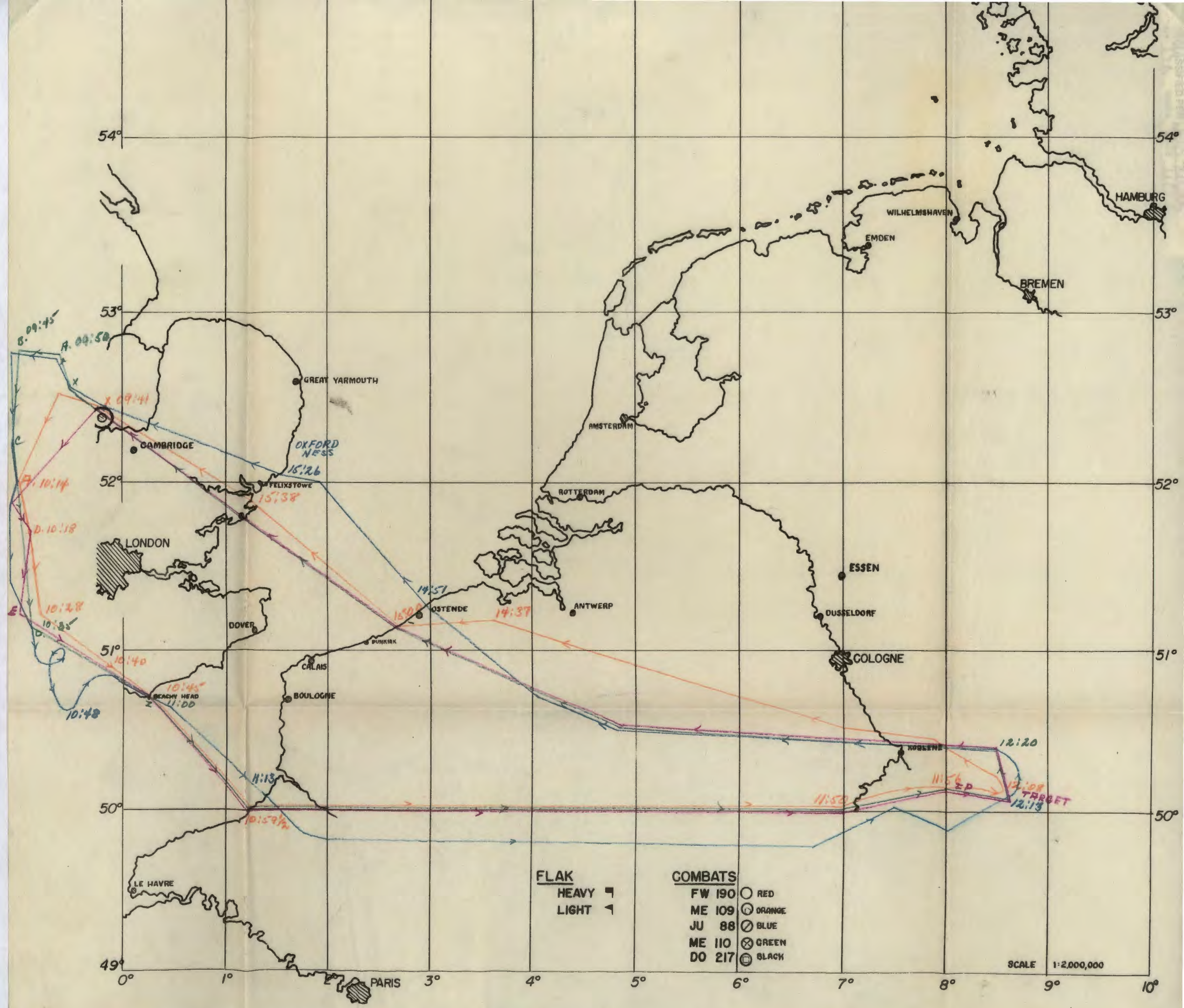
Last time TO 1012 MH 184

Let Down Splasher #6 MH 280

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA		
														TIME	BODY ALT.	AZI.
"X"																
Cottamore (A)	325 26	8000	155 134	148	005	-6 1/2	358 1/2	+10	008 1/2	112	14	0007 1/2 -1	0943 0950	Wing Assembly	Temp	-16
52 44 00 33 W Loughborough (B)	330 55	11800	150 130	147	275	-22	253	+10	263	135	24	0010 1/2	1001			-21
52 46 01 12 W Stratford on Avon (C)	310 70	15700	150 130	156	209	-19	190	+10	200	200	38	0012	1018+5			-28
52 12 01 43 W Winchester (D)	300 85	19900	150	167	169	-12	157	+10	267	244	70	0017	1039+4			-35
51 04 01 20 W Sp. #9 (E)	300 87	21000	150	178	100	+5	105	+10	115	263	41	0009 1/2	1049			-37
50 56 00 16 W Beechyhead	300 87	21000	155 134	184	121	0	121	+10	131	264	22	0005	1055-1	English Coast		-37
Beechyhead	290	24000	150	182	136	+12	148	+10	158	264	60	0014	1108+2	5 Sqds Spitfires	P-51	-41
50 00 01 20 E 50 00 07 00 E	93 93	24000	155 134	182	090	-8 1/2	081 1/2	+8	089 1/2	268	220	0049	1200+3	Enemy Coast		-43
50 00 07 00 E 50 16 08 04 E	93 93	24000	155	182	070	-9	016	+6	067	264	44	0010	1210	IP		
50 16 08 04 E TARGET	290	24000	155	182	111	0	111	+6	117	274	25	0005 1/2	1217 +1 1/2	TARGET		
50 05 08 38 E 50 25 08 35 E	300 85	20500	170 148	205	353	-1	352	+6	358	140	19	0008	1224-1			-38
50 25 08 35 E 50 28 04 50 E	300 85	19000	155 134	179	272	+9	281	+7	288	96	143	0129	1351			-35
50 28 04 50 E 51 07 02 40 E	300 85	19000	155 134	177	295	+1	296	+8	304	92	91	0100	1451	Enemy Coast		-35
51 07 02 40 E Clacton	310 58	5000	170 188	174	305	+1	306	+9	315	116	69	0039	1530	English Coast		-21
51 47 W 01 09 E BASE	320 30	5000	155 134	141	303	+3	306	+10	316	114	78	0045	1615			-5

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
0851				15	T.O. Buncher OK Climb on course		160						
0859				175	None on Radio Corp. Deenethorpe Buncher		140	4000 5000 -8					
0905				230	Over Deenethorpe Circle Field		160	8000					
0943				07	Depart Corby Wing Formed		150	8000 -14					
0948		A		347	357	Drift Reading	160	8000 -14			153		
0950				350	Cottamore AP 3 East								
0954		A12		305	315	Drift Reading	180 150	9000 -16			146		
0958		36K 351		310	P.P. Loughborough below T.P.		150	10000					
1003				240	Geo 52 37N 01 03W		150	11000					
1009		A16		215	225	Geo 52 29N 01 43W	150 132	12000 -17			154		
1015		A15		203	213	Drift Reading	"	13000 -18					
1021		46 276		A17	175	185	"	14000 -19			160		
1023 1/2				195	Geo 51 43N 01 22W		150	15000					
1035				180	P.P. Winchester 5° N. IP		"	18000 -25					
1043 1/2					Geo 50 59N 00 52W	360° turn Left	"	19000					

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.
1048				85	P.P. Leave Selsey Bill "S"		150	20000					
1100		75	125	135	P.P. Leave Beachy Head 5' Late	'C' Pip faded out at English Coast	160	20000 -30	191				
1113				135	P.P. Aalt 50 06N 01 28E		"	23000					
1114				125	Fighters 1200 High								
1115				125	Flak at 0100 High	10' away							
1121				120	P.P. Amiens below 49 53N 02 18E	(Planes seen on AP here)	160	23000		ETA	T.P.		1206
1128		265 -1 78 29K	78	87	Drift reading on clouds		160	23000	199	ETA	I.P.		1216
1132		285	80	90	" " " "		150 130	"	187	242	252	0102	1223
1142				90	Fighter Attacks 1200	BOMBING Diving							
1143				90	B-17 Salvoes Bombs								
1150				90	" Drops out of formation	(Triangle J ship)	160	24000		M-	Koblenz		
1202				67	T.P. 50 00N 07 00E		155	24000 -29		O-	Frankfurt		
1206				110	T.P. 50 15N 08 00E					R-	Malmady		
1210				80	Bomb bays open IP 50 00N 08 10E		150	24000		T-	Brussels		
1212				67	Flak at 0100 and 1200	White high 1 red burst Black Low	150						
1213				70	BOMBS AWAY		150	24000					
1215				30	Begin Let Down		165	23 500					
1220				290	T.P. 50 25N 08 35E		175	21400 -31	2.0	155	143	55	1315
1236				290	Persistent contrails at 21000		155	19400					
1250				255	Vicinity Malmady High Alt.		160	"					
1253				310	Fighters 11-12-0100 High		150	"					
1303				300	Fighters support still present		160	" -30					
1309				300			160	"					
1328				315	P.P. Junction of R.R. Tracks 5' South		160	"		96	121	0116	1444
1344				312	D.R. #1 50 30N 05 12E		160	19500		96	134	0124	
1352				312	B-17 going down	Fighter Attacks from rear P.P. Town Huy 3' North							
1354				310	" " " "	Four chutes seen White Flak	150	19000					
1410				320	Fighter attacking at 0600	Flak at 0900							
1412				310	Flak at 0100, 0200	Town Louvain 2' North							
1424				340	G Lop e- 35.05		160	18000					
1433				355	G Lop G- 35.69		150	18500					
1435				345	P.P. Town Ghent 4'E		155	18500					
1446				300	P.P. Town Bruges 2' North		150	18600					
1451				345	Enemy Coast Out 51 17N	Begin Let Down	150	18300					
1452				330	Flak at 0200		"	"					
1456				330	Turn on IFF		165	16 300					
1506				345	Spl # 6 tuned in U.K.		175	10000					
1520				250	Convoy Below		160	4000					
1526				300	Eng Coast 52 03N	01 30E							
1611				305	Deemethorpe								
1613					Land at Base	LOG CLOSED							



FLAK
 HEAVY ◻
 LIGHT ◁

COMBATS
 FW 190 ○ RED
 ME 109 ○ ORANGE
 JU 88 ○ BLUE
 ME 110 ⊗ GREEN
 DO 217 ⊙ BLACK

SCALE 1:2,000,000

HEADQUARTERS
AAF Station 128
APO # 634, Us Army

2 March 1944

SUBJECT: Group Bombardier's Narrative of Mission on 2 March 1944.

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

DISPOSITION OF BOMBS - 401ST GROUP FORMATION

1. Seventeen A/C comprising the 401st main box and the box flying the high position in the 41st "B" CBW formation penetrated into enemy territory. Because the "B" wing leader did not take the formation into the target no bombs were dropped on the primary. Eight A/C dropped 8 x 42 Ibs at various points in Germany. One A/C dropped 3 Ibs in the vicinity of the target and salvaged 39 Ibs (which hung up) in the channel. One A/C carrying 21 Ibs plus 25 bundles of leaflets jettisoned the bombs in the channel and returned the leaflets. Six A/C jettisoned 251 Ibs in the channel, one of these A/C returned one bomb which hung up in the racks. One A/C returned the full load of 42 Ibs.

DISPOSITION OF BOMBS - 401ST-351ST COMPOSITE BOX

2. Twelve A/C comprising the lead and high squadrons of the low box in the 94th CBW carried 10 x 500lb GP. bombs each. One A/C was shot down after passing over the target and is considered as having bombed the target. Twelve A/C dropped 120 x 500lb. GP. bombs on the PFF wing leader at the target. Cloud coverage was ten tenths and results were not observed.

JULIUS PICKOFF
Major, Air Corps
Group Bombardier

HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

2 March 1944

SUBJECT: Lead Bombardier's Narrative, Mission of 2 March 1944
(401st Group - 41st "B" CBW)

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

1. The route to the target was heavily overcast. Just prior to the IP the Pathfinder a/c opened it's bombbays and at the same time evidently accidently released its bombs. Whereupon the Lead and Low Groups promptly salvoed theirs. However, the 401st Lead Bombardier kept his as did the rest of the 401st Group. The Wing Leader probably considered all bombs away and broke off his run approximately ten miles West of Frankfurt, turning abruptly to the North.

