

REPORT OF OPERATIONAL
DAY

MISSION No. **16**

Date: **21 JAN. 44**

TO: **NOTRE DAME DE FERME, FRANCE**

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

E- -3

31 January 1944.

SUBJECT: **Leader's Narrative, Mission to Notre Dame de Forme, France.**

TO : **Commanding Officer, 401st Bombardment Group (H),
APO 834.**

1. The 401st Group took off at 1204 with 23 airplanes. Some of the airplanes were late taking off but the Group was formed by 1300. The Lead Squadron formed quickly while the second Squadron was slow in forming. The target was attacked with 12 airplanes in the Lead Squadron and 10 in the Low Squadron. One other aircraft bombed with the 351st Group. All of the spares were dispatched and bombed.

2. The Group hit its check points on time, but in order to do so it had to make one 360 degrees turn and two double drifts to lose time. By the time the enemy coast was reached both Lead and second Squadrons were flying good formation.

3. The route into the target was as briefed. The bombing was by Squadrons with both Bombardiers picking up the target as they crossed the enemy coast. The cloud coverage was about 7/10 which caused the Lead Bombardier to lose sight of the target just before it was reached. The Lead Squadron was forced to make a second run. The second Squadron got their bombs away with excellent results.

4. On the second run the cloud coverage was greater and the Bombardier was completely unable to pick up the target. After making the second run it then turned toward the left and bombed an unidentified airfield near the coast. Bomb results on this target were also excellent.

5. Friendly fighters were observed but no enemy fighters. The flak over and to the left of the target was meagre to moderate and accurate. The heaviest flak was observed when the Lead Squadron made a 360 degrees turn for its second bomb run. One ship was badly damaged on the first run and was forced to leave formation. No flak was observed over the unidentified airfield.

6. All planes returned safely to the base. However, several of them were badly damaged by flak. The tail gunner of the lead ship was wounded.

CARL C. HINKLE,
Captain, Air Corps,
Group Leader.

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

E-D-1

21 January 1944

SUBJECT: Operational Narrative, Mission of 21 January 1944.

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

1. General Narrative: The 401st Group formation took off at 1204 and formed thirty minutes later with twenty three ships. There was no Wing assembly and the Group departed the field on time.

The Group flew the briefed course to the coast and departed the coast on time. The enemy coast was passed on time and the target was picked up. As the lead squadron reached the target a cloud obscured the vision and the squadron passed over without bombing. The second squadron hit the target and turned to return to base.

The lead squadron tried another run but the target was again obscured. The squadron proceeded and bombed an unidentified airfield and then returned to base as briefed.

Fighter escort was seen; no enemy aircraft were encountered. Rather intense flak was encountered over the target and to the west of it.

2. Aircraft not attacking: The 401st Group took off with twenty three aircraft, five (5) were to be spares as the Group was to bomb with two nine (9) ship squadrons. However, none of the spares returned. Twenty three (23) ships were dispatched and all passed over the target. One aircraft, 42-39846 bombed with the 351st on the primary target.

Ten (10) aircraft dropped bombs on the primary target and ten (10) dropped bombs on the target of opportunity. Aircraft 42-37833 returned its bombs as the bomb bay doors froze over the target. Aircraft 42-37856 jettisoned its bombs in the channel as its bomb bay doors also froze. Aircraft 42-39881 was forced to straggle when it was damaged just prior to the bomb run. It jettisoned its bombs just prior to the target as it attempted to toggle.

3. Aircraft lost: None.

DELWYN E SILVER,
Capt, AC,
Asst Opns O.

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

AAF Station 128
 21 January 1944.

SUBJECT: Statistical Summary for Mission of 21 January 1944

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....23
 Number of Spares..... 3
 A/C Taking Off Less Unused Spares.....23
 Number of A/C Dispatched.....23
 Number of Sorties.....23
 Number of A/C Attacking.....20
 Number of A/C Not Attacking..... 3

Number of A/C Lost:

None

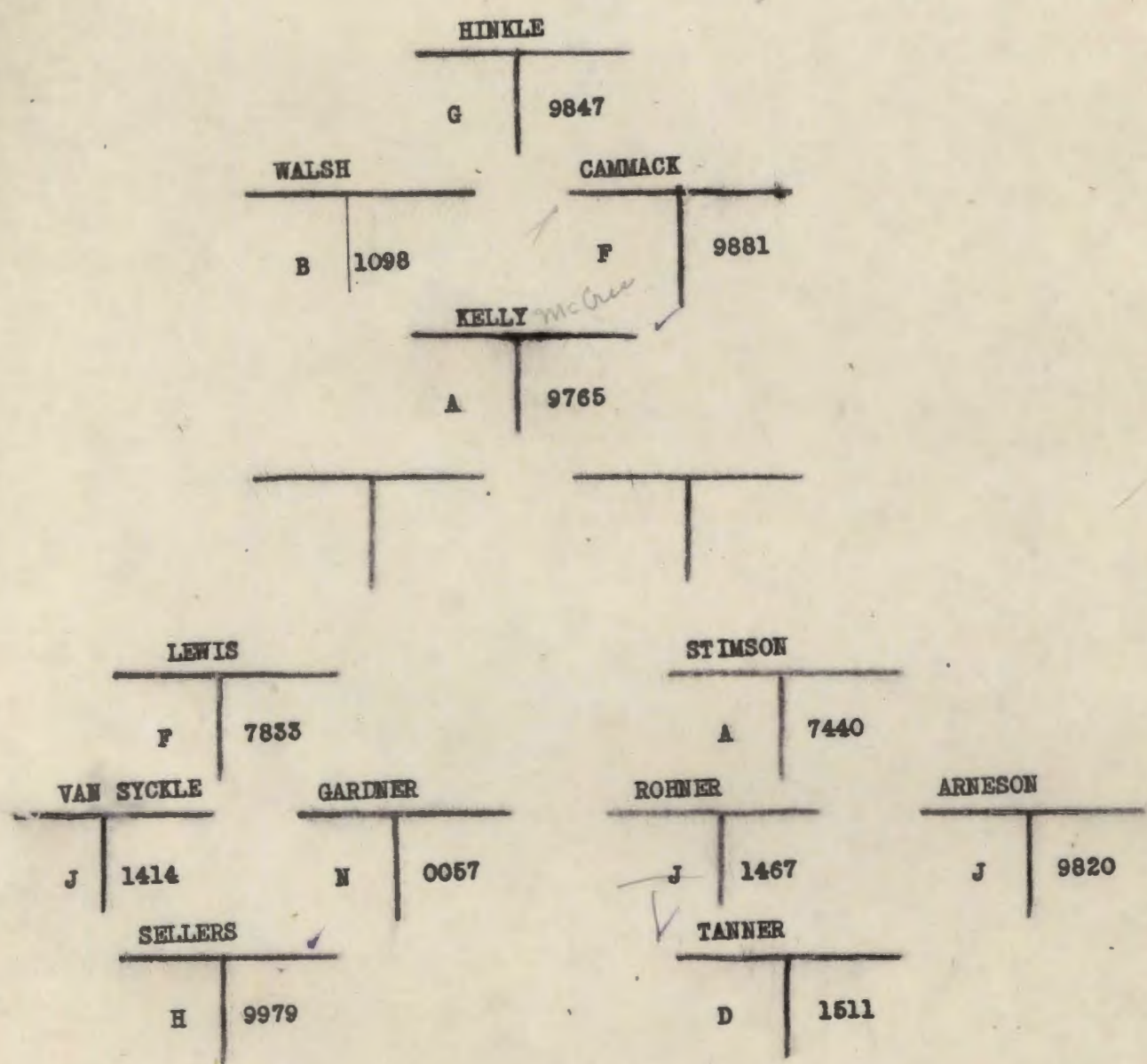
TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGETS

	Aircraft		Num- ber	Size	Type	Fusing	
	Over Target	Bomb- ing				Nose	Tail
Main Bombfall	12	10	120	500#	GP	1/10	1/40
Target of Opp.	11	10	120	500#	GP	1/10	1/40
Total Bombs on Target			240	500#	GP	x	x
Other Bomb Expenditures			24	500#	GP	x	x
Bombs Returned			10	500#	GP	x	x
Total (Loaded on A/C Taking Off)			274	500#	GP	1/10	1/40

For the Operations Officer:

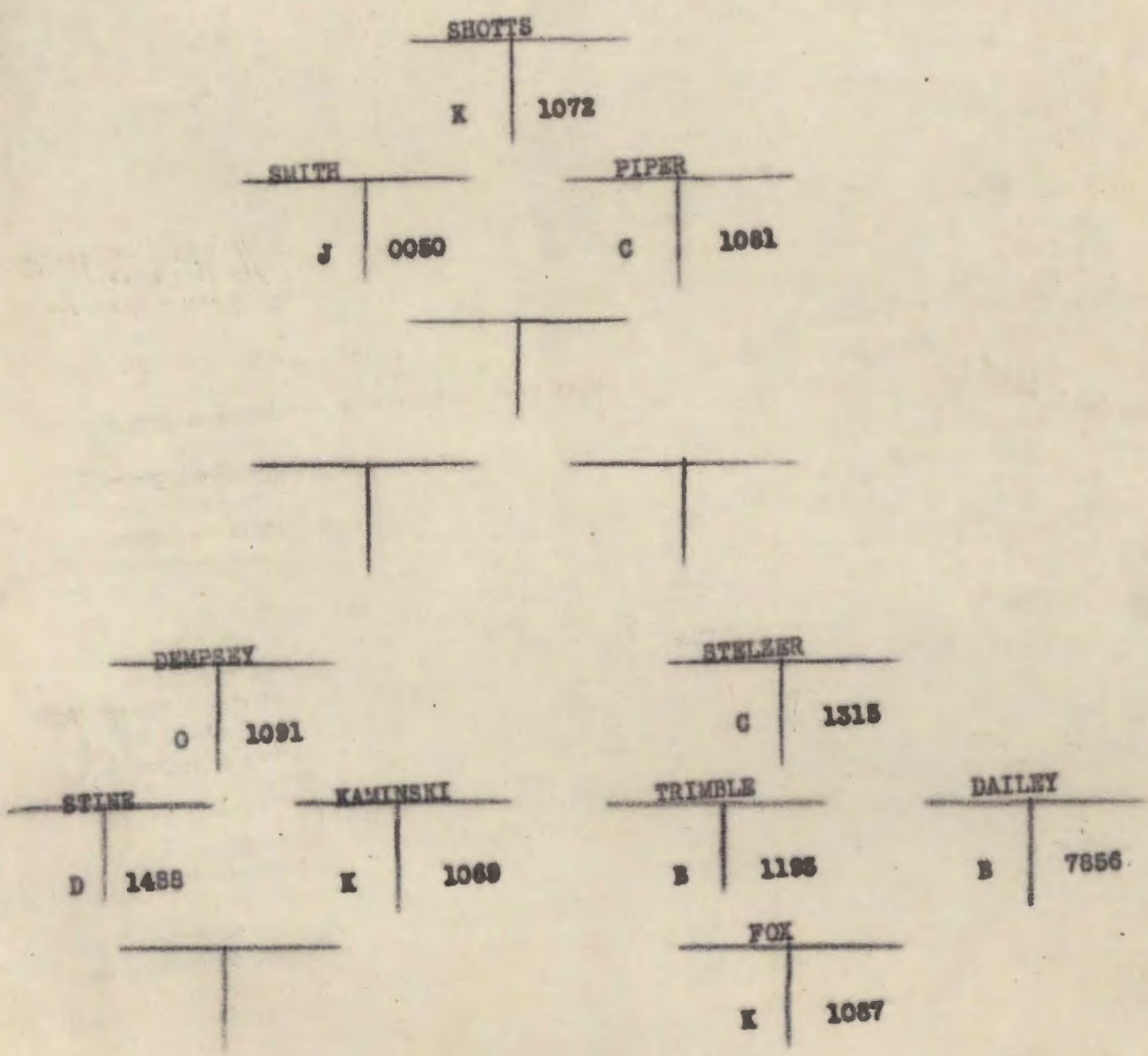
KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

LEAD SQUADRON - FORMATION OVER TARGET.



846 FLEW WITH 351ST BOMB GP

LOW SQUADRON - FORMATION OVER TARGET.



