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HEADQUARTERS
2d BOMBARDMENT DIVISION
APO 558

TACTICAL MISSION REPORT

FIELD ORDER NO.

555

TARGET

TUTOW

DATE

9 APRIL 1944

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TABLE OF CONTENTS

2d BOMBARDMENT DIVISION

- ANNEX 1 - ROUTES
- ANNEX 2 - BOMBING
- ANNEX 3 - ANTI-AIRCRAFT FIRE
- ANNEX 4 - ENEMY AIRCRAFT ENCOUNTERS
- ANNEX 5 - COMMUNICATIONS
- ANNEX 6 - STATISTICAL SUMMARY OF OPERATIONS

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Tactical Report of Mission, 9 April 1944 (cont'd)

d. Flak was generally meager and inaccurate along the route and moderate but inaccurate in the target area. Due to units being late at control points because of bad weather along the route, fighter cover was lacking. Heavy fighter attacks were encountered from the Kiel Bay area to the IP with enemy aircraft attacking in waves of from ten to twenty fighters. Fifty ME 109s, twenty FW 190s and a few twin-engined aircraft were reported. Excellent fighter support was picked up over the target and enemy attacks were isolated. Losses were one to flak, five to enemy aircraft and eight to unknown causes. Claims were twenty enemy aircraft destroyed, four probably destroyed and six damaged.

For the Commanding General:

Charles B. Westover
 CHARLES B. WESTOVER
 Colonel GSC
 Chief of Staff

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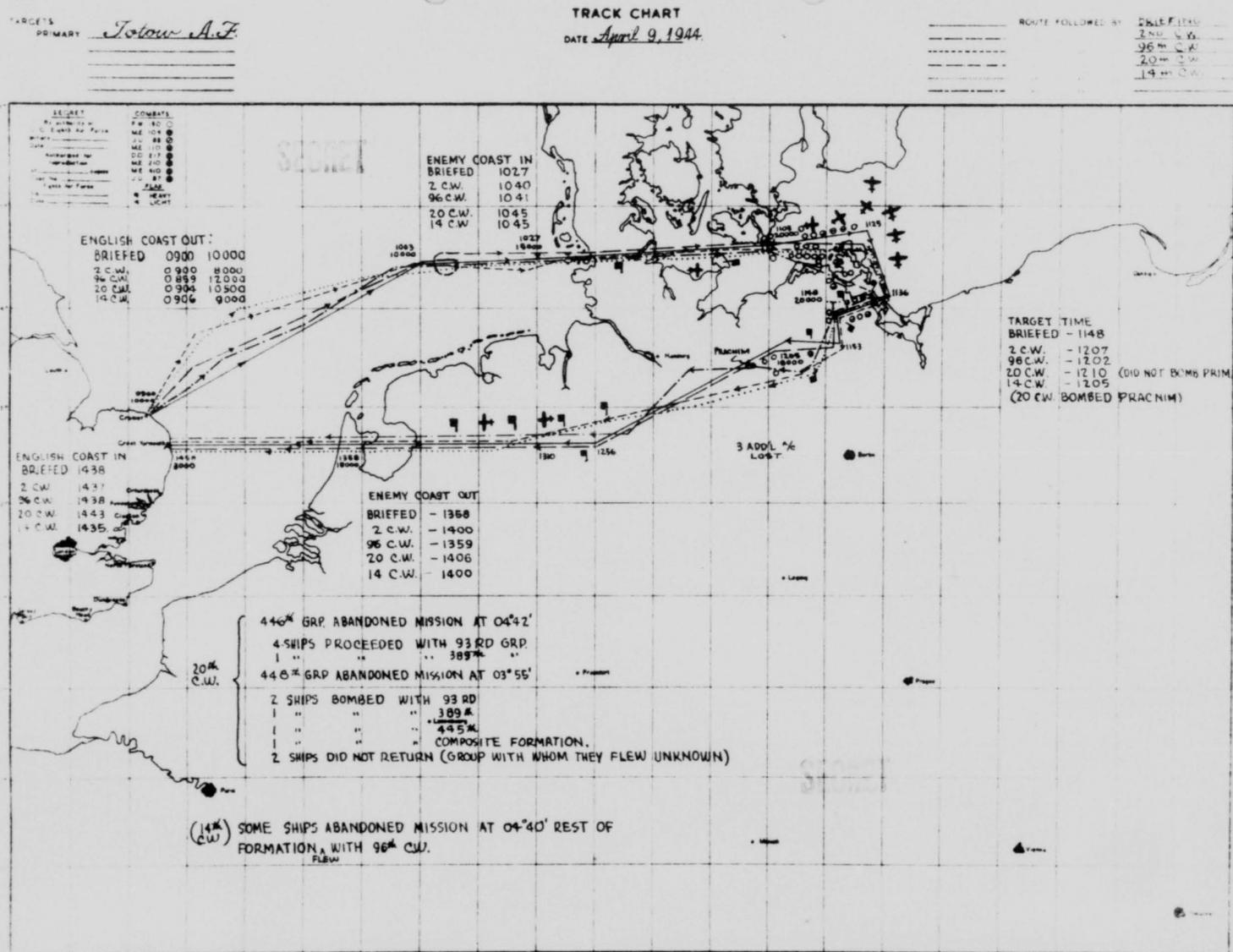
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Tactical Report of Mission, 9 April 1944