2. Following the turn out, the 401st Group Leader continued trying to make contact with the Wing Leader to obtain permission for attacking a target of opportunity. No contact could be established and the Group finally reached the Belgium Border, thus eliminating bombing.

3. The 401st Lead Bombardier's bombs were jettisened in the English Channel as were some of the others. A few released their bombs at random in Germany on the route out.

D. M. ANDERSON
2nd Lt. AC
Lead Bombardier, High Box

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 2nd Lt. D. M. Anderson 666666 DATE 2-3-44
 PILOT 1st Lt. G. P. Goodman TAKE OFF 0830
 NAVIGATOR 2nd Lt. F. P. Furbert Pratioli LANDED 1630
 ORGANIZATION _____ Squadron 401st *(Main Base)* Group AIRPLANE _____

OBJECTIVE FRANKFURT GERMANY

AIMING POINT (MPI) FFP

INITIAL POINT NONE

METHOD OF ATTACK FOR OTHER INFORMATION SEE LEAD BOMBARDIER'S REPORT
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP _____ 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 _____

NUMBER OF BOMBS LOADED _____ RELEASED _____

FUZING, NOSE _____ TAIL _____

SYNCHRONIZATION _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target _____	Mag. Head. Order _____	Actual _____
True Altitude above target _____	True Heading _____	
Ind. Altitude _____	Drift, Est. _____	Actual _____
Pressure alt of target _____	True Track _____	
Altimeter setting _____	Actual Range _____	
C.E.A.S. _____	B. Type _____	
T.A.S. _____	Time of Release _____	
G.S., Est. _____	Intervalometer setting _____	
Wind Direc. Metro _____	Actual _____	
Wind Veloc., Metro _____	Actual _____	
D.S. Trail _____	ATF _____	
TAN. D. A. Est. _____	Actual _____	
	C-1 Pilot _____	
	A-5 Pilot _____	
	Manual Pilot _____	

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

NAVIGATION DATA:

MEAN TEMP.

METRO _____

ACTUAL _____

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP. C.

Metro

Actual

Metro

Actual

Metro

Actual

- 1000
- 5000
- 10000
- 15000
- 17000
- 19000
- 20000
- 25000
- 28000
- 30000

METHODS OF BOMBING

T
 T T
 T
 T T

T T T

T T T

T T T

COMPOSITE GROUPS

T
 T T
 T
 T T

T T T

T T T

T T T

Bombardier making complete sighting operation

Bombardier making range operation only

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

HEADQUARTERS
AAP STATION 128
APO 634 U.S. ARMY

2 March 1944

SUBJECT: Lead Bombardier's Narrative, Mission of 2 March 1944
Low Composite Box, 94th CBW

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

1. The Wing leader announced the I.P. at a point approximately 10 miles south of the briefed I.P. The bombing run was made on PVP in CBW formation. Bombs were away at 1218 on a Mag heading of 070 degrees.

2. Due to 10/10 cloud cover, in the target area, results were not observed. However, as the formation was in a heavy flak area at the time of release, it was known that the bombs were dropped in the target area.

HAROLD S. ARNOLD
1st Lt. AC
Lead Bombardier
(Low Comp Box, 94th CBW)

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st Lt. H. S. Arnold 666505 DATE 2-5-44

PILOT 1st Lt. G. A. Lewis TAKE OFF 0651

NAVIGATOR 1st Lt. H. H. Eaton LANDED 1015

ORGANIZATION Squadron ~~351st~~ 401st ^{Group} (Camp Box) AIRPLANE 42-31455

OBJECTIVE FRANKFURT GERMANY

AIMING POINT (MPI) PTT

INITIAL POINT 50 00N 07 00E

METHOD OF ATTACK
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP _____ COMPOSITE GROUP 12

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

DEFLECTION AND RANGE SIGHTING, GROUP _____ COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES 500/ GP Bombs

NUMBER OF BOMBS LOADED 150 RELEASED 120

FUZING, NOSE 1/40 TAIL 1/100 1/40

SYNCHRONIZATION
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>510</u>	Mag. Head. Order <u>101</u> Actual <u>70</u>
True Altitude above target <u>22500</u>	True Heading <u>55</u>
Ind. Altitude <u>24000</u>	Drift, Est. <u>0 E</u> Actual _____
Pressure alt of target <u>451</u>	True Track <u>71</u>
Altimeter setting <u>29.92</u>	Actual Range _____
C.E.A.S. <u>150</u>	B.S. Type _____
T.A.S. <u>335</u>	Time of Release <u>1015</u>
G.S., Est. <u>330</u> Actual <u>305</u>	Intervalometer setting <u>3 min</u>
Wind Direc. Metro <u>270</u> Actual <u>265</u>	Length of Bombing Run <u>3 min</u>
Wind Veloc., Metro <u>100</u> Actual <u>90</u>	C-1 Pilot <u>Yes</u>
D.S. Trail <u>55</u> ATF <u>59.7</u>	A-5 Pilot _____
TAN. D. A. Est. _____	Manual Pilot _____

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Not Seen

NAVIGATION DATA:

MEAN TEMP.

METRO

-45

ACTUAL

-33

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP. C.

	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	<u>290</u>	<u>265</u>	<u>95</u>	<u>90</u>	<u>-45</u>	<u>-38</u>
28000						
30000						

METHODS OF BOMBING

		T	
		T T	PVT BOMBING
		T	
T		T T	T
T T			T T
T			T
T T			T T

COMPOSITE GROUPS

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

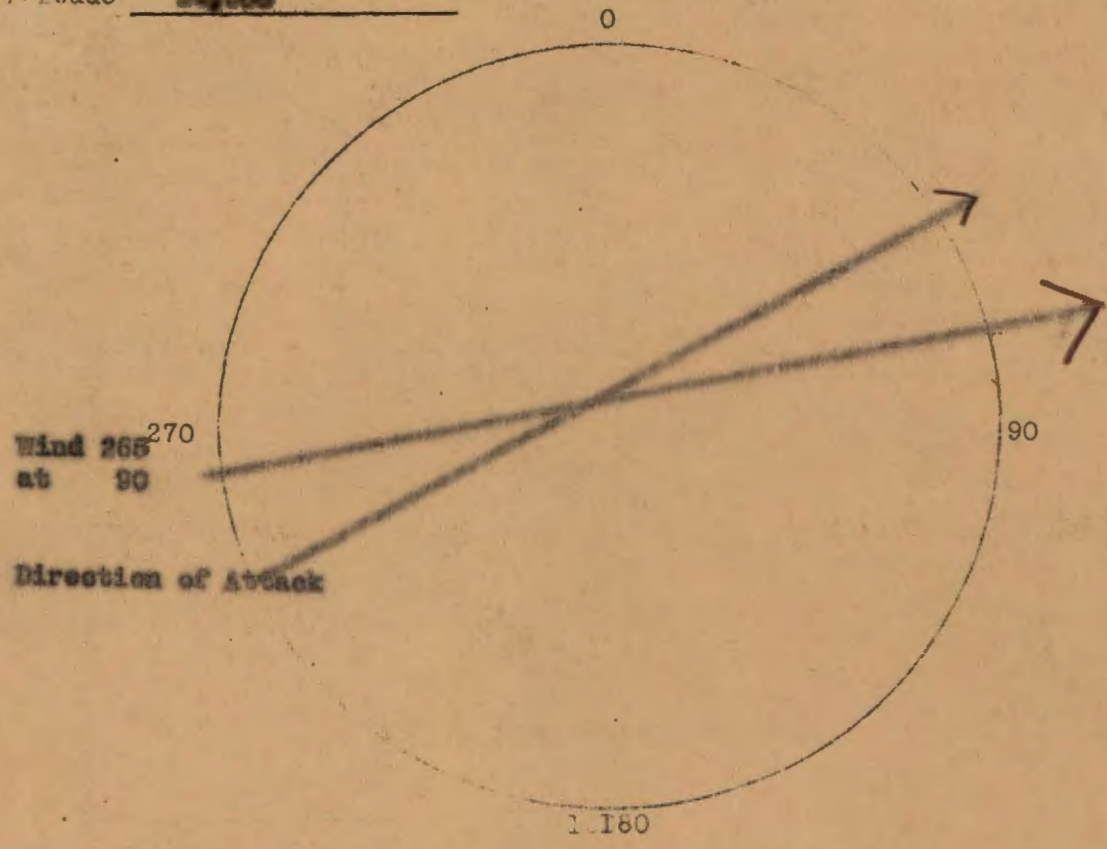
Bombardier making complete sighting operation

Bombardier making range operation only

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

401st Bomb Group
BOMBARDIER'S INDIVIDUAL PLOT

Target FRANKFURT, GERMANY
Method of Bombing PTH
Altitude 24,000



PLOT
Wind Direction 265
Wind Velocity 90
Direction of attack 270

REMARKS - - - - -
FOR DISPOSITION OF BOMBS SEE GROUP BOMBARDIER'S NARRATIVE

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

A.P.O. 634
2 March, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-31202 returned early because of a broken oxygen line between the ball turret and the oxygen bottles.

b. Airplane No. 42-31072 returned early because of loss of oil pressure on # 4 engine. Subsequent ground check revealed internal failure of the engine. Pieces of piston ring were found in the sump.

c. Airplane No. 42-31730 aborted because the Pilot could not find the formation. This airplane was the 26th of 36 airplane to take off.

d. Airplane No. 42-39820 returned early because of a broken oxygen regulator at the navigators position. The break was causing rapid depletion of the oxygen supply.

e. Airplane No. 42-40001 returned early because of a drop of 100 lbs in oxygen pressure with only one (1) hours use. A ground check of the system revealed no leaks. It is believed that the 300 lbs that remained in the system would have been sufficient to complete the missions

2. Battle Damage.

a. 42-31116 - Flak entered # 4 engine, damaging # 5 push rod.

b. 42-39496 - Hole in # 2 ring cowl caused by spent shell casing; Small flak hole in bottom of # 3 nacelle behind supercharger.

c. 42-31619 - Hole in leading edge of left wing, near # 2 oil cooler, caused by spent shell casing.

d. 42-31511 - Flak hole in bottom left side of Ball Turret.

e. 42-31034 - Right landing light shattered due to shell clip.

f. 42-39945 - Small flak hole in right horizontal stabilizer, bottom side, near station 129.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FRIEND</u>
6	0	6	4	2

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
2 March, 1944

SUBJECT: Armament Narrative, Mission No. 29, 2 March, 1944

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 2 March, 1944.

<u>A /G No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel Or Equipment</u>
42-39765	Ball Turret	Vicker's Unit Motor Burned Out	Equipment

BOMB RACK MALFUNCTIONS

a. 42-39765 - Bombardier failed to release bombs electrically or by salvo release. Bombardier salvaged by emergency release. Ground check revealed no malfunction.

b. 42-39837 - Returned with one bomb at top station. Armorer failed to position release and arming levers properly in A-2 release.

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

MISSION REPORT - AMMUNITION

AAF STATION NO. 128

DATE 2 MARCH 1944

GROUP 401ST BOMB GROUP (H)

TYPE AIRCRAFT B-17 G

I - AIRCRAFT: DEPARTED 36 DID NOT ATTACK 18
 RETURNED EARLY 6
 ATTACKING TARGET 12
 LOST 1

	SIZE	QUANTITY	FUZING
II - BOMBS: INITIAL LOAD (TOTAL)	M47A1	840	M126
	M64	150	1/10, 1/40
EXPENDED (ON TARGET)	M47A1	0	SAME
	M64	120	SAME
(JET FUSED)	M47A1	650	SAME
	M64	0	SAME
RETURNED	M47A1	190	SAME
	M64	30	SAME
UNACCOUNTED FOR	M47A1	0	SAME
	M64	0	SAME

III - FLARES: LANE NO, BOMBING &
 PHOTOFLASH C BULB

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

POSITION	CAL.	NO. OF GUNS	AMMUNITION EXPENDED	
			CAL..30	CAL..50
CHIN TURRET	.50	72		1125
LEFT NOSE		23		235
RIGHT NOSE		36		345
UPPER TURRET		72		990
LOWER TURRET		72		1120
RADIO GUN		36		435
LEFT WAIST		36		570
RIGHT WAIST		36		640
TAIL GUNS		72		1205
TOTALS		455		6745

(OVER)

S E C R E T

TOTAL A/C REPORTED BY GUN POSITION:

CAL..30 _____ RDS.