CAPT HINKLE

21 January 1944

Platoon Leader: LT CAMMACK

Group Call Sign: _____ Fighter Call Sign: _____

Ground Control: 614

HINKLE
SQDN
G 9847

612th SC PATHETIC
613th IN SILVERWARE
~~614th IN MICRON~~
615th IV FRANCE

FORMATION UPON TAKEOFF

WALSH

CAMMACK

B 1098 F 9881
STIMSON
A 7440

STINE

ARNESON

D 1483 J 9820
615
LEWIS SQDN 613
SHOTTS SQDN

F
VAN SYCKLE GARINER

K 1072
PIPER

J 1414 H 0067 C 1081
DEMPSEY HESS

O 1091 M 9846
TRIMBLE KAMINSKI ROHNER STELZER

B 1193 K 1069 J 1467 C 1515
KELLY

A 9765 (Spare)
SPARES
DALEY SELLERS FOX

D 7856 (Spare) H 9979 (Spare) K 1087 (Spare)
SMITH TANNER

S 0050 (Spare) D 1511 (Spare)

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 21 January 1944

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

1. Flight Plan and log attached.

2. Track Chart attached.

3. Narrative.

a. T/O at 1205 hours.

b. Group formed at 1250 hours at 7500 feet.

c. Formed CFW at X hours at X feet.

d. Began climb at 1250 hours.

e. Reached altitude at 1342 hours.

f. Weather encountered over England:

(1) Clouds 5-8/10ths

(2) Visability 5 miles.

(3) Wind at altitude X degrees. X knots per hour.

g. Means of navigation over England.

Pilotage, Gee and D.R.

h. Means of checking Metro Winds

None

i. Joined task force at X hours at X (city, splasher, Coordinates)

j. Departed English Coast at 1345 hours.

Arrived at Enemy Coast at 1351 hours

r. Flighter Rendezvous:

- (1) Going in: 1352 hours.
- (2) Coming Back: 1426 hours.

1. Wind used for bombing:

- (1) 250 degrees.
- (2) 60 knots per hour.
- (3) How Determined:

Metro

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

- (1) Reached IP at 1419 hours.
- (2) Mag heading over target 290 degrees.
- (3) Altitude over target 19500 feet.
- (4) Time bombs away 1427 hours.
- (5) Method of target Identification and weather over target:

Visual Pin Point Pilotage

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

None

o. Gee:

- (1) Coordinates of furthest fix 51 05N 02 41E.
- (2) Time 1427 hours.

p. Comments:

