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HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

(D-Q-10)

2 August, 1944

SUBJECT: Pilot's Mission Report.

TO : A.C. of S., A-2, 2nd Bombardment Division, APO 558.

Attached hereto for your information is subject report of
1st Lt. Charles E. Rowland, O-804738, 445th Bomb. Gp., who force-
landed in Sweden.



Harold J. Hornsby,
1st Lt. A.C.
for WILLIAM T. GARDNER
Colonel, Air Corps
Acting AC of S, A-2

1 Incl:
As stated above.

1st Ind.

D/K/34

HEADQUARTERS 2d BOMBARDMENT DIVISION, A-2, Sta 147, APO 558. 9 Sept 44.
TO: S-2, 445th Bomb Group, Sta 124, APO 558.

Attached report for your information.

Incl n/c

George H. Fearing, Jr.,
Colonel, GOC, Asst. Chief of Staff, A-2

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C O P Y

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LEGATION OF THE UNITED STATES OF AMERICA
OFFICE OF THE MILITARY AIR ATTACHE
STOCKHOLM, SWEDEN

1 May 1944

SUBJECT: Pilot's Mission Report

TO: Chief, Military Intelligence Service, War Department,
Washington, D. C.

The following report was submitted by Pilot, 1st Lt. Charles E. Rowland, O-804738, who force-landed a Liberator at Rinkaby, Sweden 9 April, 1944.

A. SHIP TYPE, NUMBER, PILOT, UNIT:

B-24H, No. 42-7627, pilot, 1st Lt. Charles E. Rowland, O-804738, 445th Bomb Group.

B. TIME OF TAKEOFF (DATE):

0810 hours, 9 April, 1944. Departed English Coast 0945 hours, 10,000 feet. Crossed enemy coast (Denmark) 1110 hours, altitude 21,000 feet.

C. DEFECTS IN SHIP ON TRIP OUT:

None.

D. TIME & PLACE OF ENEMY FIGHTER OPPOSITION. ACTION OF FRIENDLY FIGHTERS:

Attacked at 1140 hours by an estimated number of fifty or sixty enemy fighters about sixty miles due South of Southeast corner of Sweden. No friendly fighter cover encountered.

E. TARGET. a. Briefed Target, b. BOMBED TARGET. BOMBS DROPPED (TYPE AND HOW DROPPED) ALTITUDE, RESULTS:

Briefed target was airfield and assembly plant located near Tuetow, Germany. Ten 500 lb. GP bombs salvoed in Baltic Sea from 21,500 feet, no results observed. This was done in order to keep the aircraft at altitude.

F. GROUND DEFENSES:

Medium flak encountered in Southwest corner of Denmark. Very accurate.

G. WHEN & WHERE DECISION MADE TO LAND IN SWEDEN & WHY:

Decision to land in Sweden made at 1157 hours. Reasons for decision: #1 engine lost due to cannon fire. Excessive oil leak in #4 engine. Unable to remain in formation. Gasoline supply questionable due to excessive power settings needed on route in.

H. OPPOSITION AFTER LEAVING FORMATION:

None.

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I. CLAIMS OF ENEMY FIGHTERS DESTROYED:

One FW-190 destroyed by S/Sgt. Samuel Mastrogiacomo, tail gunner. Plane went into vertical dive and exploded upon hitting the sea.

J. DISPOSITION OF CLASSIFIED EQUIPMENT:

Detonated IFF equipment. Threw Sperry bombsight and motor into lake in Sweden after smashing it. Flimsies and other confidential papers also destroyed.

K. TIME OF LANDING IN SWEDEN AND DAMAGE TO SHIP UPON LANDING:

Landed at Rinkaby 1245 hours, 9 April, 1944. No damage to aircraft on landing.

L. DAMAGE TO SHIP BY ENEMY ACTION:

#1 engine shot out by 20 MM cannon shell. Two caliber .30 bullet holes in nose turret. One 20 MM cannon shell hit between #3 and #4 engine, in wing.

M. FUEL NOT ABOARD SHIP:

About 1,000 gallons.

N. OTHER UNUSUAL OCCURRENCES OR COMMENTS:

None.

FELIX M. HARDISON
Lt. Col., Air Corps
Military Air Attache

Copies to: MA London
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