CAL..50 6745 RDS.

TOTAL EXPENDED FROM AGGRESSIVE A/C:

CAL..30 _____ RDS.

CAL..50 _____ RDS.

EXPENDED A/C LOST OR MISSING:

CAL..30 _____ RDS.

CAL..50 7000 RDS.

GROUP TOTALS:

CAL..30 _____ RDS.

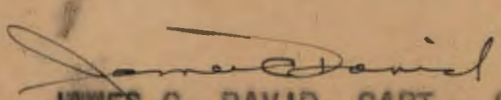
CAL..50 13745 RDS.

V - REMARKS:

A/C NO. 42-31467 CRASHED AFTER EXPENDING BOMB LOAD ON TARGET.

FIGURES IN "JETTISONED" COLUMN REPRESENT TOTAL BOMBS EXPENDED ON OTHER THAN TARGET. SOME OF THESE BOMBS WERE SALVOED IN ENEMY TERRITORY. THE REMAINDER WERE JETTISONED OVER CHANNEL. SUPPLEMENTARY REPORT WILL BE SENT IF IT IS POSSIBLE TO DETERMINE FURTHER BREAKDOWN OF FIGURES.

ONE HUNDRED (100) M64 FUZED 1/10, 1/40. FIFTY (50) M64 FUZED 1/10, 1/400.


(SIGNED) JAMES C. DAVID, CAPT., ORD. DEPT.,
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

2 MARCH 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 29.
(REFERENCE FIELD ORDER 293)

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

1. USE OF VHF SET.

CHANNELS "A", "B", "C" AMERICAN & BRITISH, & "D" AVAILABLE. CHANNEL "A" WAS USED FOR BOMBER-TO-BOMBER COMMUNICATION WITHIN THE 94TH CBW. CHANNEL "B" WAS USED FOR BOMBER-TO-BOMBER COMMUNICATION WITHIN THE 41ST -B- CBW.

2. VHF/DF BEARINGS.

485, 1 HOMING FROM DEENETHORPE.

3. HF/DF BEARINGS.

511, 1 QDM FROM BASSINGBOURN.

4. MF/DF FIXES.

840, 1 FIX FROM SECTION N.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

SPLASHERS BEACON USED BY		MULTI-GROUP BEACON USED BY		BUNCHER BEACON USED BY	
5	2	0	2	1	1
6	13			3	13
7	11			4	26
8	5				
9	21				
11	3				
16	18				

7. INFORMATION ON MEACONING.

837 REPORTS SPLASHERS 7, 9, 16 MEACONED (TIME UNKNOWN)
1496 REPORTS SPLASHER 16 MEACONED (TIME UNKNOWN)
069 REPORTS SPLASHER 9 MEACONED OVER ENEMY TERRITORY

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 29, 2 MAR 44.

8. USE OF GEE.

MAXIMUM RANGE OBTAINED:
NORMAL - 488, 0340E-5000N

9. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
765	INTERPHONE - WAIST GUNNER COMPLAINED THAT MIKE WIRES WERE NOT SOLDERED, JUST TAPED AND THESE PULLED APART.
511	INTERPHONE - IF PILOT IS ON VHF POSITION, CO-PILOT CANNOT TRANSMIT ON INTERPHONE; IF PILOT IS ON COMMAND OTHERS ONLY RECEIVE INTERPHONE; CHECK ALL.
943	LIAISON - RECEIVER WEAK. VHF - RECEIVE HUM AND HOWL WHEN NO ONE IS TRANSMITTING.
979	INTERPHONE - NAVIGATORS AND RADIO OPERATOR COULD NOT TRANSMIT OR RECEIVE, CHECK FOR VOLUME.
087	COMPASS - CHECK INTERPHONE - TOP TURRET OUT.
837	COMPASS - NEEDLE ROTATES. COMMAND - COULD NOT RECEIVE 5280, #2 TRANSMITTER.
026	COMPASS - NEEDLE ROTATES. LIAISON - RECEIVER TONE FADES. INTERPHONE - BALL TURRET & RIGHT WAIST POSITIONS ARE BAD, PILOTS MIKE BUTTON FROZE.
840	INTERPHONE - CO-PILOTS BUTTON AND TOP TURRET MIKE OUT.
374	VHF - COULD NOT RECEIVE "A" TOO WELL. INTERPHONE - CHECK ALL MIKE BUTTONS, THROAT MIKE CORD RIGHT WAIST POSITION BROKEN.
098	INTERPHONE - SCRATCHY.
488	LIAISON - NO RECEPTION ON RECEIVER. INTERPHONE - CHECK PILOTS MIKE BUTTON. LIAISON - CHECK RECEIVER, VERY WEAK. EXTENSION CORD MISSING FROM RADIO OPERATORS POSITION (FOR HEADSET).
7496	COMMAND - CHECK TRANSMITTER.
619	INTERPHONE - PILOTS BUTTON FROZE.
034	INTERPHONE - NOISY, HUMM AT HIGH ALTITUDE.
369	COMPASS - SENSE ANTENNA BROKEN.
136	INTERPHONE - CHECK RIGHT WAIST POSITION.
662	LIAISON - RECEIVER NOISY AT ALTITUDE.
033	IFF - CHECK LOOSE CONNECTION ON DETONATOR PLUG.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 29, 2 MAR 44.

11. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

12. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

13. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. GOOD RESULTS REPORTED.

14. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION IN OPERATION ENTIRE MISSION. TWO HOMINGS WERE GIVEN.

15. REMARKS.

ONE SHIP LANDED OTHER FIELD.

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

2 INCLS:

INCL #1 - LEAD SHIP RADIO OPERATORS LOG OF GROUP FLYING WITH 41ST -B- GBW.

INCL #2 - LEAD SHIP RADIO OPERATORS LOG OF GROUP FLYING WITH 94TH CBW.

99 CBW

DATE: 2 MARCH 44
 NAME: BINKIN, NATHAN G.

SHIP NO: 485
 NO OF QDM'S: 1
 NO OF FIXES: 1
 NO OF SOS'S: 1

NOTE: THE ABOVE IS TO BE FILLED IN AFTER LANDING

LIAISON SET:	<u>OK</u>	INTERPHONE:	<u>OK</u>	AVAILABILITY DINGHY RADIO:	<u>OK</u>
COMPASS SET:	<u>OK</u>	IFF:	<u>OK</u>	AVAILABILITY FREQ METER:	<u>OK</u>
COMMAND SET:	<u>OK</u>	VHF:	<u>OK</u>	ON WATCH:	<u>0810</u>
SBA:	<u>-</u>	GEE:	<u>OK</u>		
AIR DIV CALLSIGN:	<u>7MT</u>	A/C CALLSIGN:	<u>TTJX</u>		
MF/DF STATION CALLSIGN:	<u>FCB</u>	AIR DIV COLLECTIVE C/S:	<u>SWVC</u>		
BASE HF/DF CALLSIGN:	<u>DZB</u>	CBW COLLECTIVE C/S:	<u>XNCC</u>		
HF/DF ALONG COAST:		GROUP COLLECTIVE C/S:	<u>SUPC</u>		

TIME	TO	FROM	REMARKS (OR) TRAFFIC
<u>0810</u>			#1 ENGINE STARTED
<u>0828</u>			TAXI
<u>0850</u>			TAKE-OFF - DET PLUG IN
<u>0925</u>	<u>XNCC</u>	<u>DZB</u>	NR 1 - F GR 5 = <u>9901</u> WIOM VWTT IFIY LB = <u>0900</u> AR
	<u>XNCC</u>	<u>DZB</u>	NR 2 - F GR 5 = <u>9901</u> WIOM YNLP IFIY DB = <u>1000</u> A
			AR
<u>1030</u>			ON OXYGEN
<u>1130</u>		<u>7MT</u>	B - V'S - QWT <u>1134A</u> - AR
<u>1135</u>			MY WATCH STOPPED RUNNING - ALL TIMES THAT FOLLOW ARE ESTIMATES.
<u>1140</u>			FLACK REPORTED AT 1 O'CLOCK
<u>1200</u>		<u>7MT</u>	-5- V'S - QWT - <u>1204A</u> - AR
<u>1210</u>			FLACK REPORTED - WHITE FLACK HIGH, DARK FLACK LOW.
<u>1213</u>			BOMBS AWAY - OK
			CAMERA TURNED ON, REGISTER DIDN'T WORK
<u>0100</u>	<u>SWVC</u>	<u>7MT</u>	NR 1 - F - GR 5 = KEZI SBTH PIAF NDQB JU = <u>1245A</u>
			AR. DECODED AND GAVE TO PILOT.
<u>1330</u>	<u>SWVC</u>	<u>7MT</u>	NR 1 - F - GR 5 = KEZI SBTA PIAF NDQB JU = <u>1245A</u>
			DECODED AND GAVE TO PILOT.
<u>1400</u>	<u>SWVC</u>	<u>7MT</u>	NR 1 - F - GR 5 = KEZI SBTA PIAF NDQB JU = <u>1245A</u>

DID YOU SIGN OFF WATCH???????????

41 - B - CBW

DATE: 5 - 2 - 44

SHIP NO: 511

NAME: T/SGT JAMES J. GRAHAM

NO QDM'S: 1

NO OF FIXES: 0

NO OF SOS'S: 0

NOTE: THE ABOVE IS TO BE FILLED IN AFTER LANDING

LIAISON SET: <u>OK</u>	INTERPHONE: <u>OK</u>	AVAILABILITY DINGHY RADIO: <u>OK</u>
COMPASS SET: <u>OK</u>	IFF: <u>OK</u>	AVAILABILITY FREQ METER: <u>OK</u>
COMMAND SET: <u>OK</u>	VHF: <u>OK</u>	ON WATCH: <u>0835</u>
SBA: <u>OK</u>	GEE: <u>OK</u>	<u>41 (B) COLLECTIVE C/S: PABC</u>
AIR DIV CALLSIGN: <u>7MT</u>	<u>X/D/C</u> CALLSIGN: <u>JAWD</u>	
MF/DF STATION CALLSIGN: <u>FC7 (149 KCS)</u>	AIR DIV COLLECTIVE C/S: <u>SWYC</u>	
BASE HF/DF CALLSIGN: <u>DZ8</u>	DEW COLLECTIVE C/S: <u>XNCC</u>	
HF/DF ALONG COAST: <u>DZ8</u>	GROUP COLLECTIVE C/S: <u>SUPC</u>	

TIME	TO	FROM	REMARKS (OR) TRAFFIC
0800			ENGINES START
0815			TAXI
0830			TAKE OFF - DETONATOR PLUG IN
0835			ON WATCH - ZN6 - 4760 KC
0915	ZN6	JAWD	INT QSV K (N)
0930			ON WATCH 4760 KCS - NO TRAFFIC
0945			ON WATCH 4760 KCS - NO TRAFFIC
1000			ON WATCH 4760 KCS - NO TRAFFIC
1015			ON WATCH 4760 KCS - NO TRAFFIC
1030			ON WATCH 4760 KCS - NO TRAFFIC
1049			LEAVING COAST OFF 4760 KCS ON 6635 KCS
1052		7MT	R NR1 AR
	7MT	RFCH	QTC K
	RFCH	7MT	R K
	7MT	RFCH	R NR1 GR3 BT QTLJ YKEW RL BT 1150A K
	RFCH	7MT	R NR1 AR
1052	7MT	RFCH	QTC K
	RFCH	7MT	R AS
	JQKN	7MT	R K
	7MT	JQKN	NR1 Y GR2 BT YFEA BY BT 1057 K
	JQKN	7MT	R NR1 AR

DID YOU SIGN OFF WATCH???????????