EDWARD P. NOLTE
2nd Lt. SIA
Lead Navigator

TARGET

Primary Notre Dame De Ferme
 Secondary Furnes
 Last Resort _____

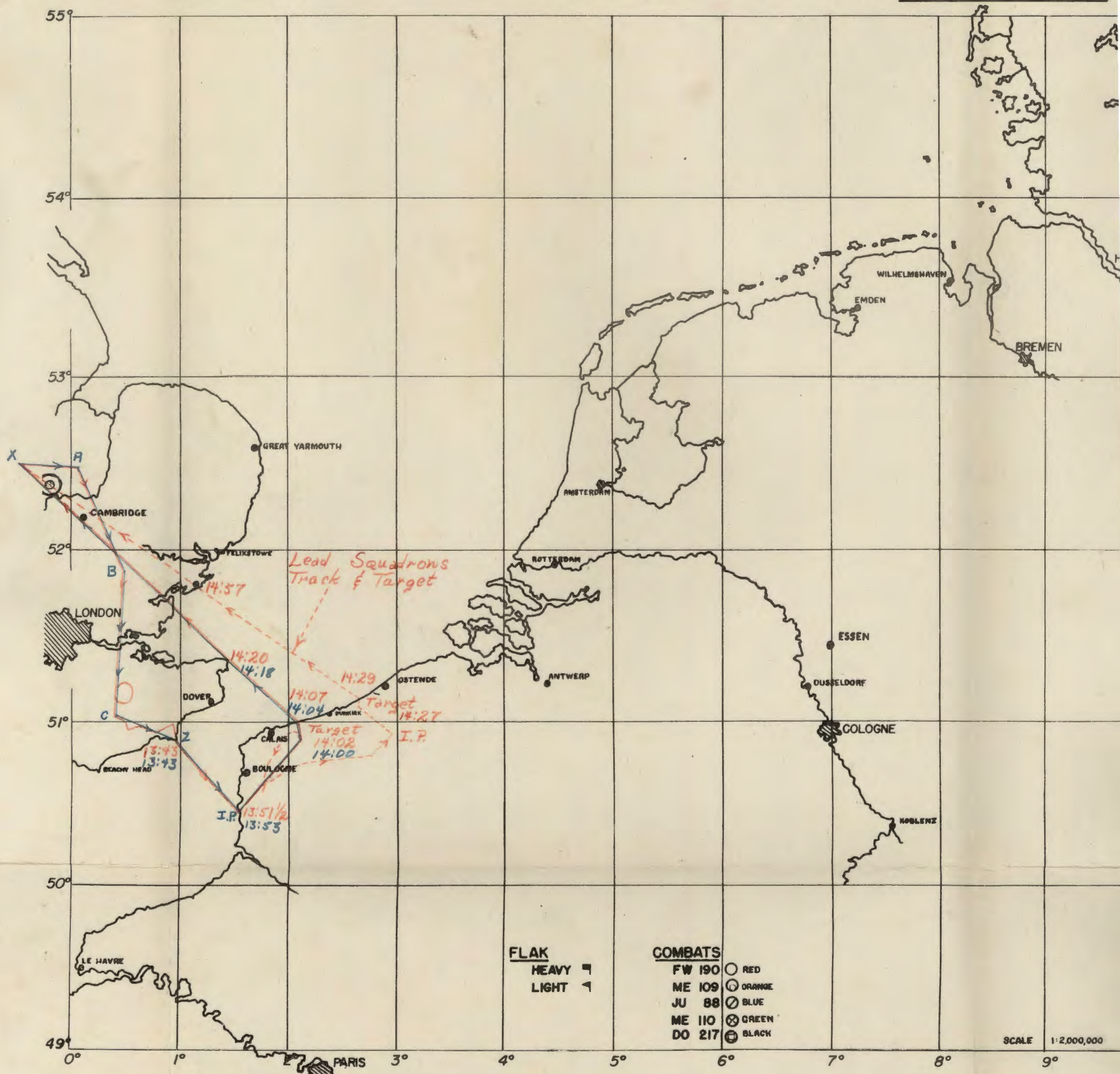
TRACK CHART
 Date Jan. 21, 1944

Blue
Red

Route followed by

Briefed Course

401st. Track



Primary Notre Dame De Ferme
Secondary Furnes
St Resort _____

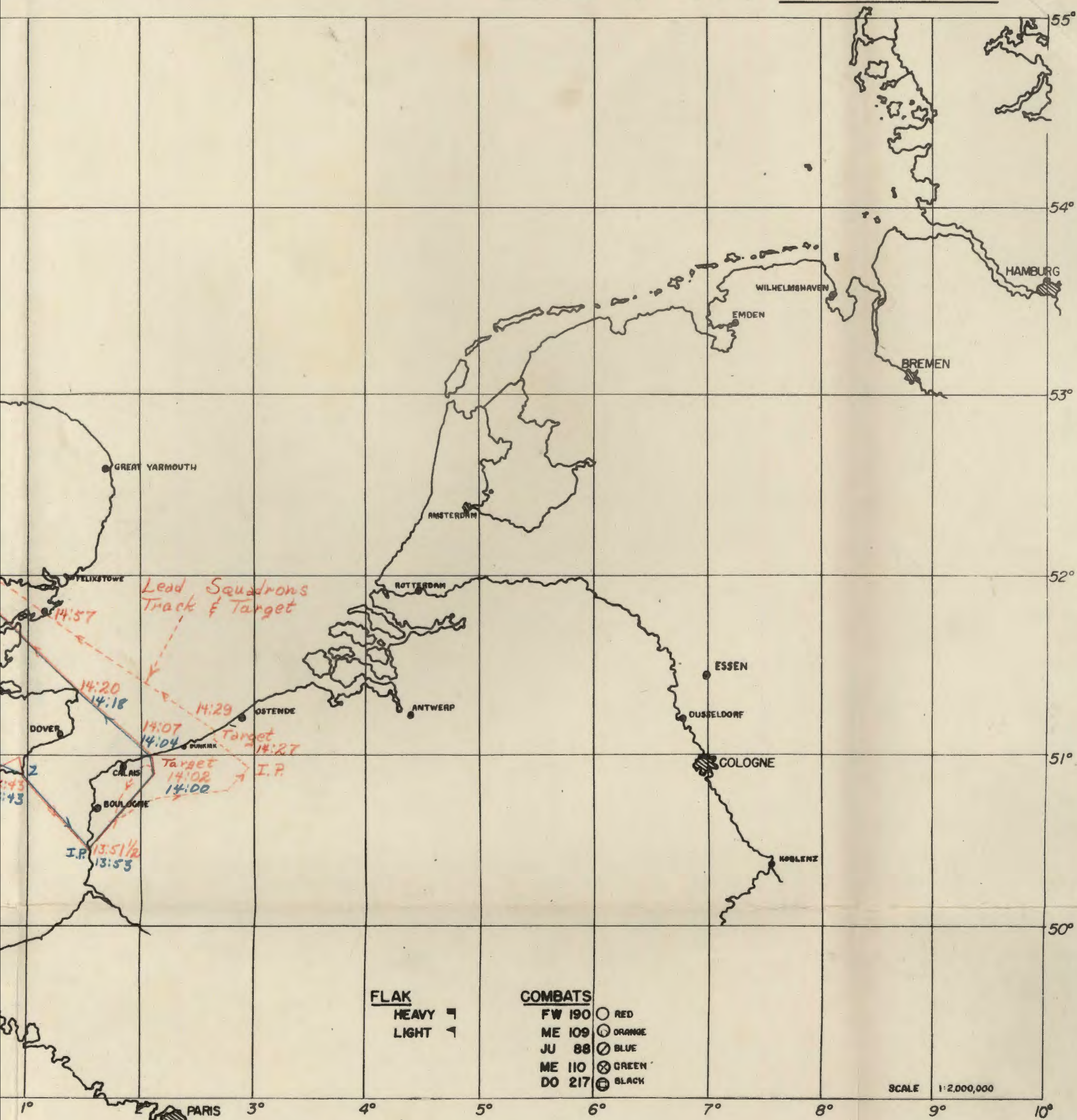
TRACK CHART
Date Jan. 21, 1944

Blue
Red

Route followed by

Briefed Course

401st Track



TARGET

Primary Notre Dame De Ferme
 Secondary Furnes
 Last Resort _____

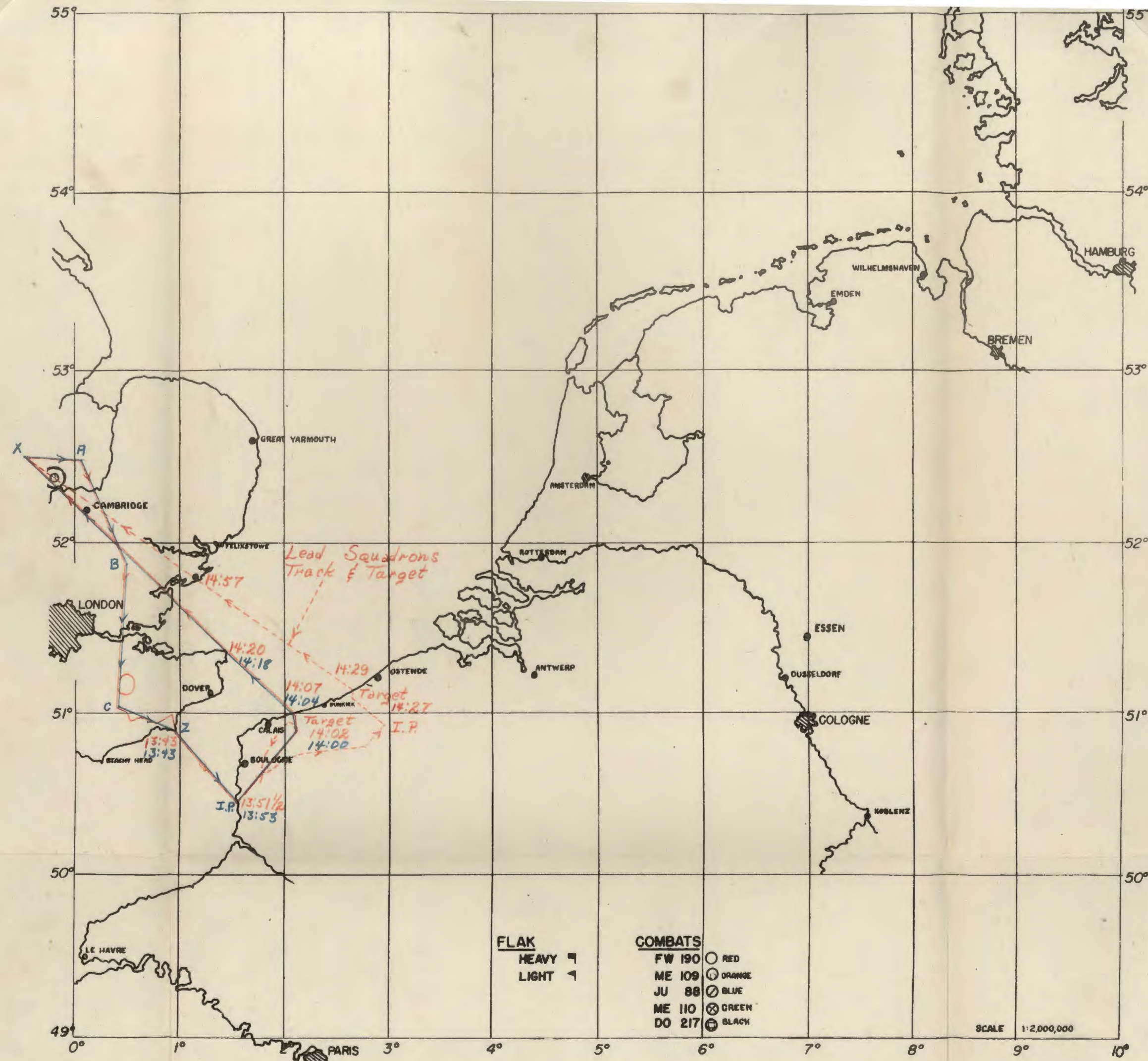
TRACK CHART
 Date Jan. 21, 1944

Blue
Red

Route followed by
 " " "
 " " "
 " " "
 " " "

Briefed Course
401st. Track





FLIGHT PLAN

PILOT 1st. Alvin H. Chapman

NAVIGATOR 1st. Edward P. Nolte

DATE 22 January 1944

STATIONS	1030	ENGINES	1135	TAXI	1145	T.O.	1200
LEAVE BASE:	1290						
COAST OUT:	1343						
ENEMY COAST:	1353						
I.P.:	1353						
TARGET:	1400						
ENEMY COAST:	1404						
Eng Coast:	1418						

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

Last time of takeoff. 1310

T.H. 164

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR	MAG. HDNG.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA		
Base	260	8000	150	148	94	+5	99	10	109	192	20 1/2	6 1/2	1250			
Chatterbox	45	10000	131										1257			
52 47 00 03E	260	10000	150	154	154	+17	171	10	181	160	44	16 1/2	1313			
Splasher # 7	47	14000														
52 52 00 33E	255	14000	150	166	185	+18	203	10	213	139	49	2 1/2	1336			
Splasher #8	55	20000														
51 03 00 27E	250	20000	155	180	112	+13	125	10	135	219	22	6 1/2	1343	Leave Eng Coast		
Dungeness	60		134													
50 55 00 57E	250	20000	155	180	134	+17	151	9	160	197	34	10	1353	Enemy Coast		
50 32 01 36E	60		134													
"	250	20000	155	180	47	-7	40	9	49	233	28	7	1400	Target		
Target	60		134													
50 50 02 09E	250	20000	155	180	346	-18	328	9	337	178	20	3 1/2	1404	Coast Out		
51 00 02 03E	60		134													
"	200	20000	170	182	314	-13	301	9	310	148	31	12 1/2	1418	English Coast		
North Foreland	50	10000	148													
51 25 01 27	205	10000	170	162	311	-10	301	10	311	131	103	4 1/2	1507	Base		
Base	40	5000	148													
					GRS	Normal	Eastern Wyoming			Stud #4	L.S. 1					
							South Carolina			Stud #3	L.S. 1					
					See Ships	614										
						440										

TIME	COURSE	W/V USED &/OR D.R. DRIFT	TRUE HDNG	MAG. HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1230	109	260	99	109	Leave Base	S.H. 1135 T.O. 1205							
1256 1/2				109	Point "A" Chatterbox	None on "C"	150						
1257				181	Point "A" Alter Course		150	9500 -4			44	16 1/2	1313 1/2
1300				181	"G" 10:33 41:30 52 17 00 09E	Coygen 1300	152	10000 -6					
1304 1/2				181	"G"		152	11000 -12					
1310				181	Control Point "B" Splasher #7								
1318				213	Control Point "B" Alter Course								
1318 1/2				213	"G" 12.12 36.20 51 29 00 32E					139	26	11 1/2	1339
1324				213	360 degree turn to lose time and gain altitude								
1325				213	"G" 12.04 34.53								
1330				213	Double Drift								
1336				213	"Point C" Splasher No. Eight								
1336				135	"Point C" Alter Course	Double Drift							
1343				135	English Coast								
1351				135	Enemy Coast I.P. 50 32 01 36E								

SIGNED _____ NAVIGATOR _____

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY.

21 January 1944.

SUBJECT: Group Bombardier's Narrative, Mission No 16
Notre Dame de forme, France.

TO : Commanding Officer, 40kst Bombardment Group (H)

1. Nine A/C dropped 108x500 Gp. bombs at the primary target. One A/C dropped 12x500Gp. with the 351st Group. Ten A/C dropped 120x500 Gp. at the target of opportunity.

2. A/C 42-39881 was hit just prior to reaching target and emergency salvoed in France after dropping out of formation. A/C 42-37833 returned 12x500 Gp., doors were frozen and could not be cranked open in time to drop bombs. A/C 42-57886 salvoed bombs in channel. Doors were closed during bomb run by order of the pilot, at the time bombs were released by the squadron. Pilot heard the lead squadron call to close bomb doors so another run could be made, he interpreted this call to be from his own squadron leader.

3. Pictures of bombs on the primary target reveal salvo at the MPI. Other salvoes were strung out over the area probably due to poor formation. Pictures of bombs on the target of opportunity reveal an excellent pattern and direct hits.

JULIUS PICKOFF
Capt. A.C.
Group Bombardier.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

B- -1

21 January 1944

SUBJECT: **Lead Bombardier's Narrative (High Squadron, 401st Group)**
Mission of 21 January 1944.

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

1. Upon entering the enemy coast at the proposed IP, LeTouquet, the Group made a left turn and rolled out on a magnetic heading of 50°. The Pilot then turned the ship over to the Bombardier on C-1 Auto Pilot.

2. There were clouds covering about 4/ - 6/10ths of the target area and these clouds cast shadows resembling forests. It was thought once that the target was in sight but when the squadron was about half way down the bomb run it was found to be a cloud shadow. By this time it was too late to make a bomb run so the Pilot was told it would be best to make a left turn and come back on the target the same as before. After this turn was made and the squadron had started back toward the target the clouds had increased to 6/ - 8/10ths and it was impossible to sight on the target. Another left turn was made and the ship rolled out on a north-northwest heading.

3. It was then decided to attempt to find an airport in order to bomb the hangers and buildings. One was sighted almost on course which was 290° magnetic. The hanger and administrative buildings were placed in the sight and a perfect bomb run was made. 'Bombs Away' was at 1427. All bombs hit in the building area.

4. Flak from the IP to the target area was meager but accurate. On the bomb run to the Target of Opportunity no flak was encountered.

FRANK M DEVILLE,
1st Lt, AC,
Bombardier.

BOMBARDIER'S LOG

TARGET NOTRE DAME DE FIEF ELEVATION 300 TAKE OFF 1234

DATE 21 January 1944 ESCORT P-47's P-51's

DESCRIPTION AND REMARKS-----

Mean Temp at 20,000 -14

*Pressure Altitude of Target	<u>-544</u>	**Type & Size of Bombs	<u>500 lb. GP M-45</u>
*Altimeter Setting	<u>29.92</u>	**No. of Bombs Loaded	<u>12</u>
*Ind. Altitude	<u>20,000</u>	**Initial Point Ordered	<u></u>
		Actual	<u></u>
*True Altitude above Target	<u>19510</u>	xLength of Run	<u>1 min</u>
		*Time of Run	<u>1401-1402</u>
x Air Speed (MPH)	CIAS <u>150</u>	TAS * Mag Head Ordered	<u>49</u>
		*Mag Head Actual	<u>345</u>
*Ground Speed	*Est <u>269</u> **Actual <u>180</u>	x Time of Release	<u>1403</u>
		**No of Bombs Released	<u>12</u>
Drift	*Forecast <u>7R</u> xActual <u>12R</u>	**Type of r Train Release	<u>Individual</u> <u>Salvo</u>
			<u>I</u>
*Actual Range	<u>12,960</u>	x Point of Impact	<u>MPI</u>
xTan Drop Angle	*Est <u>.66</u> xActual <u>.45</u>	** Airplane Type	<u>B-17G</u>
		No.	<u>42-31072</u>
XDisc Speed	<u>145.5</u>	xTrail	<u>52</u>
		** Pilot	<u>Lt. B.M. Shotts</u>
**Time of Fall	<u>56.42</u>	** Navigator	<u>Lt. W.P. Savage</u>
**B.S. Type and No.	<u>M-9</u>	** Bombardier	<u>Lt. H.R. Briarton</u>

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual
	*Est	xActual	*Est	x Actual	*	x
1000						
3000						
5000						
10000						
15000	<u>260</u>		<u>57</u>		<u>-21</u>	
20000	<u>250</u>	<u>24</u>	<u>69</u>	<u>51</u>	<u>-32</u>	<u>-30</u>
22000						
24000						
26000						
28000						
30000						

* FILL IN BEFORE TAKE OFF. ** FILL IN AFTER LANDING xFILL DURING FLIGHT

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

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² LT. H. R. BRIARTON DATE 21 January 1944
 PILOT² Lt. B. M. Shotts TAKE OFF 1204
 NAVIGATOR² Lt. H. F. Savage LANDED 1657
 ORGANIZATION 401st AIRPLANE
 Squadron Group
 OBJECTIVE³ X Bom. Notre Dame De Fenne
 AIMING POINT (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK⁴ X
 Individual Flight Squadron Group Wing
 NUMBER OF ATTACKING A/C IN GROUP 10 COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 DEFLECTION AND RANGE SIGHTING, GROUP Lead Bombr COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 BOMBS, TYPES AND SIZES 500 lb. GP M-43
 NUMBER OF BOMBS LOADED 12 RELEASED 12
 FUZING, NOSE 1/10 TAIL 1/10
 SYNCHRONIZATION⁵ X
 On Fast Slow
 INFORMATION AT RELEASE POINT⁶ _____
 Altitude of target 300 MAG. HEAD. Order 49 Actual 545
 True Altitude above target 19500 True Heading 552
 Ind. Altitude 20000 Drift, Est. 72 Actual 122
 Pressure altitude of target 344 True Track 350
 Altimeter setting 29.92 Actual Range 9000
 M.I.A.S. 150 B.S. Type M/9
 M.A.S. 211 Time of release 1402
 S., Est. 269 Actual 180 Length of Bombing Run 90"
 Ind Direction, Metro Actual Intervalometer setting 15in
 Ind Velocity, Metro Actual C-1 Pilot Yes
 S. 145.5 Trail 52 ATF 50/42 A-5 Pilot _____
 AN. D.A. Est. .66 Actual .45 Manual PILOT

TYPE OF RELEASE⁷

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN⁸

NAVIGATION DATA:⁹

MEAN TEMP.