2. Bombing.a. Data.

GROUP	DIRECT OF RUN	LENGTH OF RUN	ALTITUDE	TIME OF RELEASE	PILOT	TYPE/ MANUAL	RANGE & DEFLECT	RANGE	NUMBER BOMBED
						<u>THROW</u>			
458	275	2 min.	19,800 ft	1202		X	1	1	10
466	255	10 sec.	21,000 ft	1204		X	1	1	9
392	256	90 sec.	20,000 ft	1205	X		1	1	10 + 5 of the 44th + 4 of the 445th
389	262	90 sec.	20,000 ft	1207	X		Dropped on lead PFF		18 + 1 PFF
453	252	90 sec.	20,000 ft	1208		X	Dropped on 389th		12
445	260	90 sec.	19,500 ft	1208	X		Dropped on 389th		8
93	260	90 sec.	21,000 ft	1209		X	1	1	13 + 4 of the 446th + 4 of the 445th
						<u>PULLDOWN</u>			
93	300	2 min.	20,400 ft	1234		X	1	1	9 + 1 of the 446th

- b. The assigned primary target for this visual mission was Tutow.
- c. The primary was attacked by nine Groups. Due to adverse weather conditions, many aircraft abandoned the mission. The aircraft of two Groups flew with other Groups as did individual aircraft that became separated from their own Groups. One squadron that failed to bomb the primary attacked several targets of opportunity upon leaving the primary. One aircraft dropped on Neubrandenburg A/D, one aircraft on Stienbeck, one aircraft on Perleberg, one aircraft on Putlis 1/X, and five jettisoned their bombs over Germany.
- d. One aircraft dropped its bombs on the Neuklan airfield due to a rack malfunction and another aircraft dropped bombs at 5405-1332 due to an electrical and armament failure.
- e. Results at Tutow were generally fair.

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Tactical Report of Mission, 9 April 1944

3. Anti-Aircraft Fire.

- a. Only meager and inaccurate predictor control fire was encountered by the first three Wings over the target, and none was encountered by the last Wing.
- b. Moderate to intense Heavy Gunfire was encountered on route to Eckernforde, Rochlin, Waren, Anklam, Siedenburg, Diepholz, Dummer Lake and Vechta.
- c. Meager Heavy Gunfire was encountered at Schleswig, Fehmarn I, Peenemunde, Quackenbruck and Lingen.
- d. One A/C was shot down at 18,000 feet in the Vechta/Diepholz area.

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Tactical Report of Mission, 9 April 1944

4. Enemy Aircraft Encounters.

- a. An estimated 90 to 100 E/A were encountered by this Division, but relatively few combats resulted, and attacks generally were not pressed home. The opposing force, except for three ME 110s, two JU 88s and one ME 410, consisted of ME 109s and FW 190s.
- b. E/A first appeared over the Danish Peninsula when 30 SE and 2 ME 110s were seen. Opposition did not develop until the Kiel Bay area, where 20-40 ME 109s and FW 190s were observed and all but one of the Combat Wings report engagements with the Luftwaffe in this area, with the attacks on one Group lasting ten minutes. In the vicinity of Arkona Bay off Rugen Islands about forty ME 109s and FW 190s made one pass through a Combat Wing formation and a similar attack was made near Griefswald by approximately the same number of E/A. From the IP to the target one ME 110 and two JU 88s were seen, but did not attack. Five ME 109s were observed south of the target in the area of Muritz Lake and ten FW 190s were seen at Mienburg.
- c. Some attacks were reported from six o'clock, but were mostly head on, both high and low, with E/A going through the formation singly and in two ship elements. One Group was attacked from ahead by 4-8 E/A stacked up, coming in high and abreast, and going on through the formation. There were four waves of this type of attack and after each wave came through the formation, it would turn again and attack from above any straggling A/C. One Group received an unusual attack by E/A, which came in high at 2 o'clock in a twelve ship formation. The usual queueing up tactics were noted with the E/A coming out of the sun, down through the formation, then climbing to make a similar assault on the following Group. One FW 190 made a Figure Eight attack. Enemy pilots were generally not aggressive and on occasions appeared inexperienced. Special attention was directed against stragglers and A/C with retracted ball turrets.
- d. Some E/A fired rockets from 1000 yards out before making machine gun and cannon attacks. There was one instance of cable bombing from approximately 700 yards overhead without damage. Time-fused 20 mm shells fired from as close as 300 yards exploded with a multi-colored sparkler effect and with a distinct crackling sound. Some enemy fighters were equipped with belly tanks.
- e. The usual color schemes were noted. Some E/A appeared new and were not painted. One FW 190 was gray-black and brown camouflage. The ME 410, seen in the target area, was all black.
- f. No SE E/A were believed to be stationed in the target area and it is probable that some were vectored from bases located south and west, as the weather was favorable and some E/A were carrying belly tanks.