TIME	TO	FROM	REMARKS (OR) TRAFFIC
1100	RFCM	7MT	K
	7MT	JQKN	NR1
	JQKN	7MT	R R NR1 AR
	RFCM	7MT	K
	7MT	RFCM	R 2 TMT 2 TMT K
	RFCM	7MT	TMT AS AS AS K
	7MT	RFCM	QTC QTC 2 TMT K
	RFCM	7MT	R K
	7MT	RFCM	2 TMT 2 TMT K
	RFCM	7MT	R 2 328 K
	7MT	RFCM	R NR1 Y GR5 BT OTLJ YKTW BL BT 1453A K
	RFCM	7MT	R NR1 K
	7MT	RFCM	R AR
1115	RFCF	7MT	TMT GR3 TMT GR3 K
	7MT	RFCF	NR1 GR6 BT YGLD LJRL NEWY JWL JBLY D BT K
	RFCF	7MT	R NR1 AR
	7MT	RFCF	R AR
1130		7MT	8 V'S QWT 1130A AR
1200			ON IP
1215	7MT	NBFG	QTC K
	NBFG	7MT	R K
	7MT	NBFG	R NR2 OP Y GR2 BT ZLHJ HGRN BT 1200A K
	NBFG	7MT	TMT
	7MT	NBFG	BT 1200 K
	NBFG	7MT	R NR3 AR
1217	7MT	(?)	QMM TMT QMM K
	RFCM	7MT	TMT TMT NRXXXX NR2 K
1218	7MT	JQKN	QMM K
	JQKN	7MT	R K
	7MT	JQKN	R NR2 Y GR2 BT ZLHJ HGRN BT 1212 K

DID YOU SIGN OFF WATCH??????????

TIME	TO	FROM	REMARKS (OR) EFFIC
	JQKN	7MT	R NR2 \overline{AR}
1227	7MT	RFCF	QMM K
	RFCF	7MT	R K
	7MT	RFCF	R NR2 GR2 \overline{BT} ZLHJ HQVQ \overline{TMT} 1214 K
	RFCF	7MT	R NR2 \overline{AR}
1222	7MT	TQPM	QTC QTC K
	AA	7MT	R K
	7MT	TQPM	NR1 P Y GR2 \overline{BT} ZLYD HQVQ \overline{BT} 1208A K
	TQPM	7MT	\overline{TMT} GR1 K
	7MT XARM	TQPM	NR1 P Y GR2 \overline{BT} ZLYD HQVQ \overline{BT} 1208A K
	TQPM	7MT	R NR1 \overline{AR}
1227	RFOA	7MT	\overline{TMT} \overline{TMT} NR2 \overline{TMT} NR2 K
1229	RFOA	7MT	\overline{TMT} \overline{TMT} NR2 K
1230	RFCN	7MT	\overline{TMT} \overline{TMT} NR2 K
	7MT	RFOA	NR2 C K
	RFOA	7MT	\overline{TMT} \overline{TMT} NR2 K
	7MT	RFOA	R NR2 Y GR2 \overline{BT} LLHJ HQGG \overline{TMT} \overline{BT} LLHJ HQGG
	RFOA	7MT	\overline{TMT} GR2 HQGG \overline{TMT} \overline{TMT} GR2 HQGG K
	7MT	RFOA	R R GR2 \overline{BT} LLHJ HQGG \overline{TMT} \overline{BT}
1235	RFOA	7MT	R \overline{AS} 2
1236	RFOA	7MT	QJM \overline{TMT} QJM K
	7MT	RFOA	R \overline{AS} \overline{AR} (R)
1240	7MT	RFOA	R R QTC \overline{TMT} QTC K
	RFOA	7MT	R K
	7MT	RFOA	R NR3 \overline{AS} (R)
			NR3 Y GR3 \overline{BT} HTK ⁸⁸ \overline{TMT} HQYG YKBH KDGG \overline{BT} K
	RFOA	7MT	R NR3 \overline{AS} (R)
1243	RFOA	7MT	R NR \overline{TMT} R NR3 \overline{AR}
	7MT	RFOA	R R \overline{AR}
1244	RFOA	7MT	\overline{TMT} NR1 \overline{TMT} NR2 K

DID YOU SIGN OFF WATCH??????????

TIME	TO	FROM	REMARKS (OR) OFFIC
1245	RFCH	7MT	NN TMT TMT NR2 NR2 K
	RFCH	7MT	NN TMT NR2 TMT NR2 K
1247	RFCH	7MT	TMT TMT NR2 NR2 K K
1248	7MT	RFCH	R NR2 GR2 BT ZLHJ HBRN BT 1248A K
	RFCH	7MT	TMT NR2 K
	7MT	RFCH	NR2 HBRN HBRN K
	RFCH	7MT	QJM QJM K
	7MT	RFCH	R AS (R)
1251	7MT	RFCH	R C GR2 HBRN TMT HBRN K
	RFCH	7MT	R NR2 AR
1300	SWVC	7MT	QTC QTC QTC
	SWVC	7MT	NR1 F GR5 BT KEZI SBTA PIAF NDQB JU BT 1245A TMT
			WEATHER REPORT - CLOUDY - HT OF CLOUD BASE 2,500
			FEET - VISIBILITY 5 MILES
1305			GIVE TO PILOT
1330	SWVC	7MT	QTC QTC QTC
	SWVC	7MT	NR1 NR1 F F GR5 GR5 BT KEZI SBTA PIAF NDQB JU BT
			1245A TMT
			(SAME AS 1300)
1334	7MT	RFCM	QTC K
	RFCM	7MT	R K
	7MT	RFCM	R INT 9 INT99 K
	RFCM	7MT	R 9 358 K
	7MT	RFCM	R NR3 Y GR5 BT 017D EWYK BHYF RIJMM AG BT 1332A TMT
			(ARE 20 MIN LATE FIGHTER RENDEZVOUS (??))
	RFCM	7MT	AS AS
1342	RFCM	7MT	QJM NR3 TMT QJM NR3 K
	7MT	RFCM	R AS AS (R)
1347	7MT	RFCM	K
	RFCM	7MT	R K

DID YOU SIGN OFF WATCH?????????

TIME	TO	FROM	REMARKS (JR) EFFIC
	7MT	RFCM	R NR3 Y GR5 BT OIZD EWYK BHYF IJMM AG BT 1331A K
	RFCM	7MT	QJM GR5 TMT QJM GR5 AG TMT AG K
1353	RFCM	7MT	QJM GR5 TMT QJM GR5 K
	7MT	RFCM	QTC K
	RFCM	7MT	R K
	7MT	RFCM	NR4 Y GR3 BT YIJ MMBH VQAG BT 1234A K
	RFCM	7MT	TMT K
	7MT	RFCM	NR4 Y GR3 BT IYIJ MMBH VQAG BT 1352A K
	RFCM	7MT	AS AS
1358	RFCM	7MT	TMT NR4 K
1359	7MT	RFCM	AR
	RFCM	7MT	AS AS (R) QJZ QJZ
1400	SWVC	7MT	QTC QTC
	SWVC	7MT	NR1 F GR5 BT KEZI SBTA RIAF NDQR JU BT 1245A TMT
1404	RFCM	7MT	TMT NR4 K
	RFCM	7MT	TMT NR4 TMT NR4 K
	7MT		QTC K
	KFVY	7MT	R R AS
	RFCM	7MT	TMT NR4 TMT NR4 K
1408	KUYD	7MT	K
	7MT	KUYD	R NR1 P GR2 BT ZLVQ LDRN BT 1237A K
	KUYD	7MT	R AS AS (R)
1430	SWVC	7MT	QTC QTC QTC
	SWVC	7MT	NR1 F GR5 BT KEZI SBTA PIAF NDQB JU BT 1245A TMT
1450			BOMBARDIER CALLED
1458			CAMERA ON
1500			CAMERA OFF
1500	SWVC	7MT	QTC QTC
	SWVC	7MT	NR1 F GR5 BT KEZI SBTA PIAF NDQB JU BT 1245A (N)
1515	FC7	JAWD	-----15----- (N)

DID YOU SIGN OFF WATCH???????????

SS Form 90

S-2 STATISTICAL REPORT

Mission of 2 March 44

Time of Preparation 1930

Target Frankfurt

Telephoned to A-2 2000

(1) Designation of Group 401 (High Box)

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

(3) Total No. of A/C
Dispatched 17

(4) No. of A/C Attacking 0

(5) No. of A/C Dispatched
but not Attacking 17

Due to:

- (a) Mechanical Failure _____
- (b) Weather _____
- (c) Enemy Action
(lost before target) _____
- (d) Other 1

(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 _____

(8) Altitudes of Attack _____

(9) Bombs on Each Target (a) 0 (b) Size _____ (c) Type _____

(10) Personnel Casualties 0

Type:

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

(11) A/C Suffering Battle
Damage 3

Category:

- (a) Minor 1
- (b) Major _____
- (c) Salvage _____

(12) Claims 0

(13) Leaflets 0

REMARKS: _____

DONALD J. SUTHERLAND
Preparing Officer
1st. Lt. AC

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

D-G-2

2 March 1944

SUBJECT: Comments of Crews Participating in FRANKFURT Mission, this date.

TO : COMMANDING OFFICER, AAF Sta. 128, APO 634, US Army.

1. Capt. Jere W. Maupin suggests that bunchers be placed further apart and arrangements made so that wings are not forced to assemble so close together. Capt Maupin cites as an example the fact that the Triangle - C group was assembling directly over and circling Molesworth Airfield at 8,500 feet altitude at the same time that Triangle - K was supposed to be doing the same thing. Capt. Maupin suggests that utilization of more territory would avoid the possibility of collision and the usual assembly difficulties. Capt. Maupin further suggested that Wing and Group leaders fly precisely as briefed and maintain the prescribed route over England.

2. Capt. Maupin suggests provision of a color of flare for Group and Wing Leaders to fire to indicate VHF has failed, in order that Deputy Leaders may understand that they are to take over the lead so far as communications are concerned. Capt. Maupin and Lt. Goodman, "Where are the Spitfires"? Lt. Anderson, A/C 511, states that only 35 I.B. should be loaded. when 42 are loaded they hang up.

3. Lt. Dunaway, John A. A/C 8033, observed that Wing leadership was very poor. He was disappointed that bombs were not dropped somewhere in Germany.

4. Lt. James B. Harding, A/C 1116 "waited one hour and 15 minutes for transportation from dispersal area.

5. Lt. Marvin J. Christensen, A/C 8026, criticized the briefing, seemed incomplete. Lt. Paule R. King, Navigator for Lt. Christensen, criticized the weather briefing.

6. Consensus of opinion of all crew members was that Fighter escort was effective when present ; however, the expected escort by P-51's over the target area was noticeably lacking, and contributed directly to the loss of one A/C by this Group.

7. Lt. Donald V. Kirkhuff, A/C 1488; "Group Leader gave low squadron no clearance."

8. Lt. Leo I. Lingenfelter, A/C 1087, Bombardier, said his Pilot told him not to drop leaflets.

9. Lt. Roger S. Schlieper, Nav. A/C 1662, asked why they didn't bomb on flak at the target.

10. Lt. Charles R. Strode, Bombardier, A/C 1374, complained of dirt on nose plexi-glass and top-turret.

11. Lt. William D. Sellers, Pilot, A/C 9837, wants to fly with "My own Wing." He also wanted to drop his bombs in Germany instead of the Channel.

12. E/Sgt. Martin E. A. rson, R0G, A/C 1521, says Radiatch is useless as far as firing or aiming gun is concerned. Also complains Coffee was not served to EM in Combat Mess; consequently had to go get it.
13. Sgt. John A. Williams, RWG, A/C 8136, says Mike cord is too short for use.
14. Lt. Ralph M. Dempsey, Pilot A/C 1091, complimented the lead crew from the 351st. Bomb. Gp. for their job of evading flak. He also wants candy left out of lunch bag, and suggests more emphasis at briefing on colors of friendly fighters.
15. All crews still wonder why they have never seen the Spitfire Escort which is usually mentioned at briefing.
16. Lt. Robert L. Stelzer, Pilot A/C 1034, says "Wing leader made us strain our engines in an attempt to keep up and this has been done several times". This crew waited in dispersal area for one hour and fifteen minutes before being picked up by trucks. This crew also had difficulty in getting heated gloves and shoes from Group Equipment Office.
17. Lt. Donald E. Jones, Pilot and Lt. Edward T. O'Neil, Co-Pilot, A/C 1619, suggests that personnel attending briefing remove hats in order that map and screen may be seen by all. Lt. Jones further suggests that Frost-Kill be taken along in tail so that frost will not cover windows. He further suggests that Officers riding in the nose need turret training, particularly in operation and tracking.
18. Lt. Stephen Wysocki, Pilot, A/C 1069, stated that #3 man in lead box, high sq., way ahead of ours, dropped his bombs at 1150 hours, narrowly missing A/C 1091.
19. Lt. William J. Kelly, Pilot, A/C 9765, couldn't see the green in green-yellow flares fired by Group Lead. Lt. Kellys entire crew commented that trucks that haul crews to ship are muddy and consequently their equipment gets muddy.
20. Lt. Robert G. Fitzgerald, Bombardier, A/C 1369, wants to know why High Sq. Leader did not drop wheels when leaving formation instead of leading whole formation with him.
21. Several comments to the effect that Wing leadership was not particularly skillful.