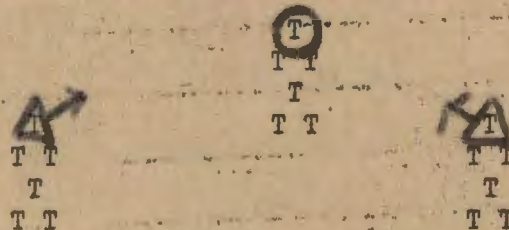
METRO

ACTUAL

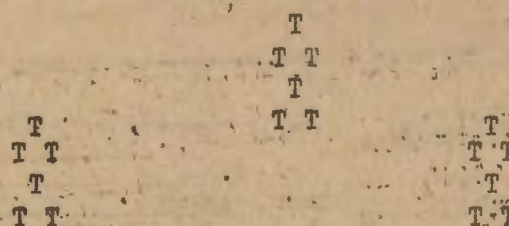
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000	260		57		-21	
20000	250	24	60	51	-32	-30
22000						
24000						
26000						
28000						
30000						

METHODS OF BOMBING¹⁰



COMPOSITE GROUPS¹¹



Bombardier making complete sighting operation - -

Bombardier making range operation only

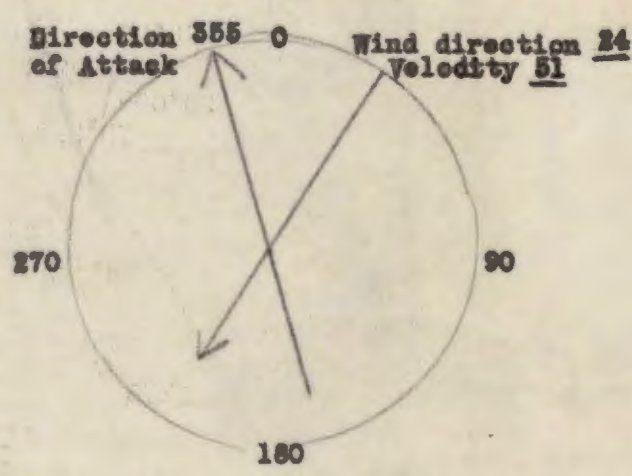
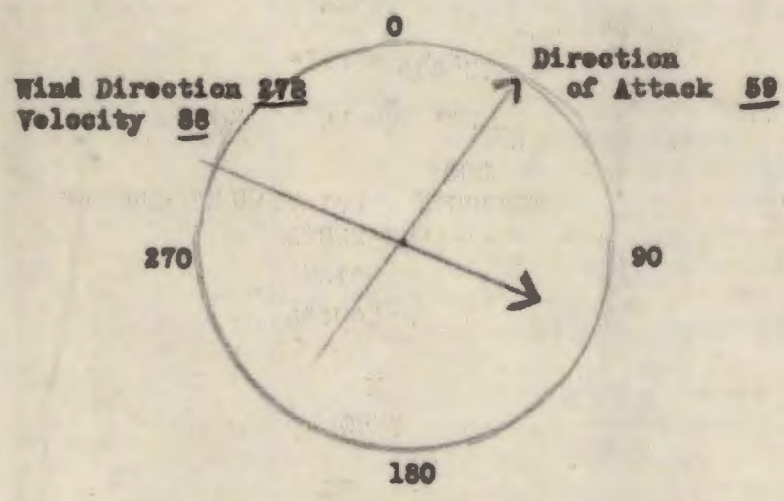
Bombardier dropping on leader, with arrow
indicating leader's position



BOMBARDIERS INDIVIDUAL PLOT

GROUP 401st
TARGET Opportunity
METHOD OF BOMBING Visual
ALTITUDE 19500

GROUP 401st
TARGET Notre Dame de Ferme
METHOD OF BOMBING Visual
ALTITUDE 19510



REMARKS:

- 500 lb. M-43 GP Bombs were carried
- 1 a/c salvaged 12 bombs in the Channel
- 1 a/c salvaged 18 bombs over France (Emergency)
- 1 a/c returned bombs due to Bomb Bay Door Malfunction
- 10 a/c salvaged 120 bombs at the target of opportunity
- 1 a/c bombed with the 351st Bomb Group
- 9 a/c salvaged 108 bombs at the Primary Target

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

E- -1

21 January 1944

SUBJECT: Lead Bombardier's Narrative (Low Squadron, 401st Group)
Mission of 21 January 1944.

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

1. The second squadron of the 401st left the British coast on time and at the briefed departure point, the town of Dungeness. The visibility was good and pin point pilotage of the French coast was possible. The IP could be seen at least five minutes before it was reached. The IP, LeTouquet was also reached at the briefed time. up to the IP the second squadron was flying to the right and a little behind the lead squadron. At the IP the second squadron went into the trail position with the lead squadron.

2. The cloud coverage between the IP and the target was from 5/ - 7/10ths diminishing to about 4/10ths over the target. These clouds cast dark shadows which greatly resembled forest areas on the ground, making it difficult to pick out the target. Twice on the bomb run clouds blotted out the target.

3. Bomb results were observed to be fair with a salvo of bombs scoring a direct hit on the second squadron's MPI. The bomb pattern was poor, it was observed to be strung out to the right.

4. After the bombs had hit the second squadron made an approximate 30° - 40° turn to the left according to the left according to the course briefed. The French coast was crossed midway between Calais and Gravelings.

HENRY R BRIARTON,
2nd Lt, A G,
Bombardier.

BOMBARDIER'S LOG

TARGET OPPORTUNITY *ELEVATION 300 TAKE OFF 1935
 DATE 21 January 1944 ESCORT P-47 P-51

DESCRIPTION AND REMARKS-----

Mean Temp at 20,000 -14

*Pressure Altitude of Target	<u>-344</u>	**Type & Size of Bombs	<u>500 Lb. GP</u>
*Altimeter Setting	<u>29.92</u>	**No. of Bombs Loaded	<u>12</u>
*Ind. Altitude	<u>20,000</u>	**Fuzing: Nose	<u>1/10</u>
		Tail	<u>1/40</u>
		**Initial Point	Ordered
			Actual
*True Altitude above Target	<u>19,310</u>	xLength of Run	
x Air Speed (MPH)	CIAS <u>150</u>	TAS * Mag Head	<u>40</u>
		Ordered	Actual
*Ground Speed	*Est <u>260</u>	x Time of Release	
	**Actual	**No of Bombs Released	<u>12</u>
Drift	*Forecast <u>7 R</u>	**Type of r Train	Individual
	xActual <u>10R</u>	Release Salvo	<u>I</u> Returned
*Actual Range	<u>12,960</u>	x Point of Impact	<u>Center</u>
xTan Drop Angle	*Est <u>.66</u>	** Airplane Type	<u>B-17G</u>
	*Actual	No.	<u>42-39847</u>
XDisc Speed	<u>145.5</u>	xTrail	<u>51</u>
		** Pilot	<u>XXXXXXXX Lt. Alva K. Chapman</u>
**Time of Fall	<u>26.42</u>	** Navigator	<u>Lt. Edward P. Walte</u>
**B.S. Type and No.	<u>M-9</u>	** Bombardier	<u>Lt. Deville</u>

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual
	*Est	xActual	*Est	x Actual	*	x
1000						
3000						
5000						
10000						
15000	<u>260</u>		<u>57 1/2</u>		<u>-21</u>	
20000	<u>250</u>	<u>278</u>	<u>60</u>	<u>88</u>	<u>-22</u>	
22000						
24000						
26000						
28000						
30000						

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² Lt. Deville b DATE 21 December 1944
PILOT² Lt. A.H. Chapman TAKE OFF 1305
NAVIGATOR² Lt. R.F. Nolte LANDED 1535
ORGANIZATION 401st AIRPLANE B-17E
Squadron Group

SUBJECTIVE³ TARGET OF OPPORTUNITY

FORMING POINT (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK⁴ _____
Individual Flight ☒ Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 10 COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP Lead Bombdr. COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES 500 lb. M-43 GP

NUMBER OF BOMBS LOADED 12 RELEASED 12

WEIGHTING, NOSE 1/10 TAIL 1/10

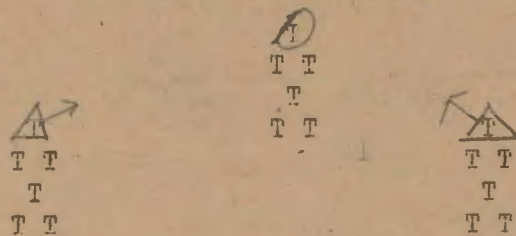
SYNCHRONIZATION⁵ _____
On Fast Slow

INFORMATION AT-RELEASE POINT⁶ _____

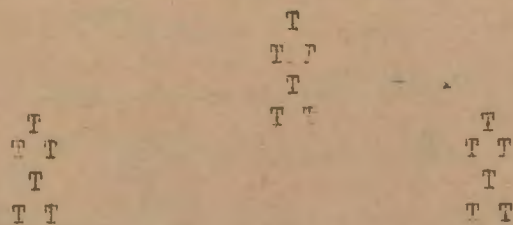
Altitude of target	MAG. HEAD, Order	Actual	<u>40</u>
True Altitude above target <u>12,510</u>	True Reading	<u>500</u>	
Bar. Altitude <u>20,000</u>	Drift, Est.	<u>72</u>	Actual <u>102</u>
Pressure altitude of target <u>-544</u>	True Track		
Altimeter setting <u>29.92</u>	Actual Range	<u>12,950</u>	
C.A.S. <u>150</u>	B.S. Type	<u>M-2</u>	
I.A.S. <u>211</u>	Time of release	<u>14.27</u>	
G.S., Est. <u>269</u> Actual	Length of Bombing Run		
Wind Direction, Metro <u>250</u> Actual <u>273</u>	Intervalometer setting		
Wind Velocity, Metro <u>68</u> Actual <u>288</u>	C-1 Pilot	<u>Yes</u>	
A.S. <u>145.5</u> Trail <u>51</u> ATF	A-5 Pilot		
T.A.S. D.A. Est. <u>68</u> Actual <u>55</u>	Manual PILOT		

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000	250	278	69	88	-32	-32
22000						
24000						
26000						
28000						
30000						

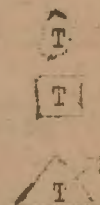
METHODS OF BOMBING¹⁰



COMPOSITE GROUPS¹¹



- Bombardier making complete sighting operation- - -
- Bombardier making range operation only - - -
- Bombardier dropping on leader. with arrow indicating leader's position - - -



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

Station No. 128
A.P.O. No. 634
21 January, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

None

2. Battle Damage.

a. 42-31511 - Flak hole in center of left wing top near station 27; Flak tear in trailing edge of left aileron, cut rivets on trim tab; Flak hole in bottom of right wing near station 14; Small flak hole in leading edge of right wing at about station 16; Flak hole in top right wing near station 30; Flak hole in leading edge of # 4 ring cowl, near center.

b. 42-39979 - Large flak hole in right outboard air duct, right wing; Broken push rod on # 7 cylinder of # 4 engine; caused by flak; Flak hole in right side of vertical stabilizer, near station 6f; Slight cut on left side of vertical stabilizer, where flak attempted to exit; Flak hole in vertical stabilizer, station 10; Flak hole in left de-icer boot between # 1 and # 2 engine; Flak hole in right side of fuselage, near station 3b, bottom side; Flak hole in left side of chin turret; Flak hole in left front glass of upper turret.

c. 42-39765 - Flak hole in bottom of right wing, just below leading edge near station 21; Flak hole in center of right wing, bottom, near station 21; Two flak holes in leading edge of right horizontal stabilizer, near station 208; Flak hole in horizontal stabilizer, entered near station 130, bottom, and exit near station 78, top side; Flak hole just below leading edge of left wing near station 32; Left windshield shattered by flak.

d. 42-31087 - Flak hole in bottom of right wing, near station 8.

e. 42-40050 - Flak hole in bottom of right wing, near station 29.