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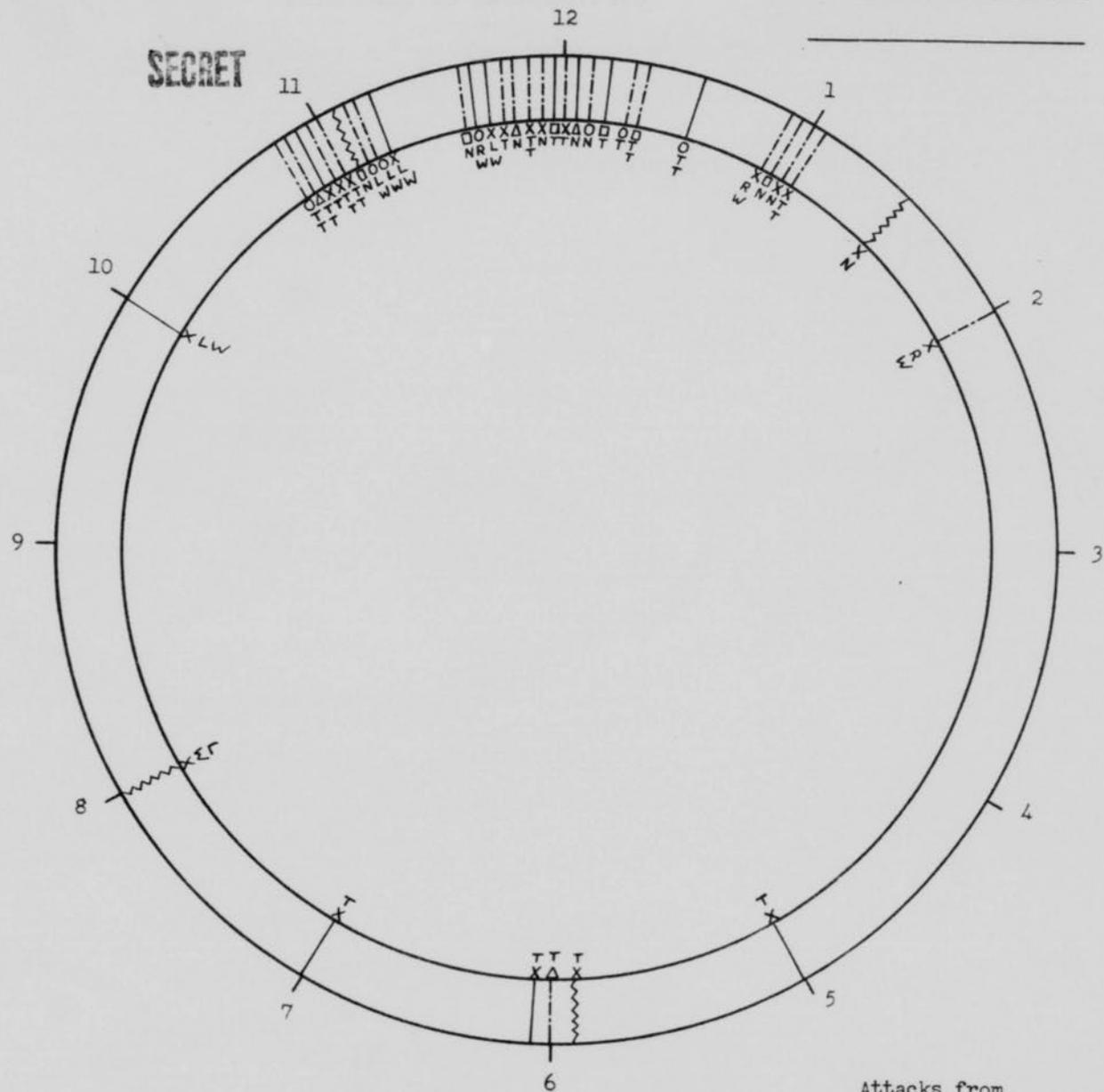
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COMBAT REPORT FORM (WING)

TARGET Tutow ~~Wing~~ 2d Bomb Div. DATE 9 April 1944

TIME OF ATTACKS _____ VICINITY OF ATTACKS _____



Attacks from
 Above - - - - -
 Level - - - - -
 Below - ~~~~~

Destroyed - X
 Probable - Δ
 Damaged - □
 No Claim - O

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S E C R E T

Tactical Report of Mission, 9 April 1944

5. Communications.

a. Channels.