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

DISTRIBUTION:

- 1 - Gp. C.O.
- 1 - Gp. Air Executive
- 1 - Gp. Operations Officer

OFFICE OF THE INTELLIGENCE OFFICER
STATION 126 - APO 634
U. S. ARMY

D-J-1

2 March 1944.

SUBJECT: Enemy Opposition or Tactical Analysis Report, for 2 March 1944.

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

1. A total of approximately 40 S/E enemy A/C, consisting of Me 109's and FW 190's, were encountered. These attacks took place between 1142 hours and 1355 hours, starting on route to target at 5000-0430E, and occurring intermittently to 5010-0440E, enroute back to base. One B-17 this group was lost to concerted attack by six Me 109's at latter coordinate. One report concerned 20 Me 109's coming up from undercast, attacking formation at 1200 level in line abreast. Other attacks were by individual E/A principally from 12 and 6 o'clock. Some E/A cowlings were yellow and yellow nose; some entirely silver and difficult to discern against cloud background. Two E/A were observed painted resembling P-51's. A number of clipped-wing Me 109's were observed. Attacks were pressed aggressively until friendly fighter escort appeared, at which time E/A broke away immediately. Final tabulation discloses claims for this group amounting to one destroyed and one probable destroyed.

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

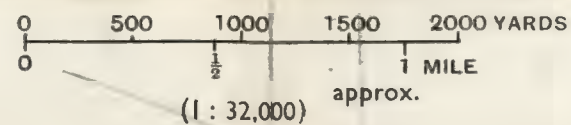
Target No.
3 (g) 24

ALFRED TEVES G.m.b.H.,
Etc.

FRANKFURT am MAIN
(GERMANY)

Illustration No.
3 (g) 24/3

Illustration No.
3 (g) 24/3



Photographed 17 April 1942

Issued November 1943



TARGET A. ALFRED TEVES G.m.b.H.
TARGET B. ALFRED TEVES G.m.b.H. (Branch Works)
TARGET C. ADLERWERKE A.G.

TARGET D. J. & C. A. SCHNEIDER (Main Works).
TARGET E. J. & C. A. SCHNEIDER (Branch Works).
TARGET F. CONTINENTAL GUMMIWERKE A.G.

SS Form 90

S-2 STATISTICAL REPORT

Mission of 2 March 44

Time of Preparation 1930

Target Frankfurt

Telephoned to A-2 2000

(1) Designation of Group 401st (Comp. GP.)
(2) Total No. of A/C
airborne, incl. spares 15 (Spares 3)

(3) Total No. of A/C
Dispatched 12

(4) No. of A/C Attacking 12

(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 1

Due to:

- (a) Anti-aircraft fire _____
- (b) Enemy fighters 1
- (c) Flak and fighters _____
- (d) Accident _____
- (e) Reasons Unknown _____

(7) Times of Attack 1213

(8) Altitudes of Attack 24,000

(9) Bombs on Each Target (a) 120 (b) Size 500# (c) Type GP Skymarker
(a) 1

(10) Personnel Casualties 10

Type:

- (a) Number Killed _____
- (b) Number Wounded _____
- (c) Number Missing 10

(11) A/C Suffering Battle
Damage 4

Category:

- (a) Minor 4
- (b) Major _____
- (c) Salvage _____

(12) Claims 2

(13) Leaflets 0

REMARKS: _____

DONALD V. Mc CALLUM
Preparing Officer
2nd Lt. AC

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

D-J-1

2 March 1944.

SUBJECT: Enemy Opposition or Tactical Analysis Report, for 2 March 1944.

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

1. A total of approximately 40 S/E enemy A/C, consisting of Me 109's and FW 190's, were encountered. These attacks took place between 1142 hours and 1355 hours, starting on route to target at 5000-0430E, and occurring intermittently to 5010-0440E, enroute back to base. One B-17 this group was lost to concerted attack by six Me 109's at latter coordinate. One report concerned 20 Me 109's coming up from undercast, attacking formation at 1200 level in line abreast. Other attacks were by individual E/A principally from 12 and 6 o'clock. Some E/A cowlings were yellow and yellow nose; some entirely silver and difficult to discern against cloud background. Two E/A were observed painted resembling P-51's. A number of clipped-wing Me 109's were observed. Attacks were pressed aggressively until friendly fighter escort appeared, at which time E/A broke away immediately. Final tabulation discloses claims for this group amounting to one destroyed and one probable destroyed.

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

S E C R E T

Report on A.A. Gunfire.

BOMBARDMENT GROUP (H)

1. Target: Assigned . . . Frankfurt Date of Mission 2/3/44 . .
 Bombed . . . Frankfurt

2. Route as Flown:-
 See Track Chart. The following cities are mentioned are
Abbeville - Aims - Frankfurt - Koblenz - Aachen - Namour - Brussels.

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

5. Description of Flak at Target, including METHOD OF FIRE CONTROL
 Moderate flak good for altitude but poor for deflection. White bursts formed layer above and black bursts formed layer below. Heavy wall of flak off to right of formation thought due to chaff as no A/C were in the area. One rocket, red burst into small fragments from ground.

6. Flak encountered or observed en route. (IN the order experienced)
Aims - meager, black, fair altitude, poor deflection.
 Abbeville " " " " " "
 Koblenz " " " " " "
 Aachen " " " " " "
 Brussels " " " " " "
 Chieves A/D " " " " " "

7. Was CHAFF carried? . Carried by lead box - not our A/S
 How discharged?

8. Position of Group

9. Details:-

Group	A/C over enemy territory	A/C Damaged	A/Clost to Flak	Time over Target	Time of Bomb Away	Height	Axis of Attack	Bomb Run
401	12	5	0	1212	1212	24500	70° N	90 seconds
401	17	3	0					
Totals	29	8	0					

10. Comments - Phenomena:-

Lt. Sutherland

This target makes 50% of piston rings used in aero engines.
Recent information indicates this target far more important than
previously thought and is now much higher on priority list. It
not been damaged by previous bombings

High group (complete box) will fly with 41 st "B" CBW	A Target
Low " (composite " " " left on 1 st CBW	B "

SECONDARY TARGET - center of city

Friendly Fighters - P-47's now have blue, green, red + yellow nose

No convoys expected

Call into Navigator or Radio Op. time, place, + altitude of H-20 snap -
bombs away + strike photos with H-20
you may see silver B-17's + old red markings on some as well as new black

P/W Geographical locations + carry photos, show, etc.
Your target - A MILITARY INSTALLATION

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

2 March 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 2 MARCH 1944.

TAKE-OFF: 0830. 1/10 cumulus, base 2000'. 4/10 altocumulus, base 7000'. Nil high cloud. Visibility 4 miles.

ROUTE OUT: 2-3/10 cumulus over England, bases 3-4,000', tops 6-8,000', becoming 2/10 over the channel, tops 8-10,000', becoming 3-4/10 at continental coast, tops 8-10,000', gradually increasing to 10/10 cumulus about 60 miles inside the continental coast, tops increasing to 14-15,000'. Altocumulus associated with cumulus over Germany. Nil high cloud. Visibility unrestricted at flight level.

TARGET: 1214. 10/10 cumulus, tops 14-15,000'. Altocumulus associated with cumulus. Nil high cloud. Visibility unrestricted at flight level.

ROUTE BACK: Same as route out except cumulus breaking to 2/10 at continental coast.

BASE ON RETURN: 1615. 2/10 cumulus, base 2000'. Nil middle or high clouds. Visibility 7 miles.

REMARKS: Dense, persistent contrails above 24,000'. Moderate, non-persistent contrails at 21,000' over the channel and England. Winds nearly as briefed: At 24,000' over the continent on route out, 280 deg. at 89 knots; at 19,000' over the continent on route back, 285 deg. at 90 knots. Temperatures 5 deg. warmer than briefed at 15,000' and above.

Arthur B. Street

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

ROUTE FORECAST

DATE... 2 March 1944

PERIOD... 0700 - 1700 hrs

	(A) Base to Mid-channel	(B) Mid-channel to Target	(C) Target to Base	(D)				
WEATHER (1)	Partly cloudy becoming cloudy at mid-channel..	Cloudy becoming cloudy to overcast at continental coast....	Cloudy to overcast becoming cloudy at continental coast....					
CLOUDS (2)	2-5/10 swelling cumulus base 1500-2000 ft tops 5-7000 ft base 5-8/10 base 2000 ft tops 6-9000 ft at mid-channel.....	5-8/10 swelling cumulus base 2000 ft tops 6-9000 ft base 6-10/10 cumulus and stratocumulus base 2000 ft tops 7-10000 ft at Continental Coast. (SEE COLUMN "D") →	Same as column B in reverse with the cloud breaking to 6-8/10 bases 2000 ft tops 6-8000 ft over England.....	TOPS lifting to 15-18000 ft in the front zone at 6-7 degrees east tops lowering again to 6-8000 ft at Target. Nil medium except that associated with cumulus tops				
FREEZING LEVEL AND INDEX (3)	1500 ft - light rime	2000 ft - moderate clear	1500 ft - moderate rime	NOTE: COLD FRONT JUST WEST OR POSSIBLY AT THE TARGET AT TARGET TIME. PERSISTENT CONTRAILS ABOVE 20,000 FT				
VISIBILITY (4)	2-4 miles but 10 miles plus above clouds	10 miles plus above clouds	3-5 miles at the surface					
HEIGHT	DIRECTION	VELOCITY	DIRECTION	VELOCITY	DIRECTION	VELOCITY	DIRECTION	VELOCITY
SURFACE (5)	330	20 Knots	TEMPERATURE Plus 4					
5000 FT (6)	320	30 "	Minus 9					
10000 FT (7)	320	45 "	Minus 20					
15000 FT (8)	310	70 "	Minus 25					
20000 FT (9)	300	85 "	Minus 35					
25000 FT (10)	290	95 "	Minus 45					
30000 FT (11)	290	100 "	Minus 55					

BASE ALTIMETER SETTING..... 29.33 TARGET SURFACE TEMP..... Plus 4 TARGET MEAN TEMP..... Minus 21 TARGET SURFACE PRESSURE..... 10.10

DECLASSIFIED PER NND 746087
 BY 135 NARA DATE 11/21/11

5-3

512TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations Officer
APO 634

AAF Station 128
2 March 1944

SUBJECT: Loading List

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

Plane 42-38033

P	Dunaway, John A.	2nd Lt.	512th
CP	Kane, Henry (NMI)	2nd Lt.	"
N	Mock, William J.	2nd Lt.	"
B	Krol, Theodore J.	2nd Lt.	"
RO	Mastronardi, Francis J.	S/Sgt.	"
TTG	Morst, Harry C.	S/Sgt.	"
BTG	Rusch, Walter C.	Sgt.	"
TG	Benz, Marvin H.	Sgt.	"
LWG	Crowley, John W.	Sgt.	"
RWG	Katsaros, John (NMI)	Sgt.	"

Plane 42-31811

P	Goodman, James F.	1st Lt.	"
CP	Maupin, Jere W.	Capt.	"
N	Fraioli, Frank P.	2nd Lt.	"
B	Anderson, Donald W.	2nd Lt.	"
RO	Graham, James J.	T/Sgt.	"
TTG	DeWees, Foster E.	T/Sgt.	"
BTG	Farnsey, John O.	T/Sgt.	"
TG	Kemsey, Robert J.	1st Lt.	"
LWG	Henderson, Pete D.	S/Sgt.	"
RWG	Markle, Burton A.	S/Sgt.	"