SUBJECT: Mission Summary Report. (continued)

f. 42-31467 - Numerous flak holes in both wings, braces and stringers broken and damaged; Flak hole through left horizontal stabilizer; Two flak holes in bottom of fuselage, near nose section; Flak hole in # 1 ring cowl, # 3 cylinder fin bent; Flak hole in # 1 ring cowl, # 4 cylinder damaged.

g. 42-31072 - Numerous flak holes in both wings, internal structure damaged; Two flak holes through fuselage on each side of waist position; Flak hole through fuselage, near nose section; Flak hole through vertical stabilizer, near top; Flak hole in right side of vertical stabilizer, near center; # 3" rip in fabric on left side of rudder; Small rip in fabric on right side of rudder; Fabric of left and right ailerons torn by flak; Several flak holes in left and right horizontal stabilizers.

h. 42-31081 - Small flak hole through left wing tip; Right tire damaged by flak; Small flak hole in bottom of left horizontal stabilizer.

i. 42-39881 - # 4 propeller and part of engine shot away by flak; # 4 oil cooler damaged by flak; Flak hole in right elevator; Flak hole in left horizontal stabilizer; Flak hole in fuselage at tail gunners compartment; Small flak holes in left and right wings; Flak hole in # 3 nacelle, damaging rocker box cover; Small holes in fuselage at waist position.

j. 42-39847 - Several flak holes in wings and ailerons, left de-icer boot slightly damaged; Two flak holes in bomb bay doors; Flak hole in accessory cowl, severing main fuel line; Flak hole in fuselage, near ball turret; Two flak holes in fuselage, near waist position; Four flak holes in left side of vertical stabilizer; Several flak holes in fuselage, near tail; Flak hole in lower edge of rudder; Tail wheel tire damaged by flak.

k. 42-97440 - Numerous flak holes in left and right wings, fuel tanks punctured, rear spar damaged; 2" X 3" flak hole in left side of fuselage, left of upper turret, stringer out; 2" flak hole in left side of fuselage, near station 7, two stiffeners out; 2" flak hole in bottom of fuselage at station 3, stiffener out; 2" flak hole in left side of fuselage, near leading edge of wing; Three flak holes in left horizontal stabilizer; Large flak hole in # 3 ring cowl, rocker box damaged.

l. 42-31098 - Flak hole in # 1 ring cowl, ignition wire out; Small flak hole in # 4 push rod; Several flak holes in left and right wings.

m. 42-31488 - Small flak hole in bottom of left wing, outer panel.

SUBJECT: Mission Summary Report (continued)

n. 42-39820 - Numerous flak holes in left and right wings; Two flak holes in right side of vertical stabilizer; Large flak hole in right bomb bay door, stiffener broken; Small flak hole in bottom of fuselage, near nose section; Flak hole through right horizontal stabilizer; Small flak hole in # 2 collector ring.

o. 42-37833 - Several flak holes through right wing, near tip, wing and aileron badly damaged; Flak hole through left wing tip; Flak hole in bottom of fuselage, in front of tail wheel well; Flak hole through left horizontal stabilizer; Two flak holes through fuselage, near tail; Flak hole in leading edge of vertical stabilizer, de-icer boot damaged; Small flak hole in left side of fuselage, below Pilot's Compartment; Large flak hole in top of fuselage, rear of upper turret; Flak hole in upper turret.

p. 42-31069 - Small flak hole in left landing light; Small flak hole in bottom of left wing, inner panel, near trailing edge.

q. 42-31193 - # 1 propeller feathering line damaged by flak; Three small flak holes in top of left elevator.

r. 42-40057 - Several flak holes in right wing; Flak hole through left horizontal stabilizer; Small flak hole through fuselage, in front of horizontal stabilizer; Small flak hole in # 1 oil cooler fairing.

s. 42-31414 - Two flak holes in # 2 ring cowl, # 2 propeller nicked; Small flak hole in left bomb bay door; Small flak hole in left side of fuselage, beneath waist position; Small flak hole in right side of vertical stabilizer; Navigator's window on right side broken by flak.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>
19	2	17	19

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

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

Station No. 128
A.P.O. 634
21 January, 1944

SUBJECT: Armament Narrative, Mission No. 16, 21 January, 1944

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

1. The following Armament malfunctions were reported at the conclusion of the Mission of 21 January, 1944.

a. One right ball turret gun had a defective solenoid.

b. One Vickers Unit had slight leak.

c. One right waist gun Feed Lever Stud was riding out of bolt canways.

d. Bomb Bay Door Mechanism of one ship froze in flight and bomb load could not be dropped and ship returned with bombs.

e. Bomb Bay Door Mechanism of one ship froze in flight and bomb load could not be dropped over target but was later jettisoned over Channel. This condition was not reported by crew to Armament section upon return to home station.

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

SECRET

Form OC-1-21

MISSION REPORT - AMBUSH

AF Station No. 128DATE OF MISSION 21-JANUARY-1944Group 401ST BOMB GROUP (H)Type Aircraft B-17DI - Aircraft: Departed 23Returned early NONEAttacking target 206Lost NONE

	Size	Quantity	Fusing
II - Bombs: Initial Load (total)	<u>500LB GP</u>	<u>274</u>	<u>NOSE-1/10 SEC</u>
Expenditure (on target)	<u>500LB GP</u>	<u>240</u>	<u>TAIL-1/10 SEC</u>
(jettisoned)	<u>500LB GP</u>	<u>24</u>	
Returned	<u>500LB GP</u>	<u>10</u>	
Unaccounted for			

III - Flares: Landing, bombing ?
photoflash carrier

IV - Expenditures of Small Arms Ammunition (by rd's or gun position)

Position	Cal.	No. of Guns	Ammunition Expenditure	
			Cal..30	Cal..50
Chin Turret	<u>50</u>	<u>44</u>		<u>680</u>
Left Nose	<u>50</u>	<u>10</u>		<u>120</u>
Right Nose	<u>50</u>	<u>21</u>		<u>280</u>
Upper Turret	<u>50</u>	<u>42</u>		<u>755</u>
Lower Turret	<u>50</u>	<u>40</u>		<u>595</u>
Radio Gun	<u>50</u>	<u>19</u>		<u>285</u>
Left Waist	<u>50</u>	<u>21</u>		<u>555</u>
Right Waist	<u>50</u>	<u>21</u>		<u>535</u>
Tail Guns	<u>50</u>	<u>42</u>		<u>760</u>
Totals				

SECRET

(over)

S E C R E T

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 1,565 rds.

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 _____ rds.

Expended A/C lost or missing:

Cal..30 _____ rds.

Cal..50 _____ rds.

Group Totals:

Cal..30 _____ rds.

Cal..50 1,565 rds.

V - Remarks: ONE (1) AIRCRAFT LOADED WITH TEN (10) 500LB-BOMBS RETURNED. DOORS WERE FROZEN SO THAT BOMBS COULD NOT BE DROPPED OVER TARGET.

TWO (2) AIRCRAFT JETTISONED BOMBS. ONE DUE TO DAMAGE OF AIRCRAFT ENROUTE TO TARGET. THE OTHER ONE DUE TO BOMB-BAY DOORS BEING FROZEN BUT OPENED LATER TO PERMIT JETTISONING BOMBS.

(signed) James C. David
Sta. Ord. Off. or Asst. A.T.H.

S E C R E T

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

J-A-2

21 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 16.

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

1. USE OF VHF SET.

CHANNELS "A", "B", "C" AMERICAN FIGHTER-BOMBER, & "D"
 AVAILABLE. ROUTINE FORMATION MESSAGES ON CHANNEL "A".

2. VHF/DF BEARINGS.

NONE.

3. HF/DF BEARINGS.

846 - 1 QDM FROM POLEBROOK.

4. MF/DF FIXES.

511 - 1 FIX FROM SECTION "N".

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
765	7,8	NOT USED	DEENETHORPE
856	7,8,16	NOT USED	DEENETHORPE
511	7,8,16	NOT USED	DEENETHORPE
979	7,8	NOT USED	DEENETHORPE
050	5,7,8,9,16	NOT USED	NOT USED
087	7,8	NOT USED	DEENETHORPE
081	7,8	NOT USED	DEENETHORPE
072	7,8	NOT USED	NOT USED
440	7,8,16	NOT USED	DEENETHORPE
098	7,8	NOT USED	NOT USED
315	5,6,7,8,16	NOT USED	NOT USED
488	7,8,16	NOT USED	DEENETHORPE
881	7,8,16	NOT USED	DEENETHORPE
846	7,8,11,13,16	NOT USED	DEENETHORPE
193	7,8,16	D	DEENETHORPE
414	7,8,16	NOT USED	DEENETHORPE

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 16, 21 JAN 44.

6. RADIO BEACONS USED (CONTD)

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
069	NOT USED	NOT USED	DEENETHORPE
057	6,7,8,16	NOT USED	NOT USED
091	7,8	NOT USED	DEENETHORPE

7. USE OF "GEE".

<u>PLANE</u>	<u>NORMAL TRANS</u>	<u>MAXIMUM RANGE OBTAINED</u>	
		<u>XF NO 1</u>	<u>XF NO 2</u>
847	5105N 0241E	NOT USED	NOT USED
765	5105N 0236E	NOT USED	NOT USED
072	5050N 0207E	NOT USED	NOT USED
833	5054N 0258E	NOT USED	NOT USED
856	5104N 0215E	NOT USED	NOT USED
091	5116N 0140E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION "N" AVAILABLE. NOT USED.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
081	INTERPHONE - AMPLIFIER NOISY.
	VHF - "A" CHANNEL OUT.
765	LIAISON - RECEIVER WEAK.
	MIKE SWITCH IN RADIO ROOM WEAK.
820	COMPASS - OUT (JK26 PLUG BROKEN).
	RADIO GUNS HEADSET CORD OUT.
098	INTERPHONE - CHECK.
087	IFF - CHECK.
	LEFT WAIST MIKE CORD OUT.
856	INTERPHONE - INTERMITTENT, CHECK ALL MIKE SWITCHES.
488	LIAISON - VERY WEAK.
	INTERPHONE - RIGHT WAIST GUN MIKE OUT, CHECK RADIO MIKE & CO-PILOTS MIKE.
057	INTERPHONE - CHECK TAIL POSITION.
050	INTERPHONE - CHECK MIKE BUTTON FOR SQUEAL, CHECK CO-PILOTS MIKE BUTTON FOR SHORT, ALL TURRETS ERRATIC.
846	COMPASS - ERRATIC, CHECK.
833	COMPASS - NEEDLE STUCK, CHECK INDICATOR.
087	INTERPHONE - BOMBARDIER COULD NOT HEAR RADIO OPERATOR, POSITION WEAK ON RECEPTION.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 16, 21 JAN 44.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES (CONTD).

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
081	COMMAND - COULDN'T HEAR TOWER.
467	VHF - OUT.
440	VHF - CHECK "B" RECEPTION FOR SQUEAL.
847	COMMAND - CHECK TRANSMITTER FOR RANGE.
091	VHF - FILTERS THRU ON INTERPHONE.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. INFORMATION ON MEACONING.

NONE.

14. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. GOOD RESULTS REPORTED BY NAVIGATORS.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

VHF/DF STATION IN OPERATION ENTIRE MISSION. NO HOMINGS GIVEN.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED.

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

1 INCL:

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

ROBERT B. PYLE
(RADIO OPERATOR'S NAME)1-21-44
(DATE)SHIP NO 847
NO OF QDM'S 0
NO OF FIXES 0
NO OF SOS'S 0

NOTE: THE ABOVE IS TO BE FILLED IN AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVCMF/DF SECTION NCBW COLLECTIVE CALL SIGN XNCCSHIP CALL SIGN SKHGTIME 1136 WATCH OPENED. NAME ROBERT B. PYLECOMPASS OKCOMMAND OKLIAISON OKINTERPHONE OKVHF OKIFF OK

TIME :	TO :	FROM :	REMARKS
1138			START #1 ENGINE.
1146			TAXI
1204			TAKE-OFF. IFF ON. DET PLUG IN
1207			IFF CHECK OK
1230	7MT		7MT - 7 - VS - X445 - 1234A AR
1235			IFF CHECK OK
1300	7MT		7MT - 3 - V - X445 - 1304A AR
1305			IFF CHECK OK
1306			CREW ON OXYGEN
1330	7MT		7MT - 9 - V'S - X445 - 1334A AR
1351			ON BOMB RUN
1358			FLAK
1426			BOMBS AWAY
	7MT	KGZU	R NR1 - OP - Y - G R2 = UHZI KN =
	KGZU	7MT	IMI
			R NR1 - OP - Y - GR2 = UHZI BN - 14 0 K
1442	KGZU	7MT	R NR1 AR
	7MT	SKHG	X259 K
	SKHG	7MT	-R- K
	7MT	SKHG	-R- NR1 - Y - GR3 = KRGF ZLXB QK = 1426A K
1445	SKHG	7MT	-R- AR
	SWVC	7MT	NR1 -F- GR3 = AOAQ NTTY SE = 1430A
			DECODED AND GAVE TO PILOT.
	7MT	WAQW	X259 K
1510			IFF CHECK OK
	WAQW	7MT	R-K
	7MT	WAQW	NR1 - Y - GR3 = KRQD XBPC 1425
1513	WAQW	7MT	R NR1 AR
	AA	7MT	IMI K
	PJGH	7MT	R K
	PJGH	7MT	IMI AA = K
1518	PJGH	7MT	R NR1 AR
		7MT	IN CLZSHUCLONKZBT
1520			LEFT FORMATION WOUNDED ON BOARD
1534			LANDED IFF OFF
1553			DISPERSED
1554			CUT ENGINES
1558			EQUIPMENT CHECKED AND OFF
1601			OFF WATCH

ROBERT B. PYLE

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

21 January 1944.

SUBJECT: Enemy Opposition, Mission 21 January 1944.