- (1) VHF R/T channels operated very well. Net discipline on Division channel B was poor, with several transmissions going on simultaneously. W/T reception was poor due to atmospheric conditions. One abandoning mission report was sent in the clear by W/T.

b. Navigational Aids.

- (1) One aircraft from 448th Bomb Group sent in an SOS for B-17 in the North Sea. 28 A/C obtained 55 ODM's and four A/C obtained ten fixes. GEE performance was satisfactory.

c. Equipment Failures and Performance.

- (1) Reported failures were of a minor nature.

d. Radar and Radio Countermeasures.

- (1) All A/C carried 360 units of "Window" chaff for dispersal at rate of one unit every four seconds.

e. Pathfinder Equipment and Performance.

- (1) One H2X A/C was dispatched by 564th Squadron to lead the Division. Bombing was accomplished by visual means. No difficulties were encountered with equipment (FFF) which could have been used for bombing. Landmarks were recognizable, FFF scope giving excellent results.

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FORM Y-21

9 April 1945

UNIT		2d BD	389	PFF	445	453	44	392	99	446	
A I R C R A F T	NO. A/C TAKING OFF	288	27	1	29	29	18	33	26	38	
	NO. A/C DISPATCHED	220	24	1	18	27	18	32	23	7	
	NO. A/C ATTACKING	124	18	1	15	14	5	12	22	5	
	NO. A/C NOT ATTACKING	164	9	-	14	15	13	21	4	33	
	NO. A/C SORTIES	145	18	1	17	18	5	12	22	7	
B O M B S T A R T E R S	P R I M A R Y	NO. A/C	104	18	1	15	12	5	10	13	4
		NO. & TYPE	636x500GP 2080x100IB	180x500GP	4x500GP	150x500GP	624x100IB	260x100IB	24x500GP 416x100IB	129x500GP	40x500GP
		TONNAGE	263.0	45.0	1.0	37.5	31.2	13.0	26.7	32.3	10.0
	O T T A R G E T S	TARGET	-	-	-	-	ST-Paroheim	-	L.R-Neukalen	ST-Paroheim	ST-Paroheim
		NO. OF A/C	20	-	-	-	2	-	2	9	1
		NO. & TYPE	134x500GP 357x100IB	-	-	-	97x100IB	-	24x500GP	90x500GP	10x500GP
		TONNAGE	51.3	-	-	-	4.8	-	6.0	22.5	2.5
	TOTAL TONNAGE ALL TARGETS		314.3	45.0	1.0	37.5	36.0	13.0	32.7	54.8	12.5
	B A T T L E R E S U L T S	A/C LOST TO FLAK	1	1	-	-	-	-	-	-	-
		A/C LOST TO E/A	5	-	-	-	-	1	-	-	-
A/C LOST TO FLAK-E/A		-	-	-	-	-	-	-	-	-	
A/C LOST TO ACCIDENT		-	-	-	-	-	-	-	-	-	
A/C LOST UNKNOWN		8	-	-	1	2	-	1	-	-	
CASUALTIES - KILLED, WOUNDED, SER., SLT., MIA		17-4-0-140	9-0-0-10	0-0-0-0	0-1-0-10	0-2-0-20	0-0-0-10	8-0-0-10	0-0-0-0	0-0-0-0	
CLAIMS - E/A DESTROYED, PROB., DAM., NO CLAIM		20-4-6-7	1-0-0-0	0-0-0-0	3-0-1-1	1-0-0-1	2-1-1-1	1-0-1-1	3-0-1-0	2-2-0-2	
A/C BATTLE DAMAGE (A-AC-B-E)	20-8-1-0	2-3-0-0	0-0-0-0	2-1-1-0	0-2-0-0	0-0-0-0	1-0-0-0	2-0-0-0	0-0-0-0		