Plane 42-31891

P	Fox, Gaston M.	1st Lt.	"
CP	Blaise, Gerald L.	1st Lt.	"
N	Wilson, Darrell D.	2nd Lt.	"
B	Mendelson, Leonard J.	2nd Lt.	"
RO	Brandt, Duane G.	T/Sgt.	"
TTG	Brown, Allen D.	T/Sgt.	"
BTG	VanBooven, Donald W.	Sgt.	"
TG	Estess, Cecil C.	S/Sgt.	"
LWG	Gallas, Joseph (NMI)	S/Sgt.	"
RWG	Sierra, Charles P.	S/Sgt.	"

Plane 42-39837

P	Sellers, William D.	1st Lt.	"
CP	George, Jack E.	1st Lt.	"
N	Shapiro, Aaron (NMI)	2nd Lt.	"
B	Rementeris, David A.	2nd Lt.	"
RO	Lehr, Jesse, H.	T/Sgt.	"
TTG	Parrish, Donald G.	T/Sgt.	"
BTG	Mace, Kenneth I.	S/Sgt.	"
TG	Rishel, Dale E.	S/Sgt.	"
LWG	Judd, Loyde J.	S/Sgt.	"
RWG	Daniel, James P.	Sgt.	"

Plane 42-39765

P	Kelly, William J.	1st Lt.	612th
CP	Coyne, Daniel J.	2nd Lt	"
N	Vandyke, George R.	2nd Lt	"
B	Troy, Ephraim F.	2nd Lt	"
RO	Vanduren, Paul 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	Connor, Jay L. Jr.	T/Sgt	"

Plane 42-97496

P	Hershey, Harry J.	2nd Lt	"
CP	Woods, Robert R.	2nd Lt	"
N	Buder, Eugene H.	1st Lt.	"
B	Boxer, Martin W.	2nd Lt.	"
RO	Cherry, Noel C.	S/Sgt	"
TTG	Pugh, Alfred E.	S/Sgt	"
BTG	Schafer, Donald E.	Sgt	"
TG	Joseph, Meload C.	Sgt.	"
LWG	Cevillo, Hubert C.	Sgt.	"
RWG	Shannon, James L.	S/Sgt	"

Plane 42-31087

P	Wells, Denneth C.	2nd Lt.	"
CP	Guinn, Euin N.	2nd Lt.	"
N	Gelula, Warren (NMI)	2nd Lt.	"
B	Lingenfelter, Leo I	2nd Lt.	"
RO	Bartlett, Edward M.	S/Sgt	"
TTG	Larson, Robert D.	Sgt	"
BTG	Convertino, Rico S.	Sgt	"
TG	Weatherman, James H.	S/Sgt	"
LWG	Price, William (NMI)	Sgt	"
RWG	Chapman, William E.	Sgt	"

Plane 42-31026

P	Christenson, Marvin J.	2nd Lt.	"
CP	Kleppe, Fred H.	2nd Lt	"
N	King, Paul R.	2nd Lt.	"
B	Weiman, Carl K.	2nd Lt.	"
RO	Giorgiani, Alex (NMI)	S/Sgt	"
TTG	Flagg, W Robert W.	S/Sgt	"
BTG	Nalbach, Paul L.	S/Sgt	"
TG	Lopez, Juan C.	Sgt	"
LWG	Colluccio, Anthony D.	Sgt	"
RWG	Maleh, Ervin L.	Sgt	"

Plane 42-39943

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

RICHARD H. HOYT,
 1st Lt., Air Corps,
 Apts. Operations Officer

S-3

619TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OFFICER
 AAF STATION 128, APO 694

2 March 1944

SUBJECT : Loading List.

TO : Operations Officer, 401st Bomb Gp. (H), APO694

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

Plane # A2-31072

DUTY	RANK	LAST (NAME)	FIRST (NAME)	(MI)	FIRST (MI)
P - 1st Lt.		Shotts	BRYAN	M.	0667578
CP - 2nd Lt.		Maher	William	P.	0750037
N - 1st Lt.		Savage	William	F.	0441712
B - 1st Lt.		Briarton	Henry	R.	0681518
RO - Pvt.		Reedy	Robert	L.	36373210
TT - T/Sgt.		Swofford	Harvey	W.	14064116
BT - S/Sgt.		Rieger	Leland	L.	17121385
TG - S/Sgt.		Iseminger	John	R.	14084579
LWG - S/Sgt.		Sonichsen	Donald	H.	36703732
RWG - S/Sgt.		Petro	John	(NMI)	32539059

Plane # A2-99840

P - 2nd Lt.		Sharp	James	C.	0745199
CP - 2nd Lt.		Hass	Vincent	J.	0751139
N - 2nd Lt.		Stephens	David	H.	0809751
B - 2nd Lt.		Busse	Myles	R.	0686182
RO - Pvt.		Fianie	Charles	S.	14134662
TT - M/Sgt.		Older	Harold	K.	6565810
BT - S/Sgt.		Gregory	Dylin	G.	
TG - S/Sgt.		Temkinson	Alfred	A.	
LWG - S/Sgt.		Tobins	Rodney	T.	
RWG - Sgt.		Kleiber	Stephen	F.	

Plane # A2-91374

P - 2nd Lt.		Vekaty	Alfred	E.	
CP - 2nd Lt.		Gambrell	William	L. Jr.	
N - 2nd Lt.		Schachter	Shea	(NMI)	
B - 2nd Lt.		Strode	Charles	R.	
RO - S/Sgt.		Halpin	Ronald	C.	
TT - S/Sgt.		Harp	Morris	G.	
BT - Sgt.		Crull	Howard	M.	
TG - Sgt.		Canter	Warren	(NMI)	
LWG - Sgt. XXXXXXXX		Sanders	Roy	G. Jr.,	
RWG - Pvt. XXXXXXXX		Campbell	John	R.	

Plane # A2-310202

P - 1st Lt.		Locker	James	R. Jr.,	
CP - 2nd Lt.		Fruitt	Dow	C.	
N - 2nd Lt.		Duquette	Fred	D.	
B - 2nd Lt.		Brown	John	F.	
RO - S/Sgt.		Brady	Otho	H.	
TT - T/Sgt.		Kennedy	George	L.	
BT - S/Sgt.		Dewitt	Frank	G.	
TG - S/Sgt.		Merrill	Clark	G.	
LWG - S/Sgt.		Klinsk	John	C.	
RWG - S/Sgt.		Daum	Harold	E.	

Continued:

Plane # 42-39979

P	-	2nd Lt.	Livingstone	Alexander	(NMI)
CP	-	2nd Lt.	Hannon	James	J.
N	-	2nd Lt.	Jaffe	Lewis	S.
B	-	2nd Lt.	Dershimer	Harold	W.
RO	-	Sgt.	Munch	Elmer	C.
TT	-	S/Sgt.	Greer	Cecil	B.
BT	-	Sgt.	O'Brien	John	P.
TG	-	Sgt.	Fetzer	Elmer	M.
LWG	-	Sgt.	Bachler	James	E.
RWG	-	Sgt.	Martinelli	Alexander	M.

Plane # 42-31462⁰³⁴

P	-	1st Lt.	Stelzer	Robert	L.
CP	-	2nd Lt.	Johnson	Wendell	T.
N	-	2nd Lt.	Hobbs	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.
LWG	-	S/Sgt.	Rice	Edward	J.
RWG	-	S/Sgt.	Holland	Thomas	H.

Plane # 42-31467

P	-	2nd Lt.	Shoshan	William	G.
CP	-	2nd Lt.	Ogden	Elliott	B.
N	-	2nd Lt. 2nd Lt.	Davis	Robert	O.
B	-	2nd Lt.	Conway	Douglas	M.
RO	-	T/Sgt.	Silverstein	Donald	W.
TT	-	T/Sgt.	Rickey	Richard	W.
BT	-	S/Sgt.	Justice	Hazard	(NMI)
TG	-	S/Sgt.	RIMONK O'Hara	John	W.
LWG	-	S/Sgt.	Falk	Seymour	(NMI)
RWG	-	Sgt.	Leking	Roger	T.

Plane # 42-31662

P	-	2nd Lt.	Low	Sandy	(NMI)
CP	-	2nd Lt.	Priest	Gordon	S.
N	-	2nd Lt.	Schlieper	Roger	F.
B	-	2nd Lt.	Kelly	John	J.
RO	-	T/Sgt.	Johnson	Alvin	A.
TT	-	T/Sgt.	Thayer	Bliss	P.
BT	-	S/Sgt.	Franklin	Pat	H.
TG	-	S/Sgt.	Hibbs	Arlie	E.
LWG	-	S/Sgt.	Robinson	Marshall	D.
RWG	-	S/Sgt.	Carpenter	Arnold	H.

Plane # 42-31619

P	-	1st Lt.	Jones	Donald	E.
CP	-	2nd Lt.	O'Neil	Edward	T.
N	-	1st Lt.	Bennett	Cyrus	P.
B	-	1st Lt.	Grate	Louis	B.
RO	-	T/Sgt.	Schoenberger	Nicholas	D.
TT	-	T/Sgt.	Urson	Thomas	(NMI)
BT	-	S/Sgt.	Weaver	Wilmer	F.
TG	-	S/Sgt.	REKREK DeCinque	Lewis	A.
LWG	-	S/Sgt.	Schair	Arthur	(NMI)
RWG	-	S/Sgt.	Ferland	Arthur	W.

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~~42-51490~~ BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

2 MARCH

19 44

SUBJECT: Loading List.

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

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

*Plane # 42-51490

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.L.	SQUADRON
P -	1st Lt.	KIRKHUFF, DONALD V.				614th
CP-	2nd Lt.	SOBOLAK, BENNIE W.				"
N -	2nd Lt.	PEERCE, MYRON E.				"
B -	1st Lt.	MONTONE, LIBER J.				"
RO-	T/Sgt.	Cook, Harold				"
PT-	S/Sgt.	Nicholas, Charles L.				"
BT-	S/Sgt.	Merritt, William E.				"
IG-	S/Sgt.	Cohn, Leroy (NMI)				"
LWG-	S/Sgt.	Kochler, Karl E.				"
RWG-	S/Sgt.	Michel, Delmar E.				"

*Plane # 42-51500

P *	2nd Lt.	OWENS, ERLE C. JR.				614th
CP *	2nd Lt.	BERGERSON, CLIFFORD G. JR.				"
N -	2nd Lt.	HOLTE, EDWARD P.				"
B -	2nd Lt.	FITZGERALD, ROBERT G.				"
RO -	T/Sgt.	Stimmel, Bert W.				"
TT -	T/Sgt.	Spaack, Anthony V.				"
BT -	Sgt.	Murphy, James J.				"
IG -	Sgt.	Kneese, Howard S.				"
LWG-	S/Sgt.	Farratt, John L.				"
Rw	S/Sgt.	Highlen, Harold A.				"

*Plane # 42-51515

P -	2nd Lt.	PETERSON, DALE A.				614th
CP -	2nd Lt.	LONG, JOHN C.				"
N -	2nd Lt.	HONEBERGER, HARLEY O.				"
B -	2nd Lt.	CREED, ROBERT E.				"
PT -	S/Sgt.	Kunts, John B.				"
BT -	Sgt.	Delgierne, Robert L.				"
IG -	Sgt.	Newell, Arthur E. Jr.				"
LWG-	Sgt.	Smith, Glen W.				"
RWG-	Sgt.	Jay, Joseph C.				"
	Sgt.	Bailey, Frank O.				"

*Enter complete number of aircraft

** Designate Engineer

DUTY RANK LAST (Name) FIRST MI ASN SQUADRON

Airplane No. 42-39820 *

P.	1st Lt.	WILSON, SAMUEL P.	614th
CP.	2nd Lt.	GATTIS, ELGIN V.	"
N	2nd Lt.	SUDAKOV, LAWRENCE H.	"
B	2nd Lt.	DALY, JOHN J. JR.	"
RO	T/Sgt.	Kelley, Homer C.	"
TT**	T/Sgt.	Corley, Jesse C.	"
BT	Sgt.	Johnson, Joe R.	618th
TG	S/Sgt.	Okol, Leonard E.	614th
LWG	Pvt.	Morrissey, John E.	"
RWG	S/Sgt.	Wolf, William G.	"