TO : Headquarters, 1st Bombardment Division, APO 634, U.S. Army.

1. No enemy A/C opposition encountered.

W. B. FRY,
Major, AC,
Group S-2 O.

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

21 January, 1944.

SUBJECT: Comments of Crews Participating in Notre Dame de Perne Mission,
21 January, 1944.

TO : Commanding Officer, 401st Bombardment Group (H), Station 128.
(THRU: Lt. Col. H. E. Rogner and Major A. C. Brooks).

1. A/C 069., Lt. Kaminski, "ships from above should be more careful in dropping their bombs - entire crew complained of no candy bars.
2. A/C 193., Lt. Trimble, stated that A/C #356 kept guns of B.T. turned down on entire flight - bomb bay doors opened before target but dropped bombs in channel.
3. A/C 833., Lt. Lewis, said that navigation was very poor from IP to target also said the entire crew saw the target on both runs. Evasive action too violent, consisted of a series of 8's which necessitated my element flying at 125mph on inside and 165 to 170mph on the outside.
4. A/C 057., Capt. Gould, stated he did not like the evasive action of the leader.
5. A/C 098., Lt. Schulz, says flying on AFCE by leader made it difficult to fly formation. Lt. Walsh said AFCE was too steep and too fast - too erratic and too hard to follow.
6. A/C 785., Capt. M. Cree, said crew members should have more time in which to get ready. Evasive action was too violent and broke up formation. Fighter support was very close, P-47's were under formation when bomb bay doors were open.
7. A/C 9846., Lt. Hess "transportation was poor, hence, late in T/O. Also need rubber cushion ear phones for better hearing in A/C's
8. A/C 0050., S/Sgt. Davies "flying helmet and chute harness were missing from A-3 bag arriving at plane. After last flight left everything in A-3 bag in equipment room. Must have been taken out of there."
9. A/C 1315., Whole crew wants tracers, especially for flexible guns and in turrets. Tracers will give quicker estimation than computing sights.
- 10.

10. A/C 440., Sgt. Mancuse, Link feed and ammo boxes are so placed that waste guns can not get angle of fire. Flak suits have been muddled and damaged by other crews so that catches will not work.

11. A/C 9820., Lt. Dean, Radio compass wouldn't work. Lt. Arnesen, "poor truck service".

12. A/C 081., Sgt. DeVite wants tracers. Lt. Piper, "too large correction on bomb run. Banks up to 30 deg. and changed course over 90 deg. on bomb run.

13. A/C 1087., Lt. Wilson and Sgt. Sierra "trucks needed; crew walked to plane".

14. A/C 1072., Lt. Maher "chemical warfare ground school did not let crew out in time to attend briefing and get prepared, although pending mission was called to attention of proper officers.

15. A/C 9979., Lt. Sellers "Not enough time between briefing and T/O.

16. A/C 881., Sgt. Harlow "gunners want new type flak helmets; the thin ones fall down over the gunners eyes.

S-2 Comments: - Squadron Operations should get leading lists ready sooner so that interrogation forms can be prepared. Leading list for one squadron hadn't been received as late as the end of mission. All pilots are not giving their positions over target to NCO at entrance to briefing room.

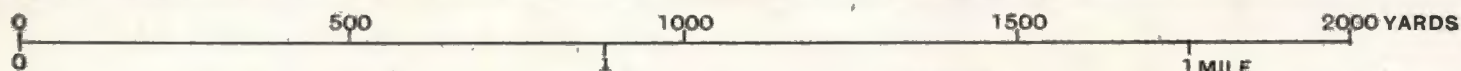
W. B. FRY,
Major, A. C.,
Group S-2 Officer.

Target No.
XI/A/112

NOBALL TARGET
"A" Constructional Works

NOTRE DAME FERME
(FRANCE)

Illustration No.
XI/A/112



Photographed 22 December 1943

(1 : 10,500)

approx.

Issued January 1944



A.I.3c (1)

TYPE A

SS Form 90

S-2 STATISTICAL REPORTMission of 21 Apr. 1944
Target P/T - Notre Dame De Fermo
T/O - A/D at GurnessTime of Preparation 1900
Telephoned to A-2 1945

- (1) Designation of Group 401st
- (2) Total No. of A/C
airborne, incl. spares 23 (SPARES 5)
- (3) Total No. of A/C
Dispatched 23
- (4) No. of A/C Attacking P/T - 10 T/O 10
- (5) No. of A/C Dispatched
but not Attacking 3 Due to:
-) A/C #833 - B.B.B. (10) (a) Mechanical Failure 2
 A/C #881 - Jettisoned short of P/T (b) ~~Weather~~
 A/C #856 - Jettisoned in channel (c) Enemy Action (lost before target)
 (d) Other A/C #881 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 P/T - 1403 T/O 1427
- (8) Altitudes of Attack P/T - 20,100 T/O - 20,000
- (9) Bombs on Each Target (a) P/T 120 T/O 120 (b) Size 500 (c) Type G.P.'s
G.P.'s
- (10) Personnel Casualties 1 Type:
- (a) Number Killed _____
 (b) Number Wounded 1
 (c) Number Missing _____
- (11) A/C Suffering Battle
Damage 19 Category:
- (a) Minor (12-a) (7-ao)
 (b) Major _____
 (c) Salvage _____

REMARKS: A/C #881, #3 engine out &
#4 on fire. Bombs dropped 5 mi.
short of target.Lt. Frederick H. Ross.
Preparing Officer

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

21 January 1944.

SUBJECT: Enemy Opposition, Mission 21 January 1944.

TO : Headquarters, 1st Bombardment Division, APO 634, U.S. Army.

1. No enemy A/C opposition encountered.

W. B. FRY,
Major, AC,
Group S-2 O.

401ST BOMBARDMENT GROUP (L)
APO 634

FLAK REPORT

DATE 21 January 1944PT TARGET: Notre Dame Farm Time Bombs Away 14051. Route followed: Le Touquet, Notre Dame du Farm to Graveline.~~See attached track chart~~2. Visibility 5/10 to 8/10 Contrails None3. Position of Group in relation to other Groups: Lead _____
High _____
Low _____No other Groups.4. Axis of Attack (Lead A/C) 0 Degrees Magnetic.5. Length of Straight and Level Bomb Run: 2 minutes.6. Evasive Action Taken: mild S turn.7. Turn after Bombing: to 350° M.8. Number of A/C over Target 10
(a) Number of A/C Damaged by A/A Gunfire 7
(b) Number of A/C Lost by A/A Gunfire 0

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

(a) Route out: Continuous-seen-following from E. coast to target and back to coast. Very accurate, meager to mild. Bursts seemed smaller than usual, black and white, red center, smoke seemed to spiral after bursts.(b) Target: One report of ground rocket at Target.

(c) Route back:

10. Comments - Phenomena: Ground rockets seen shooting at formation behind at Target.11. No. of A/C Carrying "Window": None
Observed Results:12. Formation over Target with height of 3 lead A/C (See Reverse Side) A/C having battle damage to be circled; if seriously, insert "S". A/C lost to Flak to be noted.

20,100 ft. altitude .

488

091

069

050

072

081

193

315

856

087

401ST BOMBARDMENT GROUP (E)
 APO 634

FLAK REPORT

DATE

21 January 1944.

TARGET: _____ Time Bombs Away _____

1427

A/F South Furness

1. Route followed:

Le Touquet, Notre Dame du Farnes to Furness to coast.

See attached track chart.

2. Visibility _____

GAFF

Contrails _____

None

3. Position of Group in relation to other Groups:

Lead _____

High _____

Low _____

No other Group

4. Axis of Attack (Lead A/C) _____

290

Degrees Magnetic.

5. Length of Straight and Level Bomb Run:

1 1/2 minutes.

6. Evasive Action Taken:

None

7. Turn after Bombing:

None

8. Number of A/C over Target

(a) Number of A/C Damaged by A/A Gunfire _____

(b) Number of A/C Lost by A/A Gunfire _____

12

0

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

(a) Route out:

This squadron led over PT and made a second run, still unable to see target which accounts for number of A/C damaged.

(b) Target:

They then started home and dropped on above target of opportunity with out meeting any flak opposition.

(c) Route back:

10. Comments - Phenomena:

None

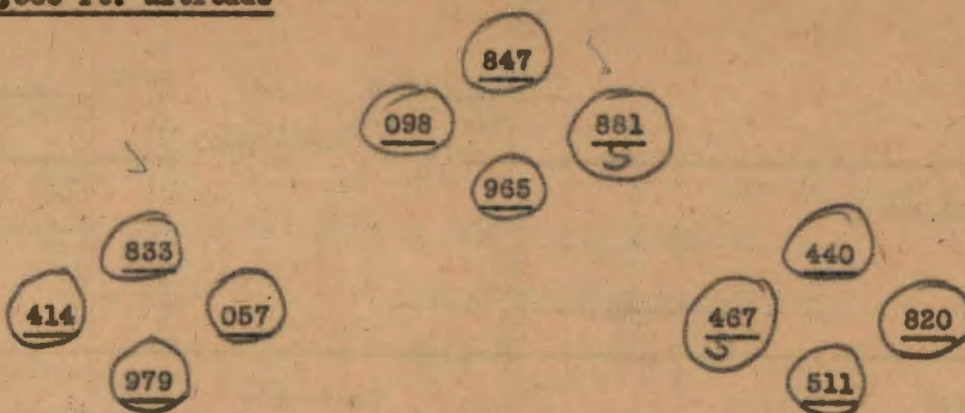
11. No. of A/C Carrying "Window": _____

Observed Results:

None

12. Formation over Target with height of 3 lead A/C (See Reverse Side) A/C having battle damage to be circled; if seriously, insert "S". A/C lost to Flak to be noted.

19,500 ft. altitude



Flew with Plebrook hit Primary Lt. Hess, #846.

FLAK SITUATION

If you follow the route exactly as briefed, the only flak you will encounter will be a 20 gun battery in the target area. Two batteries of guns are located at the target. There will be a flak area at your left and as you approach the target area, there will be another flak spot on your right.

*Don't
clark with
flak maps*

REMEMBER THIS -- If a second run over the target is necessary, Combat Wing recommends you make a left turn. If you make a right turn you will be within range of a 58-gun area.

Navigators will be given a special Flak briefing show flak areas and envelopes of fire at the conclusion of this briefing.

GORDON R. CLOSWAY
1st Lt.A.C.

Note to Briefing Officer

Five special flak maps have been prepared--this includes one for the opidiaseeps.

In addition I have a large overlay on a 1:250,000 map for the navigators' briefing.