TACTICAL COMMANDER'S REPORT
STATISTICAL SUMMARY OF OPERATIONSPREPARED BY
STATISTICAL CONTROL
2d BOMB DIVISION

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FORM V-21

9 April 1944

UNIT		2d BD	448	458	466	
A I R C R A F T	NO. A/C TAKING OFF		31	28	28	
	NO. A/C DISPATCHED		26	21	23	
	NO. A/C ATTACKING		7	12	13	
	NO. A/C NOT ATTACKING		24	16	15	
	NO. A/C SORTIES		7	17	21	
B O M B S	P R I M A R Y	NO. A/C	6	11	9	
		NO. & TYPE	312x100IB	109x500GP	468x100IB	
		TONNAGE	15.6	27.3	23.4	
	S E C O N D A R Y	TARGET	ST-Parohain	ST-Parohain	LR-ha	
		NO. OF A/C	1	1	4	
		NO. & TYPE	52x100IB	10x500GP	208x100IB	
		TONNAGE	2.6	2.5	10.4	
	TOTAL TONNAGE ALL TARGETS			18.2	29.8	33.8
	B A T T L E R E S U L T S	A/C LOST TO FLAK		-	-	-
		A/C LOST TO E/A		-	4	-
A/C LOST TO FLAK-E/A			-	-	-	
A/C LOST TO ACCIDENT			-	-	-	
A/C LOST UNKNOWN			2	-	2	
CASUALTIES - KILLED, WOUNDED SER., SLT., MIA			0-0-0-20	0-1-0-40	0-0-0-20	
CLAIMS - E/A DESTROYED, PROB., DAM., NO CLAIM			2-0-0-0	3-1-2-1	2-0-0-0	
A/C BATTLE DAMAGE CAT. A-AC-B-E		2-0-0-0	2-1-0-0	9-1-0-0		

a. 1 A/C Neubrandenburg
1 A/C Pullin

1 A/C Steinbeck
1 A/C Parleberg

TACTICAL COMMANDER'S REPORT
STATISTICAL SUMMARY OF OPERATIONS

PREPARED BY
STATISTICAL CONTROL
2d BOMB DIVISION

SECRETHEADQUARTERS 2d BOMBARDMENT DIVISION
APO 634

RELATIVE EFFECTIVENESS OF GUN POSITIONS - B-24's

9 April 1944

	Total	% of Total	Des- troyed	Prob.	Dam.	No Claim	% Des- troyed	% Prob.	% Dam.	% No Claim
Nose	9		3	2	3	1				
Top T.	8		4	1	1	2				
Ball T.	0									
Tunnel	0									
L. Waist	6		4	0	0	2				
R. Waist	3		2	0	0	1				
Tail T.	11		7	1	2	1				
Other										
TOTAL	37		20	4	6	7				

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VULNERABILITY OF E/A

	Total	% of Total	Des- troyed	Prob.	Dam.	No Claim	% Des- troyed	% Prob.	% Dam.	% No Claim
109	12		8	0	3	1				
190	25		12	4	3	6				
TOTAL	37		20	4	6	7				

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HEADQUARTERS
458TH BOMBARDMENT GROUP (H)
AAF 123 APO 558

SECRET
AUTH CO 428 GP
INITIALS [Signature]
DATE 11 Apr.

11 April 1944.

SUBJECT: Report of the Operations Officer, Mission of 9 April 1944.

TO: Commanding Officer, 458th Bombardment Group (H).

1. General Narrative: See the Command Pilot's Narrative.
 2. Aircraft Not Attacking: Twenty eight aircraft took off and left here in the formation shown in the enclosed formation diagram. Seven aircraft -- 42-52353, 42-52335, 42-52404, 41-28706, 41-29300, 42-100433, and 41-29302 -- left the formation and turned back before becoming dispatched. Thus 21 aircraft were dispatched.
 3. Of the 21 aircraft dispatched, 17 did make sorties. Aircraft numbers 41-29352, 41-28705, 41-28721 and 41-29305 turned back before reaching the enemy coast and without being attacked. They are not credited with sorties.
 4. Of the 17 aircraft which did make sorties, one aircraft, 41-28705, due to an engine failure, left the formation over enemy territory and returned to base. Four aircraft, 41-29295, 42-52432, 42-52423, and 41-28667, were lost before reaching the target. S-2 reports that all four aircraft were last seen before the target was reached and under attack by enemy aircraft. Thus, 12 aircraft went over the target.
 5. Of the 12 aircraft that went over the target, 2 aircraft, 41-28733 and 41-29303, bombed with the 93rd Bombardment Group. One of these aircraft, 41-29303, bombed the secondary target at Parchon. All others bombed the primary target at Tutow.
 6. A detailed description of reasons for failure to attack is given in a separate report on aircraft not attacking.
 7. Lost Aircraft:
 - 41-28667 - Probably due to enemy aircraft.
 - 41-29295 - Probably due to enemy aircraft.
 - 42-52432 - Probably due to enemy aircraft.
 - 42-52423 - Probably due to enemy aircraft.
- All of the above aircraft were last seen by other combat crews under control but under attack by E/A.

Charles H. Booth
CHARLES H. BOOTH
Capt, AC
Asst Op Opns Officer

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HEADQUARTERS
AAF 123 APO 558
Office of the Group Operations Officer

AUTH. CV 48818 BG
INITIAL WLA
Date 10/4/44

10 April 1944

SUBJECT: Command Pilot's Narrative of Operational Mission for 9 April 1944.
TO : Commanding Officer, 458th Bombardment Group (H), AAF 123, APO 558.