Airplane No. 42-39847 *

P	1st Lt.	DAVES, WILLIAM R. JR.	614th
CP	2nd Lt.	PRATT, JOHN D.	"
N	2nd Lt.	SCHUBERG, JOHN A.	"
B	2nd Lt.	TOMPSON, SIDNEY L.	"
RO	S/Sgt.	Bergerner, Max H.	613th
TT**	T/Sgt.	Worell, Olle A.	614th
BT	T/Sgt.	LaFountain, Louis M.	"
TG	S/Sgt.	Gentry, Ray A.	"
LWG	S/Sgt.	Toel, Oliver E.	"
RWG	S/Sgt.	Mooney, William R.	"

Airplane No. 42-40001 *

P	2nd Lt.	HARTLEY, LEO S.	614th
CP	2nd Lt.	HAMMOND, HOWARD W.	"
N	2nd Lt.	RYAN, WILLIAM F.	"
B	2nd Lt.	CARTER, JAMES P.	"
RO	Sgt.	Terroux, Kenneth A.	"
TT*	Sgt.	Rader, Richard A.	"
BT	Sgt.	Murd, Robert O.	"
TG	Sgt.	Hartwell, Dennis R.	"
LWG	Sgt.	DeGraff, Andrew D.	"
RWG	Pvt.	Sherman, Gilbert	"

Airplane No. *

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

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

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-51098 *

P.	1st Lt.	KAUFMAN, RICHARD H.		614th
CP.	2nd Lt.	HARRINGTON, KENNETH G.		"
N	2nd Lt.	MATRICIAN, MICHAEL (NMI)		"
B	2nd Lt.	PORTER, GUY R.		"
RO	Pvt.	Zappala, Vincent (NMI)		"
TT**	T/Sgt.	Stallcup, Mose H.		"
BT	S/Sgt.	Collie, Perry O.		"
TG	S/Sgt.	Brgoch, Ludvick J.		"
LWG	S/Sgt.	Cartmill, Charles L.		"
RWG	S/Sgt.	Layland, John M.		"

Airplane No. 42-51116 *

P	2nd Lt.	WILSON, CARLETON L.		614th
CP	2nd Lt.	WALSH, ROBERT P.		"
N	2nd Lt.	HARDING, JAMES B.		"
B	2nd Lt.	FEDRO, ORLANDO J.		"
RO	T/Sgt.	Anderson, Carl D.		"
TT**	T/Sgt.	Quinn, Robert E.		"
BT	S/Sgt.	Passeno, William W.		"
TG	S/Sgt.	Pettit, Gerald H.		"
LWG	S/Sgt.	Moffahan, James F.		"
RWG	S/Sgt.	Smith, George R.		"

Airplane No 42-59881

P	2nd Lt.	WEINER, EZRA S.		614th
CP	2nd Lt.	PEACOCK, GEORGE N.		"
N	2nd Lt.	WIRESL, CHARLES H.		"
B	2nd Lt.	OLIVER, WALTER L.		"
RO	T/Sgt.	Krekorian, Ruben E.		"
TT*	T/Sgt.	Huber, John A.		"
BT	Sgt.	Hurd, John L.		"
TG	S/Sgt.	Schellenburg, Clarence H.		"
LWG	S/Sgt.	Kinsey, Robert S.		"
RWG	S/Sgt.	Panichas, George T.		"

Airplane No. *

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

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

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 AAF - Sta - 128 - APO - 634
 Office of the Operations Officer

2 March 1944

SUBJECT: Loading List

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

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

PLANE # 42-31485

NO	DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.		Lewis,	Clyde	A.	615th
CP	Capt.		White,	Ralph	J.	615th
N	1st Lt.		Baton,	William	M.	615th
B	1st Lt.		Arnold,	Harold	S.	615th
RO	T/Sgt.		Binkin,	Nathan	C.	615th
TT	T/Sgt.		Weber,	Malvin	C.	615th
BT	S/Sgt.		Howell,	James	E.	615th
TG	2nd Lt.		Sutton,	Emmett	D.	615th
LNG	S/Sgt.		Zosh,	William	A.	615th
RNG	S/Sgt.		Jackson,	Harry	E.	615th
PLANE # 42-31091						
P	1st Lt.		Dempsey,	Ralph	H.	615th
CP	2nd Lt.		Mitchell,	Lewis	A.	615th
N	1st Lt.		Sellers,	Lloyd	W.	615th
B	1st Lt.		Dolan,	William	W.	615th
RO	S/Sgt.		Atoher,	Charles	B.	615th
TT	T/Sgt.		Sander,	Harold	S.	615th
BT	S/Sgt.		Hardy,	Charles	H.	615th
TG	Sgt.		Garson,	John	B.	615th
LNG	S/Sgt.		Fowell,	Gerald	J.	615th
RNG	S/Sgt.		Knapp,	Phil	H.	615th
PLANE # 42-31521						
P	2nd Lt.		Campbell,	Paul	H.	615th
CP	2nd Lt.		De Siano,	Ambrose	(MI)	615th
N	2nd Lt.		Wihelm,	Andrew	C.	615th
B	2nd Lt.		Malone,	Ralph	B.	615th
RO	S/Sgt.		Anderson,	Martin	A.	615th
TT	S/Sgt.		Hensley,	Orville	H.	615th
BT	W/Sgt.		Brown,	Samuel	H.	615th
TG	Sgt.		Standafer,	Stanley	(MI)	615th
LNG	S/Sgt.		Smith,	Alan	H.	615th
RNG	Sgt.		Kendrick, Jr.	Joseph	W.	615th
PLANE # 42-31028						
P	2nd Lt.				H.	615th
CP	2nd Lt.				(MI)	615th
N	2nd Lt.				H.	615th
B	2nd Lt.				(MI)	615th

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
PLANE # 42-31069					
P	1st Lt.	Wynocki,	Stephen	(NMI)	615th
CP	2nd Lt.	Shelton,	Horace	H.	615th
N	2nd Lt.	Taylor,	James	(NMI)	615th
B	2nd Lt.	Gruvin,	Robert	M.	615th
RO	S/Sgt.	Kenny,	Gerald	M.	615th
TT	T/Sgt.	Agas,	Jack	D.	615th
BT	S/Sgt.	Clare,	David	E.	615th
TG	Sgt.	Finchell,	Sharyn	(NMI)	615th
LNG	S/Sgt.	Koon,	Ernest	H.	615th
RUC	S/Sgt.	Gutowski,	Julius	F.	615th
SO	S/Sgt.			V	615th
PLANE # 42-31730					
P	1st Lt.	Otton,	Walter	(NMI)	615th
CP	2nd Lt.	Mallon,	Richard	H.	615th
N	2nd Lt.	Wade	Jay	A.	615th
B	2nd Lt.	Lots	Robert	F.	615th
RO	Sgt.	Reddy	Hugh	D.	615th
TT	Sgt.	Gould	George	P.	615th
BT	Sgt.	Harlow	Charles	R.	615th
TG	Sgt.	Gumpson	John	A.	615th
LNG	Pvt.	McCaha	James	H.	615th
RUC	Pvt.	Moore	Ralph	W.	615th
SO	S/Sgt.			B	615th
PLANE # 42-30153					
P	1st Lt.	Lesinski,	Stephen	J.	615th
CP	2nd Lt.	Child	Edson	R.	615th
N	2nd Lt.	Cummings	Lawrence	T.	615th
B	2nd Lt.	Hughes	Harold	E.	615th
RO	S/Sgt.	Weber	Bernard	J.	615th
TT	S/Sgt.	Mercuria	Michael	J.	615th
BT	Sgt.	Keller	James	F. Jr.	615th
TG	Sgt.	Friedman	Irving	I.	615th
LNG	S/Sgt.	Moy	William	M.	615th
RUC	Sgt.	Williams	John	A.	615th
SO	S/Sgt.			G	615th
PLANE # 42-31077					
P	1st Lt.	Post,	Edwin	A.	615th
CP	Captain	Gould,	George	(NMI)	615th
N	2nd Lt.	Hirsch	Bernard	M. K.	615th
B	2nd Lt.	Walsh	James	(NMI)	615th
RO	S/Sgt.	Casner	Charles	F.	615th
TT	T/Sgt.	Thomas	Emanuel	E.	615th
BT	S/Sgt.	Cameron	William	G.	615th
TG	Pvt.	Elliott	Ralph	R.	615th
LNG	Sgt.	Brennan	Lawrence	F.	615th
RUC	Sgt.	Bunger	Alva	L.	615th

REPLACES: [unclear]

3 MAY 1944

OFFICE OF THE [unclear]

VIA - [unclear]

THIS MESSAGE IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

2-3

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 AAF - Sta - 128 - APO - 634
 Office of the Operations Officer

2 March 1944

SUBJECT: Loading List

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

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

PLANE # 42-97496

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Byrd	G. (ie)	C.	615th
CP	2nd Lt.	Calfee	Fred	M.	615th
N	2nd Lt.	Patterson	Wayne	D.	615th
B	2nd Lt.	Vickrey	Charles	R.	615th
RO	S/Sgt.	Kniozaki	Joseph	C.	615th
TT	S/Sgt.	Patterson	Delbert	L.	615th
BT	Sgt.	Skelton	Floyd	(NMI)	615th
TG	S/Sgt.	Holzman	Michael	(NMI)	615th
LWG	Sgt.	Muscarella	Lawrence	S.	615th
RWG	Sgt.	Hussey	Wayne	T.	615th

PLANE # 42-40002

P	1st Lt.	Trimble	William	W.	615th
CP	2nd Lt.	Shantz	Fred	L.	615th
N	2nd Lt.	Lenke	Beryle	L.	615th
B	2nd Lt.	Cury	Enver	C.	615th
RO	S/Sgt.	Mackey	Jack	L.	615th
TT	S/Sgt.	Tracey	Edward	(NMI)	615th
BT	Sgt.	Schaffer	John	B.	615th
TG	Sgt.	Abell	William	R.	615th
LWG	S/Sgt.	Bushendorf	Everett	M.	615th
RWG	S/Sgt.	Houman	Herbert	M.	615th

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)

AAF - Sta - 128 - APO - 634

Office of the Operations Officer

2 March 1944

E. H. H.

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 # 42-31485

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Lewis,	Clyde	A.	615th
CP	Capt.	White,	Ralph	J.	615th
N	1st Lt.	Eaton,	William	M.	615th
B	1st Lt.	Arnold,	Harold	S.	615th
RO	T/Sgt.	Binkin,	Nathan	O.	615th
TT	T/Sgt.	Weber,	Melvin	C.	615th
BT	S/Sgt.	Howell,	James	E.	615th
TG	2nd Lt.	Sutton,	Bennett	S.	615th
LWG	S/Sgt.	Tosh,	William	A.	615th
RWG	S/Sgt.	Jackson,	Harry	E.	615th

PLANE # 42-31091

P	1st Lt.	Dempsey,	Ralph	M.	615th
CP	2nd Lt.	Mitchell,	Lewis	A.	615th
N	1st Lt.	Sellers,	Lloyd	W.	615th
B	1st Lt.	Dolan,	William	W.	615th
RO	S/Sgt.	Acher,	Charles	B.	615th
TT	T/Sgt.	Zander,	Harold	S.	615th
BT	S/Sgt.	Hardy,	Charles	E.	615th
TG	Sgt.	Carson,	John	E.	615th
LWG	S/Sgt.	Powell,	Gerald	J.	615th
RWG	S/Sgt.	Knapp,	Phil	H.	615th

PLANE # 42-31521

P	2nd Lt.	Campbell,	Paul	H.	615th
CP	2nd Lt.	De Siano,	Ambrose	(MMI)	615th
N	2nd Lt.	Hilhelm,	Andrew	C.	615th
B	2nd Lt.	Malone,	Ralph	B.	615th
RO	S/Sgt.	Anderson,	Martin	A.	615th
TT	S/Sgt.	Hensley,	Oru	H.	615th
BT	S/Sgt.	Brown,	Saul	H.	615th
TG	Sgt.	Standafer,	Stanley	(MMI)	615th
LWG	S/Sgt.	Smith,	Alan	E.	615th
RWG	Sgt.	Kendrick, Jr.	Joseph	W.	615th