GRC

612 BOMBING SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 63421 January 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 # 42-37856

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	1st Lt.	Dailey	Scribner	C.	0-801940	612th
CP -	2nd Lt.	Stokes	Alexander	C.	0-801578	"
" -	2nd Lt.	Malone	John	L.	0-805189	"
" -	1st Lt.	Hutson	Wayman	T.	0-406409	"
RO -	T/Sgt.	Hildreth	Arthur	W.	11055299	"
TT -	T/Sgt.	Flynn	William	B.	16046687	"
BT -	S/Sgt.	Callahan	Michael	J.	18150617	"
IG -	S/Sgt.	Sanders	Charles	W.	12190382	"
LWG -	S/Sgt.	Russell	Hugh	D.	15019006	"
RWG -	T/Sgt.	Hagen	Charles	T.	37315748	"

*Plane # 42-31087

P *	1st Lt.	Fox	Gaston	M.	0-82737	"
CP *	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N -	2nd Lt.	Wilson	Darrel	D.	0-750174	"
B -	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO -	T/Sgt.	Brandt	Duane	G.	09193489	"
TT -	T/Sgt.	Brown	Allen	D.	38294097	"
BT -	S/Sgt.	Womble	John	L.	34355686	"
IG -	S/Sgt.	Estess	Cecil	C.	34425600	"
LWG -	S/Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG -	S/Sgt.	Sierra	Charles	P.	12155142	"

*Plane # 42-39079

P -	1st Lt.	Sellers	William	D.	0-666363	"
CP -	2nd Lt.	George	Jack	E.	0-747545	"
N -	2nd Lt.	Fraioli	Frank	P.	0-683234	"
B -	2nd Lt.	Rementeria	David	A.	0-744333	"
RO -	T/Sgt.	Lehr	Jesse	H.	34473124	"
TT -	T/Sgt.	Parrish	Donald	C.	16109825	"
BT -	S/Sgt.	Mace	Kenneth	I.	12165700	"
IG -	S/Sgt.	Rishel	Dale	E.	32580316	"
LWG -	S/Sgt.	Judd	Loyde	J.	31152069	"
RWG -	Sgt.	Morini	Alferd	J.	32492617	"

*Enter complete number of aircraft

** Designate Engineer

DUTY	RANK	LAST (name)	FIRST	MI	ASN	SQUADRON
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Airplane No. 42-39765 *

P.	Capt.	McCree	Donald	G.	0-348319	612th
CP.	2nd Lt.	Ramsey	Robert	J.	0-681191	"
N	2nd Lt.	VanDyke	George	R.	0-683350	"
B	2nd Lt.	Troy	Ephraim	F.	0-673754	"
RO	S/Sgt.	VanDuren	Raul	R.	12165646	"
TT**	T/Sgt.	Johnson	Morris	W.	35493817	"
BT	S/Sgt.	Stengel	Percy	J.	36276698	"
TG	S/Sgt.	Garity	John	B.	16155719	"
LWG	S/Sgt.	Peacock	George	P.	6573365	"
RWG	T/Sgt.	Connor	Jay	L. Jr.	33443398	"

Airplane No. 42-40050 *

P	1st Lt.	Smith	Stuart	E.	0-802795	"
CP	2nd Lt.	Chmura	Stanislaw	R.	0-684687	"
N	2nd Lt.	Reese	Victor	S.	0-749451	"
B	2nd Lt.	Majewski	Louis	J.	0-747598	"
RO	T/Sgt.	McCawley	Fred	E.	38321224	"
TT**	T/Sgt.	Garr	Maurice	A.	16035656	"
BT	S/Sgt.	Davies	Leonardo	F.	32506396	"
TG	S/Sgt.	Parker	Harry	C.	39034361	"
LWG	S/Sgt.	Scicchitano	Frank	J.	32489249	"
RWG	S/Sgt.	Hopkins	Calvin	W.	32078946	"

Airplane No 42-31511*

P	2nd Lt.	Tanner	John	R.	0-803901	"
CP	2nd Lt.	McDaniel	Robert	E.	0-687317	"
N	2nd Lt.	Strom	Kenneth	L.	0-690690	"
B	2nd Lt.	Szungyi	John	P.	0-749656	"
RO	S/Sgt.	Graham	James	J.	16099737	"
TT*	S/Sgt.	Cable	Harvey	T.	39331286	"
BT	Sgt.	Norris	John	B.	14093939	"
TG	Sgt.	Staley	Phillip	G.	39151977	"
LWG	Sgt.	Daniel	Edward	P.	39251499	"
RWG	Sgt.	Francis	Raymond	R.	39038724	"

Airplane No. *

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

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

*

613th OPERATIONS SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 634

21 January

19 44

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb GP (1), APO #634.

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

*Plane # 42-31072

UTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
X	MAJ.	MULHED	MOLLEY	I	0-346P39	
-	1st Lt.	SHOTS	BYRAN	M.	0667578	613th
CP-	2nd Lt.	MAHER	WILLIAM	P.	0753837	"
-	2nd Lt.	SAVGAZ	WILLIAM	P.	0441712	"
RO-	2nd Lt.	BRIANTON	HENRY	R.	0681518	"
PT-	T/Sgt.	REEDY	ROBERT	L.	36373210	"
BT-	T/Sgt.	SWOFFORD	LELAND	L.	14064116	"
FG-	S/Sgt.	RIEGER	HARVEY	W.	37121385	"
LWG-	S/Sgt.	ISMINGER	JOHN	(MIL)	14084579	"
RWG-	S/Sgt.	SONICHSEN	DONALD	H.	36703732	"
	S/Sgt.	JONES	WILLIAM	P. JR.	38397179	"

*Plane # 42-31315

P *	2nd Lt.	STELZER	ROBERT	L.	0461320	"
CP *	2nd Lt.	JOHNSON	WENDELL	T.	0687836	"
N -	2nd Lt.	HOBBS	HERBERT	L.	0688441	"
B -	2nd Lt.	WARNER	ROBERT	(MIL)	0685898	"
RO -	2nd Lt.	HECKER	DONALD	A.	36522865	"
TT -	S/Sgt.	PACK	JESSE	O.	36222601	"
BT -	S/Sgt.	BLACK	JAMES	P.	39300495	"
TG -	Sgt.	NICHIE	JOHN	M.	13156041	"
LWG-	Sgt.	RICE	EDWARD	J.	16096299	"
RWG-	S/Sgt.	HOLLAND	THOMAS	H.	38211220	"

*Plane # 42-31467

P -	2nd Lt.	ROHNER	RONALD	R.	0803692	"
CP -	2nd Lt.	LEONARD	FRANK	W. SR.	0687311	"
N -	2nd Lt.	F/O JOHNSON (JOHNSON)	STANLEY	W.	T-61222	"
B -	2nd Lt.	SMETANA	EMIL	(MIL)	0688496	"
W -	S/Sgt.	MOREALE	JOHN	P.	36631508	"
PT -	S/Sgt.	SUROWSKI	RAY	L.	13128780	"
FG -	Sgt.	SEDERIS	JOHN JOHN	J.	32562499	"
LWG-	Sgt.	ARBOGAST	HOMER	P.	17127220	"
RWG-	Sgt.	BARKER	CLIFFORD	E.	35368934	"

*Enter complete number of aircraft

** Designate Engineer

RWG Sgt REIF LOWELL A 12111810

DUTY	RANK	LAST (Name)	FIRST	MI	ASN	SQUADRON
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Airplane No. 12-31081 *

P.	1st Lt.	PIPER	HARRY	L. Jr.	0740930	613th
CP.	2nd Lt.	HELLMUTH	GEORGE	J.	0748646	"
N	2nd Lt.	COVENTRY	JAMES	A.	0678616	"
B	2nd Lt.	GIBSON	RAYMOND	E.	0676254	"
RO	T/Sgt.	WAGNER	ROBERT	E.	34209104	"
TT**	S/Sgt.	BATLEY	JAMES	M.	17016617	"
BT	Sgt.	BRANDT	GORDON	F.	16095987	"
TG	S/Sgt.	DEVITO	MICHAEL	F.	12155471	"
LWG	S/Sgt.	MOORE	ROYCE	W.	18051910	"
RWG	S/Sgt.	KERR	ROBERT	V.	19094519	"

Airplane No. 12-39846 *

P	2nd Lt.	NESS	CHARLES	E.	0802852	"
CP	2nd Lt.	ROBERT	CHARLES	A.	0-626397	"
N	2nd Lt.	SCHWARTZ	BENARD	(MMI)	0-689665	"
B	2nd Lt.	HOOVER	ROBERT	E.	0-688702	"
RO	Pvt.	STRONG	ROBERT	C.	6067253	"
TT**	S/Sgt.	KARL	RICHARD	(MMI)	33397179	"
BT	Sgt.	BEDELL	CHARLES	E.	32577472	"
TG	Sgt.	SMALLIN	JAMES	H.	39035600	"
LWG	Sgt.	LEKING	ROGER	T.	35348050	"
RWG	Sgt.	PYNIGAR	FREDERICK	C.	31144508	"

Airplane No. 12-31202 *

P	1st Lt.	KEITH	WALTER	B.	0802411	"
CP	2nd Lt.	O'NEIL	EDWARD	T.	0745163	"
N	2nd Lt.	BLOOM	CARL	T.	0671335	"
B	2nd Lt.	BOWE	ROBERT	W.	0750895	"
RO	S/Sgt.	JOHNSON	ALVIN	A.	36184975	"
TT*	S/Sgt.	THAYER	BLISS	P.	12051078	"
BT	Sgt.	FRANKLIN	PAT	H.	16088190	"
TG	Sgt.	HIBBS	ARLIE	E.	36633189	"
LWG	Sgt.	ROBINSON	MARSHALL	D.	35277805	"
RWG	Sgt.	MCCARTHY	WILLIAM	A.	32479218	"

Airplane No. *

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

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

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

21 January

19 44

SUBJECT: Loading List.

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

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

*Plane # 42-39847

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	1st Lt.	CHAPMAN	ALVAH	H.	0461727	614th
CP -	Capt.,	HINKLE	CARL	C.	024829	"
N -	2nd Lt.	NOLTE	EDWARD	P.	0683296	"
B -	2nd Lt.	DEVILLE	FRANK	M.	0747581	"
RO -	S/Sgt.	Pyle	Robert	B.	15355829	"
TT -	S/Sgt.	Wison,	George	S.	35407356	"
BT -	S/Sgt.	Spatilson	Bruno	J.	33164854	"
TG -	2nd Lt.	EVANS	JACK	B.	0686899	"
LWG -	S/Sgt.	Dayton,	James	E.	39 032317	"
RWG -	S/Sgt.	Brennan	Michael	G.	31192434	"

*Plane # 42-39820

P *	2nd Lt.	ARNESON	VERNONOT	A.	0741875	614th
CP *	2nd Lt.	GATTIS	ELGIN	V.	0748622	"
N -	2nd Lt.	DEAN	JOHN	H.	0809551	"
B -	2nd Lt.	GILMORE	GEORGE	J. JR.	0682107	"
RO -	Sgt.	Arneson	Arlyn	C.	17155135	"
TT -	Sgt.	Shults	Clennie	C.	34472857	"
BT -	Sgt.	Provencher	Armand	L.	11083958	"
TG -	Sgt.	Schmidt	Richard	G.	36724944	"
LWG -	Sgt.	Shutes	Adrian	L.	13124339	"
RWG -	Sgt.	Trambitsky	Edward		12093118	"

*Plane # 42-39440

P -	1st Lt.	STIMSON	BOUDINOT		0799493	614th
CP -	2nd Lt.	LAULO	EDWIN	W.	0748793	"
N -	2nd Lt.	O'NEAL	JOHN	E.	0671169	"
B -	2nd Lt.	PPAFFMAN	JACK	L.	0749735	"
TG -	S/Sgt.	Sherman	Esbon	C.	31172258	"
TT -	S/Sgt.	Kukurin	Karl	E.	33301988	"
BT -	Sgt.	Melae	Paul	S.	32806521	"
TG -	Sgt.	LeSage	Alfred		13068963	"
LWG -	S/Sgt.	Sandford	Franke	W.	4458488	"
RWG -	Sgt.	Manouso	Carmon	L.	32582642	"

*Enter complete number of aircraft

** Designate Engineer

DUTY	RANK	LAST (Name)	FIRST	MI	ASN	SQUADRON
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Airplane No. 42-59881 *

P.	1st Lt. CARMACK,	VERNON	K.	0802719	614th
CP.	2nd Lt. HARKER,	ROBERT	W.	0805448	"
N	2nd Lt. HASKINS,	CECIL	A.	0685604	"
B	2nd Lt. WHITE	WILLIAM	C.	0679423	"
RO	T/Sgt. Timms,	Glenn	A.	32481704	"
TT**	T/Sgt. Slate	Chester A.	A.	14134208	"
BT	S/Sgt. Ames	Ensign	S.	6864052	"
TG	S/Sgt. Price	John	R.	16151789	"
LWG	S/Sgt. Wanko	Charles	F.	12180793	"
RWG	S/Sgt. Harlow	Glewy	D.	36428472	"