1. The undersigned was command pilot, leading the 458th Bombardment Group on the mission of 10 April 1944.
2. The Second Bombardment Wing was scheduled to lead the mission with three groups. The 96th Wing, composed of the 458th and 466th Bombardment Groups, was supposed to fly to the left and abreast of the Second Bombardment Wing. The 20th and the 14th Bombardment Wings were following these two wings in a similar formation at a four minute interval.
3. Take-off was scheduled at 0740. Assembly was to be, at 7,000 feet, for the 458th Bombardment Group and 9,000 feet for the 466th Bombardment Group, over Splasher 5. The Division assembly pattern was from Splasher 5 to Splasher 7 to Buncher 5 and return to Splasher 5.
4. I signalled for an instrument take off procedure at take-off, as the estimated ceiling was from four to five thousand feet. Upon reaching Splasher 5 I discovered that the ceiling was considerably higher than previously instructed. I circled Splasher 5 up to my assembly altitude. After circling for ten or fifteen minutes, a thin cloud layer began to form at 7,000 feet over Splasher 5 and to the west. As the undercast gradually thickened, I climbed up to approximately 8,000 feet and the group went ahead its assembly. Above this layer was an overcast at approximately 9,500 feet. At this time I could not see the 466th between the layers. This overcast appeared to be very heavy over the channel and it was unlikely that we would be able to climb through it in formation.
5. Since it was clear to the west, instead of returning to Splasher 5 at 7,000 feet as briefed, I decided to gain altitude on the assembly route because of the above mentioned weather. I did not make contact with the other groups in the Division, on the assembly route, because of this change in altitude. As I departed Splasher 5, on course, another group took a position on my high right, which I assumed to be the 466th. Through a break in the clouds below me, I saw a large formation of planes which I assumed to be the Second Combat Wing. I continued on course, thinking that when we reached an area of improved weather I could take up my proper position in the formation as the

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Second Wing started climbing. At this time there were approximately twenty six (26) planes in my two sections.

6. About two thirds of the way to our estimated land-fall at the enemy coast, I ran into what appeared to be a thin layer of haze at 15,000 feet. I started climbing but this layer rigidly thickened and resulted in my two sections being broken up. Immediately upon breaking into the clear I had yellow yellow flares fired but managed to gather in only half of my original number of ships. The 466th had been above this layer and immediately resumed their original position on my high right. At this time I noticed another large formation flying high right on the 466th. I later found a great number of these ships were of the Second Combat Wing.

7. We made land fall 12 minutes late and I could not see any other groups ahead of me. My V.H.I. equipment was working poorly and I was unable to establish communications with the other wing leaders. The only friendly fighters seen at this time were four P-47's which appeared to be returning to England. About thirty (30) minutes after making landfall, we were attacked by approximately twelve (12) FW 190's which made passes from 11 o'clock and 1 o'clock high. Their strategy was to attack the lead ship and work back over the entire formation. I received two (2) twenty (20) mm. hits and numerous bullet holes, but there were no casualties; the plane continued to function normally, except for a slight looseness in the rudder controls. This attack lasted for 24 or 25 minutes. After this attack many fighters were not seen. No friendly fighters were seen during this attack; probably because we were twelve (12) minutes late at our rendezvous.

8. The remainder of the flight to the target was uneventful. Our bomb run was visual but slightly erratic, due to the looseness of our rudder controls. Results of bombing are unknown at this writing.

9. The return to base was on the briefed course, but still twelve (12) minutes late. Friendly fighter support was excellent. Upon reaching the base, contact let-down was accomplished through break in the overcast and the landing was uneventful. Four ships of the 458th Bomb Group failed to return from this mission.

John J. La Roche
JOHN J. LA ROCHE,
Major, Air Corps,
Command Pilot.

0927

S E C R E T

SECRET
AUTH: *Co 45868*
INITIALS: *gsw*
DATE: *11 Apr.*

HEADQUARTERS
458TH BOMBARDMENT GROUP (H)
AAF 123 APO 558
Office of the Operations Officer

11 April 1944

SUBJECT; Statistical Summary of Operations, Mission of 9 April 1944.

TO: Commanding Officer, 458th Bombardment Group (H), AAF 123, APO 558.