PLANE # 42-31098

PLANE # 42-31098

PLANE	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
PLANE # 42-31069					
P	1st Lt.	Wyzocki,	Stephen	(NMI)	615th
GP	2nd Lt.	Shelton,	Horace	H.	615th
N	2nd Lt.	Taylor,	James	(NMI)	615th
B	2nd Lt.	Gruvin,	Robert	M.	615th
RO	S/Sgt.	Kenny,	Gerald	M.	615th
TT	T/Sgt.	Agee,	Jack	D.	615th
BT	S/Sgt.	Clare,	David	E.	615th
TG	Sgt.	Finchell,	Sherwyn	(NMI)	615th
LWG	S/Sgt.	Keen,	Ernest	K.	615th
RWG	S/Sgt.	Ostrowski,	Julius	F.	615th
PLANE # 42-31730					
P	2nd Lt.	WALKER	Walter	(NMI)	615th
GP	2nd Lt.	Mallon	Richard	W.	615th
N	2nd Lt.	Wade	Jay	A.	615th
B	2nd Lt.	Lets	Robert	F.	615th
RO	Sgt.	Reddy	Hugh	D.	615th
TT	Sgt.	Gould	George	P.	615th
BT	Sgt.	Warlow	Charles	R.	615th
TG	Sgt.	Cumpton	John	A.	615th
LWG	Pvt.	McGaha	James	H.	615th
RWG	Pvt.	Meeks	Ralph	W.	615th
PLANE # 42-39136					
P	2nd Lt.	Lozinski	Stephen	J.	615th
GP	2nd Lt.	Child	Eldon	R.	615th
N	2nd Lt.	Cummings	Lawrence	T.	615th
B	2nd Lt.	Hughes	Harold	E.	615th
RO	S/Sgt.	Weber	Bernard	J.	615th
TT	S/Sgt.	Mercuria	Michael	J.	615th
BT	Sgt.	Keller	James	F. Jr.	615th
TG	Sgt.	Friedman	Irvin	I.	615th
LWG	S/Sgt.	May	William	M.	615th
RWG	Sgt.	Williams	John	A.	615th
PLANE # 42-31077					
P	1st Lt.	Post	Edwin	A.	615th
GP	Captain	Gould	George	(NMI)	615th
N	2nd Lt.	Hirsch	Bernard	M. K.	615th
B	2nd Lt.	Walsh	James	(NMI)	615th
RO	S/Sgt.	Casner	Charles	F.	615th
TT	T/Sgt.	Remano	Emanuel	K.	615th
BT	S/Sgt.	Cameron	William	G.	615th
TG	Pvt.	Elliott	Ralph	D.	615th
LWG	Sgt.	Brennan	Lawrence	F.	615th
RWG	Sgt.	Bunger	Alva	L.	615th

St. Ann

OFFICE OF THE ASSISTANT CHIEF OF STAFF
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3 JUL 1944

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 AAF - Sta - 128 - APO - 634
 Office of the Operations Officer

2 March 1944

SUBJECT: Loading List

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

1. Following is the list of Combat Crews participating in todays Mission.

PLANE # 42-97496

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Byrd	G. (io)	G.	615th
CP	2nd Lt.	Calfee	Fred	M.	615th
N	2nd Lt.	Patterson	Wayne	D.	615th
B	2nd Lt.	Vickrey	Charles	R.	615th
RO	S/Sgt.	Eznowski	Joseph	G.	615th
TI	S/Sgt.	Patterson	Delbert	L.	615th
BT	Sgt.	Skelton	Floyd	(NMI)	615th
TG	S/Sgt.	Helsman	Michael	(NMI)	615th
LWG	Sgt.	Muscarella	Lawrence	S.	615th
RWG	Sgt.	Hussey	Wayne	T.	615th

PLANE # 42-40002

P	1st Lt.	Trimble	William	W.	615th
CP	2nd Lt.	Shantz	Fred	L.	615th
N	2nd Lt.	Lenke	Beryle	L.	615th
B	2nd Lt.	Gury	Enver	G.	615th
RO	S/Sgt.	Mackey	Jack	L.	615th
TI	S/Sgt.	Tracey	Edward	(NMI)	615th
BT	Sgt.	Schaffer	John	E.	615th
TG	Sgt.	Asbell	William	R.	615th
LWG	S/Sgt.	Bushendorf	Everett	M.	615th
RWG	S/Sgt.	Housman	Herbert	M.	615th

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

D+G-2

2 March 1944

SUBJECT: Comments of Crews Participating in FRANKFURT Mission, this date.

TO : COMMANDING OFFICER, AAF Sta. 128, APO 634, US Army.

1. Capt. Jere W. Maupin suggests that bunchers be placed further apart and arrangements made so that wings are not forced to assemble so close together. Capt Maupin cites as an example the fact that the Triangle -C Group was assembling directly over and circling Molesworth Airfield at 9,500 feet altitude at the same time that Triangle - K was supposed to be doing the same thing. Capt. Maupin suggests that utilization of more territory would avoid the possibility of collision and the usual assembly difficulties. Capt. Maupin further suggested that Wing and Group leaders fly precisely as briefed and maintain the prescribed route over England.

2. Capt. Maupin suggests provision of a color of flare for Group and Wing Leaders to fire to indicate VHF has failed, in order that Deputy Leaders may understand that they are to take over the lead so far as communications are concerned. Capt. Maupin and Lt. Goodman, "Where are the Spitfires"? Lt Anderson, A/C 511, states that only 35 I.B. should be loaded. When 42 are loaded they hang up.

3. Lt. Dunaway, John A. A/C 8033, observed that Wing leadership was very poor. He was disappointed that bombs were not dropped somewhere in Germany.

4. Lt. James B. Harding, A/C1116 "waited one hour and 15 minutes for transportation from dispersal area.

5. Lt. Marvin J. Christensen, A/C 8026, Criticised the briefing, seemed incomplete. Lt. Paule R. King, Navigator for Lt. Christensen, criticised the weather briefing.

6. Concensus of opinion of all crew members was that Fighter escort was effective when present ; however, the expected escort by P-51's over the target area was noticeably lacking, and contributed directly to the loss of one A/C by this Group.

7. Lt. Donald V. Kirkhuff, A/C 1488; "Group Leader gave low squadron no clearance."

8. Lt. Leo I. Lingenfelter, A/C 1087, Bombardier, said his Pilot told him not to drop leaflets.

9. Lt. Roger S. Schlieper, Nav. A/C 1662, asked why they didn't bomb on flak at the target.

10. Lt. Charles R. Strode, Bombardier, A/C 1374, complained of dirt on nose plexi-glass and top-turret.

11. Lt. William D. Sellers, Pilot A/C 9837, wants to fly with "My own Wing." He also wanted to drop his bombs in Germany instead of the Channel.

4766

12. S/Sgt. Martin E. Anderson, ROG, A/C 1521, says Radio Hatch is useless as far as firing or aiming gun is concerned. Also complains Coffee was not served to EM in Combat Mess; consequently had to go get it.
13. Sgt. John A. Williams, EWG, A/C 8136, says Mike cord is too short for use.
14. Lt. Ralph M. Dempsey, Pilot A/C 1091, complimented the lead crew from the 351st. Bomb Gp. for their job of evading flak. He also wants candy left out of lunch bag, and suggests more emphasis at briefing on colors of friendly fighters.
15. All crews still wonder why they have never seen the Spitfire Escort which is usually mentioned at briefing.
16. Lt. Robert L. Stelzer, Pilot A/C 1034, says "Wing leader made us strain our engines in an attempt to keep up and this has been done several times". This crew waited in dispersal area for one hour and fifteen minutes before being picked up by trucks. This crew also had difficulty in getting heated gloves and shoes from Group Equipment Office.
17. Lt. Donald E. Jones, Pilot and Lt. Edward T. O'Neil, Co-Pilot, A/C 1619, suggests that personnel attending briefing remove hats in order that map and screen may be seen by all. Lt. Jones further suggests that Frost-Kill be taken along in tail so that frost will not cover windows. He further suggests that Officers riding in the nose need turret training, particularly in operation and tracking.
18. Lt. Stephen Wysocki, Pilot, A/C 1069, stated that #3 man in lead box, high sq., way ahead of ours, dropped his bombs at 1150 hours, narrowly missing A/C 1091.
19. Lt William J. Kelly, Pilot, A/C 9765, couldn't see the green in green -yellow flares fired by Group lead. Lt Kelley's entire crew commented that trucks that haul crews to ship are muddy and consequently their equipment gets muddy.
20. Lt. Robert G. Fitzgerald, Bombardier, A/C 1369, wants to know why High Sq. Leader did not drop wheels when leaving formation instead of leading whole formation with him.
21. Several comments to the effect that Wing leadership was not particularly skillful.

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

DISTRIBUTION:

- 1 - Gp. C.O.
- 1 - Gp. Air Executive
- 1 - Gp. Operations Officer
- 4 - each squadron
- 1 - Group Engineering

HEADQUARTERS
STATION NO. 128
APO 634

2 March, 1944

SUBJECT: 3-4 Combat Mission Report on Mission 2 March, 1944.
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Tachometer Out (1) Rheostat Out (3)
Liquidometer Guages Out (1)
Bomb Bay Doors inoperative electrically (2)
Cylinder Head Temperature Guage Out (1)
Leaking Oxygen System (2) Runaway Propeller (1)

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

Viker's Unit Motor burned Out (1)
Faulty Bomb Releases (1)

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

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. 634
2 March, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-31202 returned early because of a broken oxygen line between the ball turret and the oxygen bottles.

b. Airplane No. 42-31072 returned early because of loss of oil pressure on # 4 engine. Subsequent ground check revealed internal failure of the engine. Pieces of piston ring were found in the sump.

c. Airplane No. 42-31730 aborted because the Pilot could not find the formation. This airplane was the 26th of 36 airplanes to take off.

d. Airplane No. 42-39820 returned early because of a broken oxygen regulator at the navigators position. The break was causing rapid depletion of the oxygen supply.

e. Airplane No. 42-40001 returned early because of a drop of 100 lbs in oxygen pressure with only one (1) hours use. A ground check of the system revealed no leaks. It is believed that the 300 lbs that remained in the system would have been sufficient to complete the missions.

2. Battle Damage.

a. 42-31116 - Flak entered # 4 engine, damaging # 5 push rod.

b. 42-39486 - Hole in # 2 ring cowl caused by spent shell casing; Small flak hole in bottom of # 3 nacelle behind supercharger.

c. 42-31619 - Hole in leading edge of left wing, near # 2 oil cooler, caused by spent shell casing.

d. 42-31611 - Flak hole in bottom left side of Ball Turret.

e. 42-31034 - Right landing light shattered due to shell clip.

f. 42-39943 - Small flak hole in right horizontal stabiliser, bottom side, near station 129.

TOTAL NO. OF A/C	MAJOR DAMAGE	MINOR DAMAGE	BY FLAK	BY FRIEND
6	0	6	4	2

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

HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 STATION 128

A.P.O. 634
 2 March, 1944

SUBJECT: Armament Narrative, Mission No. 29, 2 March, 1944
TO : Commanding Officer, 401st Bombardment Group (H)
 APO 634, U.S. Army.

1. The following Armament malfunctions were reported at the conclusion of the mission of 2 March, 1944.

<u>A /G No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel Or Equipment</u>
42-39765	Ball Turret	Vicker's Unit Motor Burned Out	Equipment

BOMB RACK MALFUNCTIONS

a. 42-39765 - Bombardier failed to release bombs electrically or by salvo release. Bombardier salvaged by emergency release. Ground check revealed no malfunction.

b. 42-39837 - Returned with one bomb at top station. Armorer failed to position release and arming levers properly in A-2 release.

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

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

2 March 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
42-39943	1. Small leak holes right horizontal stabilizer(bottom), near station 149.
42-31034	1. Right landing light shattered due to shell clip.
42-31511	1. Flak hole in bottom left side of ball turret.
42-38033	1. Negative
42-38026	1. Negative
42-31891	1. Negative
42-39837	1. Negative
42-31087	1. Negative
42-31662	1. Negative
42-39979	1. Negative
42-31496	1. Negative
42-39765	1. Negative

Herbert O. Kimmel

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