STATISTICAL SUMMARY OF OPERATIONS

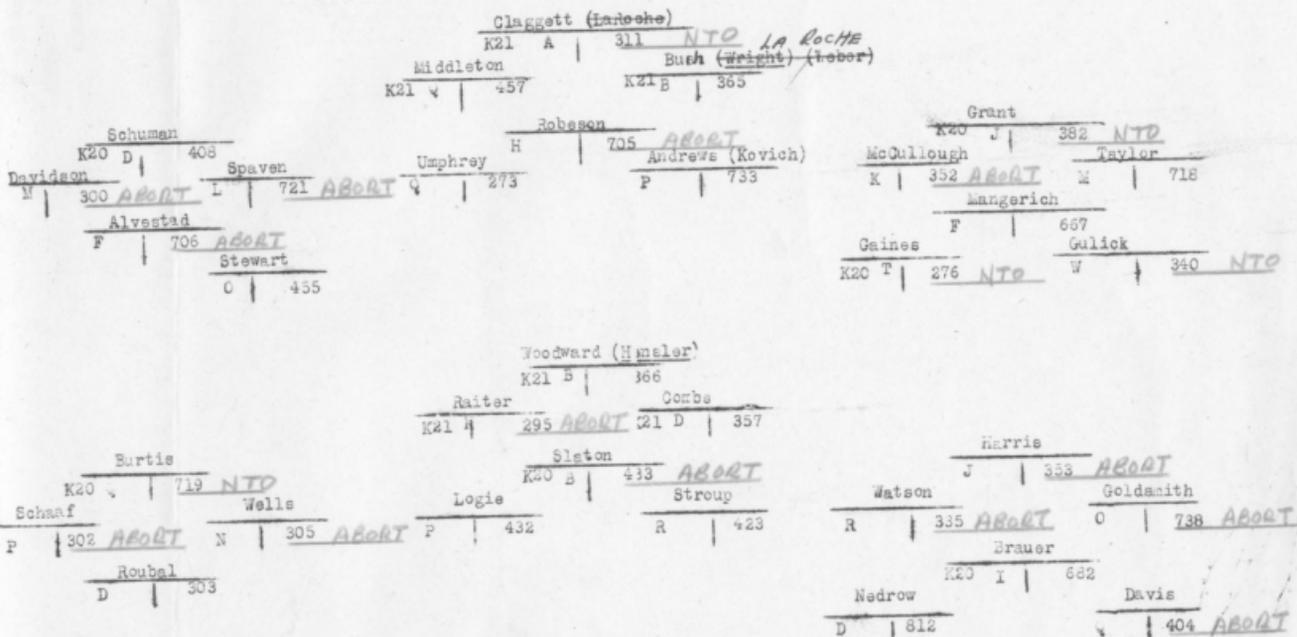
A.	Group	458	
B.	Division F.O. No.	255	
G.	Date of Operation	9 April 1944	
D.	Ordered Primary Target.	Tutew Airframe	
E.	A/C Taking Off.	28	
F.	A/C Dispatched.	21	
G.	Sorties	17	
H.	A/C Attacking	12	
I.	A/C Not Attacking	16	
J.	A/C Attacking - Primary Target.	11	- 109 X 500 GP
K.	A/C Attacking - Secondary Target.	1	- 10 X 500 GP - Parchien
L.	A/C Attacking - Last Resort Target.	Nil	
M.	A/C Attacking - Opportunity Target.	Nil	
N.	A/C Lost - Flak	Nil	
O.	A/C Lost - Flak and E/A	Nil	
P.	A/C Lost - E/A	4	
Q.	A/C Lost - Accident	Nil	
R.	A/C Lost - Cause Unknown.	Nil	

Joseph S. Williams
JOSEPH S. WILLIAMS
1st Lt, Air Corps
Group Statistical Officer.

S E C R E T

FORMATION PLAN

9 APRIL, 1944



458th Pilots and Aircraft as listed on Formation Plans

Date	Target	Pilot	458th Msn	Pilot Msn	Cmd Pilot	Ld	Serial	Last 3	RCL	Sqdn	A/C Msn	A/C Name	Comments
09-Apr-44	BRUNSWICK/WAGGUM	ALVESTAD	18	ABT			41-28706	706	F	J4	--	DREAM BOAT/SPARE PARTS	ABORT - COULD NOT FIND FORM
09-Apr-44	TUTOW A/F	ANDREW	18	2			41-28733	733	P	J4	11	RHAPSODY IN JUNK	Kovich listed also??
09-Apr-44	TUTOW A/F	BRAUER	18	9			41-28682	682	I	Z5	14	UNKNOWN 003	
09-Apr-44	TUTOW A/F	BURTIS	18	NTO			41-28719	719	Q	J3	--	PADDLEFOOT	NO TAKE OFF - #3 START MOTOR BURN OUT
09-Apr-44	TUTOW A/F	BUSH	18	7	LaROCHE	L1	42-100365	365	B	7V	10	WOLFGANG (maybe)	(Wright) (Weber) LaRoche
09-Apr-44	TUTOW A/F	CLAGGETT	18	NTO			42-100311	311	A	7V	--	YOKUM BOY	NO TAKE OFF - LaROCHE WAS TO FLY HERE
09-Apr-44	TUTOW A/F	COMBS	18	7			42-100357	357	D	Z5	8	VALE OREGAN	
09-Apr-44	TUTOW A/F	DAVIDSON	18	ABT			41-29300	300	M	J4	--	LORELEI	ABORT - BOM ILL AND PASSED OUT
09-Apr-44	TUTOW A/F	DAVIS	18	ABT			42-52404	404	Q	Z5	--	BELLE OF BOSTON	ABORT - COULD NOT FIND FORM
09-Apr-44	TUTOW A/F	GAINES	18	NTO			41-29276	276	T	J4	--	URGIN VIRGIN/The ROTTEN SOCK	NO TAKE OFF - OXY LEAK DISCOV WHILE TAXI
09-Apr-44	TUTOW A/F	GOLDSMITH	18	ABT			41-28738	738	O	Z5	--	MEAT AROUND THE CORNER	ABORT - COULD NOT FIND FORM
09-Apr-44	TUTOW A/F	GRANT	18	NTO			42-52382	382	J	7V	--	WURF'LESS	NO TAKE OFF - #4 ENG STARTER BURN OUT
09-Apr-44	TUTOW A/F	GULICK	18	NTO			41-29340	340	N	7V	--	YANKEE BUZZ BOMB	NO TAKE OFF - UTG OXY LEAK
09-Apr-44	TUTOW A/F	HARRIS, T	18	ABT			42-52353	353	J	Z5	--	UNKNOWN 049	ABORT - COULD NOT FIND FORM
09-Apr-44	TUTOW A/F	LOGIE	18	FTR			42-52432	432	P	J3	16	BACHELOR'S PARADISE	BAILED OUT OVER DENMARK
09-Apr-44	TUTOW A/F	MANGERICH	18	FTR			41-28667	667	F	7V	8	JAYHAWKER	LANDED IN SWEDEN
09-Apr-44	TUTOW A/F	McCOLLOUGH	18	ABT			41-29352	352	K	7V	--	WOLVE'S LAIR	ABORT - ENG's CUTTING OUT INTERMIT
09-Apr-44	TUTOW A/F	MIDDLETON	18	3			42-52457	457	Q	7V	10	FINAL APPROACH	
09-Apr-44	TUTOW A/F	NEDROW	18	2			42-109812	812	D	7V	9	UNKNOWN 016	
09-Apr-44	TUTOW A/F	RAITER	18	FTR			41-29295	295	K	Z5	10	BOMB TOTIN' MAMA	BAILED OUT NEAR HAMBURG
09-Apr-44	TUTOW A/F	ROBESON	18	ABT			41-28705	705	H	J4	--	YE OLDE HELLGATE	ABORT - #4 ENG ROD THROWN
09-Apr-44	TUTOW A/F	ROUBAL	18	12			41-29303	303	H	Z5	12	LIBERTY LIB	
09-Apr-44	TUTOW A/F	SCHAAF	18	ABT			41-29302	302	P	7V	--	NOKKISH	ABORT - #2, 4 ENG TEMP ROSE TO 300deg
09-Apr-44	TUTOW A/F	SCHUMAN	18	9			42-100408	408	D	J4	8	BEASTFACE	
09-Apr-44	TUTOW A/F	SLATON	18	ABT			42-100433	433	B	J3	--	BIG DICK HARD TO HIT	ABORT - #1 ENG OIL LEAK
09-Apr-44	TUTOW A/F	SPAVEN	18	ABT			41-28721	721	L	J4	--	DOWNWIND LEG	ABORT - COULD NOT FIND FORM
09-Apr-44	TUTOW A/F	STEWART	18	9			42-52455	455	O	7V	12	PLUTOCRAT	
09-Apr-44	TUTOW A/F	STROUP	18	FTR			42-52423	423	R	J3	9	UNKNOWN 031	BAILED OUT OVER GERMANY
09-Apr-44	TUTOW A/F	TAYLOR, O	18	10			41-28718	718	M	7V	16	BO	
09-Apr-44	TUTOW A/F	UMPHREY	18	11			41-29273	273	Q	J4	14	FLAK MAGNET	
09-Apr-44	TUTOW A/F	WATSON	18	ABT			42-52335	335	R	Z5	--	ADMIRABLE LITTLE CHARACTER	ABORT - COULD NOT FIND FORM
09-Apr-44	TUTOW A/F	WELLS	18	ABT			41-29305	305	N	Z5	--	I'LL BE BACK/HYPOCHONDRIAC	ABORT - PILOT LOST FORM IN CLOUD
09-Apr-44	TUTOW A/F	WOODWARD	18	7	HENSLER	L2	42-100366	366	B	Z5	7	MIZPAH	