Airplane No. 42-81458 *

P	2nd Lt. STINE	ROBERT	O.	0803891	614th
CP	2nd Lt. ARNOLD	ROBERT J	J.	0752209	"
N	2nd Lt. MILLER	LEE	S.	0809680	"
B	2nd Lt. HENRIC	WALTER	P.	0682091	"
RO	Sgt. Keeney	Frank	K.	32623979	"
TT**	S/Sgt. EMMA Tweed	Stanley	A/	34208697	"
BT	Sgt. Risi	John	M	13176766	"
TG	Sgt. Prager	Gilbert	EE	32714501	"
LWG	Sgt. Thill,	Richard	W	16146854	"
RWG	Sgt. Phillips	Edward	J.	33398665	"

Airplane No 42-51098 *

P	2nd Lt. WALSH	ROBERT	F	0804771	614th
CP	2nd Lt. SCHULZ	JOHN		0542593	"
N	2nd Lt. GOODWIN	WAYNE	R.	0688430	"
B	2nd Lt. PARKER	GUY	R.	0748098	"
RO	S/Sgt. Zappella	Vincent		32576092	"
TT*	S/Sgt. Stallcup	Mose	R.	36186641	"
BT	Sgt. Collie	Ferry	O	36427882	"
TG	Sgt. Hrgoch	Ludvick	J.	19180843	"
LWG	Sgt. Cartmell	Charles	M	35560963	"
RWG	Sgt. Layland	John	M	37457551	"

Airplane No. *

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

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

*

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615th ~~OFFICE OF THE OPERATIONS OFFICER~~
APO # 634

21 January 1944

19

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 # 42-37233

DUTY	RANK	LAST NAME)	FIRST	(MI)	A.S.I.	SQUADR
P -	1st Lt.	Lewis	Clyde	A	0-800908	615th
CP-	2nd Lt.	Button	Emmett	S	0-884790	615th
N -	1st Lt.	Katon	William	N	0-749643	615th
B -	1st Lt.	Arnold	Harold	S	0-881515	615th
RO-	Sgt.	Miner	Clarence	R	12093509	615th
**TT-	T/Sgt.	Weber	Malvin	C	37361444	615th
BT-	S/Sgt.	Howell	James	E	35398898	615th
TG-	S/Sgt.	Gushing	Leonard	H	19074827	615th
LWG-	S/Sgt.	Toah	William	A	38431664	615th
RWG-	Sgt.	Kendrick, Jr.	Joseph	W	14180904	615th

*Plane # 42-31081

P *	1st Lt.	Dempsey	Ralph	H	0-800848	615th
CP *	2nd Lt.	Mitchell	Lewis	A	0-880678	615th
N -	1st Lt.	Sellers	Lloyd	W	0-736661	615th
B -	2nd Lt.	Wolfe	Ralph	W	0-876904	615th
RO -	S/Sgt.	Beller	James	E	6857280	615th
**TT -	T/Sgt.	Zander	Harold	S	33340304	615th
BT -	S/Sgt.	Sweeps	William	H	18338388	615th
TG -	S/Sgt.	Knapp	Phil	H	39540171	615th
LWG -	S/Sgt.	Fatica	Battista	J	38324899	615th
RW -	S/Sgt.	Merlino	Frank	A	31208180	615th

*Plane # 42-31069

P -	1st Lt.	Kaminaki	Vincent	(NMI)	0-802408	615th
CP -	2nd Lt.	Campbell	Paul	E	0-746814	615th
N -	2nd Lt.	Hildinger	Lawrence	J	0-734914	615th
B -	2nd Lt.	Gallagher	Joe	C	0-879495	615th
RO -	S/Sgt.	Chenham	Elmer	R	14182380	615th
**TT -	S/Sgt.	Draginis	Donald	L	16133104	615th
BT -	Sgt.	Brown	Saul	H	39478558	615th
TG -	Sgt.	Erham	Richard	J	17108710	615th
LWG -	Sgt.	Powell	Gerald	J	3848204	615th
RWG -	Sgt.	Loacholt	Jay	T	14125585	615th

*Enter complete number of aircraft

** Designate Engineer

PLANE	RANK	LAST(NAME)	FIRST	(MI)	A.S.N.	SQUADRON
*Plane # 42-31193						
P	2nd Lt.	Brimble	William	W	0-802881	615th
CP	2nd Lt.	Shantz	Fred	L	0-745197	615th
B	2nd Lt.	Gury	Ever	G	0-870087	615th
B	S/Sgt.	Mackey	Jack	L	14041893	615th
RO	S/Sgt.	Tracey	Edward	(HMI)	32143812	615th
*PT	Sgt.	Schaffer	John	E	34305330	615th
BT	Sgt.	Asbell	William	F	1418363	615th
IG	Sgt.	Acker	Joseph	F	8988455	615th
WG	Sgt.	Courted	Paul	E	35494839	615th
WG	Wgt. 2nd Lt.	Lenke	Beryle	L	0-890673	615th

PLANE	RANK	LAST(NAME)	FIRST	(MI)	A.S.N.	SQUADRON
Plane # 42-31414						
P	2nd Lt.	Van Dyckle	Leon	G	0-804431	615th
P	2nd Lt.	Woods	Mitchell	E	0-887781	615th
P	2nd Lt.	Monfort	Richard	L	0-887880	615th
P	2nd Lt.	Groski	Stanley	R	0-888887	615th
RO	S/Sgt.	Glonak	Joseph	J	33078829	615th
*PT	Sgt.	Hack	Raymond	A	32554969	615th
P	Sgt.	Lamb	Donald	(HMI)	39444211	615th
P	Sgt.	Duke	Charles	H	33272742	615th
IG	Sgt.	Roberts	Ralph	G	11088244	615th
IG	Sgt.	Faganella	Albert	(HMI)	18200866	615th

PLANE	RANK	LAST(NAME)	FIRST	(MI)	A.S.N.	SQUADRON
Plane # 42-40057						
P	2nd Lt.	Gardner	Edward	T	0-743881	615th
P	Capt	Gould	George	(HMI)	0-900801	615th
P	2nd Lt.	Gouger	Carroll	A	0-808038	615th
P	2nd Lt.	Foster	John	L	0-885783	615th
P	Sgt.	Monnes	Fred	(HMI)	18187401	615th
P	Sgt.	Minard	Dale	W	18185803	615th
P	Sgt.	Fiasza	Peter	J	3862312	615th
P	Sgt.	Bosowski	Stephen	R	38561339	615th
IG	Sgt.	Erupia	Salvatone	A	12133746	615th
WG	Sgt.	Durben	Francis	J	17154973	615th

Plane # _____

P - _____

CP - _____

RO - _____

PT - _____

BT - _____

IG - _____

WG - _____

WG - _____

* Enter complete number of aircraft

* Designate Engineer

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

21 January 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 21 JANUARY 1944

TAKE-OFF: 1200. Nil to 1/10 cirrostratus, 18-20,000'. Visibility 5 miles. Surface wind 250 deg. at 22 mph with gusts.

ROUTE OUT: Nil to 1/10 stratocumulus over England and the Channel, increasing to 3-5/10 stratocumulus over the French coast, tops 8-10,000'. Nil medium. Nil high. Visibility unlimited aloft.

TARGET: 1427. 3-5/10 stratocumulus over target increasing to 6-8/10 immediately south of the target, tops 8-10,000'. Nil medium. Nil high. Visibility unlimited aloft.

ROUTE BACK: 3-5/10 stratocumulus over French coast, decreasing to nil to 1/10 over channel, tops 8-10,000', increasing again to 3-5/10 stratocumulus near bases, base 3,000', tops 5-6,000'. 3/10 cirrostratus above 25,000' over England. Visibility unlimited aloft, decreasing to 5 miles near bases.

BASES ON RETURN: 1510. 7/10 stratocumulus, base 3000', tops 4-5000'. 3/10 cirrostratus above 25,000'. Visibility 5 miles. Surface wind 250 deg. at 21 mph.

REMARKS: No contrails from bombers at 20,000'. Contrails noted from fighters at about 30,000'. Winds aloft: 12,000', 290 deg., 41 knots; 16,000', 340 deg., 56 knots. Temperature at 20,000', -20 deg.

Arthur B. Street

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

OPERATIONAL ROUTE FORECAST

DATE January 21, 1944
PERIOD 1130-1730
Hq SOS USAPP 9-43/90W/15227

	A	B	C	D
WEATHER	Partly cloudy becoming cloudy at mid-channel.	Cloudy	Cloudy becoming partly cloudy at English coast with haze over England	
CLOUDS	6/10 stratocumulus, base 2000 ft., top 4-5000 ft. becoming 4-6/10 at mid-channel, top 6000 ft., and 5-7/10, top 6000 ft., at continental coast with some large breaks. Nil medium clouds. Patchy 3-5/10 cirrus above 24,000 ft.	5-7/10 stratocumulus, top 6000 ft., with some extensive breaks especially north of 51° and south of 50°. Nil medium clouds. 3-5/10 cirrus above 24,000 ft. <u>NOTE:</u> Persistent contrails above 20,000 ft.	5-7/10 stratocumulus, top 6-8000 ft. over channel breaking to 3-5/10 stratocumulus, base 2000 ft., top 6-7000 ft. at English coast and to bases. Nil medium cloud. 3-5/10 cirrus above 24,000 ft.	
ICING	4000 ft. - Light rime in low clouds.	4000 ft. - Light rime in low clouds.	4000 ft. - Light rime in low clouds.	
VISIBILITY	2-4 miles, or better, becoming 8 miles plus, at English coast.	8 miles plus.	8 miles plus, becoming 1-3 miles over England.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	260 25 knots plus 7			
5000 FT	270 35 " minus 2			
10000 FT	260 45 " minus 11			
15000 FT	260 50 " minus 21			
20000 FT	250 60 " minus 32			
25000 FT	250 65 " minus 44			
FT				

BASE ALTIMETER SETTING 30.21 TARGET SURFACE TEMP Plus 7 TARGET MEAN TEMP Minus 12
TEMP. AT 20000 FT. Minus 32 TARGET SURFACE (PRESSURE-ALT) Minus 94

HEADQUARTERS
STATION NO. 128
APO 634

21 January, 1944

SUBJECT: 8-4 Combat Mission Report on Mission 21 January, 1944.

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

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

Rheostats Out (1) Cylinder Head Temperature Gauge Out (1)
Tail Wheel Warning Lights Out (1)
Bomb Bay Door Motor Out (1) Flux Gate Compass Out (1)

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

Defective Solenoid (1)
Leaking Vickers Unit (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

F/E

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

Station No. 128
A.P.O. No. 634
21 January, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

None

2. Battle Damage.

a. 42-31511 - Flak hole in center of left wing top near station 27; Flak tear in trailing edge of left aileron, out rivets on trim tab; Flak hole in bottom of right wing near station 14; Small flak hole in leading edge of right wing at about station 16; Flak hole in top right wing near station 30; Flak hole in leading edge of # 4 ring cowling, near center.

b. 42-39979 - Large flak hole in right outboard air duct, right wing; Broken push rod on # 7 cylinder of # 4 engine; caused by flak; Flak hole in right side of vertical stabilizer, near station 6f; Slight cut on left side of vertical stabilizer, where flak attempted to exit; Flak hole in vertical stabilizer, station 10; Flak hole in left de-icer boot between # 1 and # 2 engine; Flak hole in right side of fuselage, near station 3b, bottom side; Flak hole in left side of chin turret; Flak hole in left front glass of upper turret.

c. 42-39765 - Flak hole in bottom of right wing, just below leading edge near station 21; Flak hole in center of right wing, bottom, near station 21; Two flak holes in leading edge of right horizontal stabilizer, near station 208; Flak hole in horizontal stabilizer, entered near station 130, bottom, and exit near station 78, top side; Flak hole just below leading edge of left wing near station 32; Left windshield shattered by flak.

d. 42-31087 - Flak hole in bottom of right wing, near station 8.

e. 42-40080 - Flak hole in bottom of right wing, near station 29.

SUBJECT: Mission Summary Report. (continued)

f. 42-31467 - Numerous flak holes in both wings, braces and stringers broken and damaged; Flak hole through left horizontal stabilizer; Two flak holes in bottom of fuselage, near nose section; Flak hole in # 1 ring cowl, # 3 cylinder fin bent; Flak hole in # 1 ring cowl, # 4 cylinder damaged.

g. 42-31072 - Numerous flak holes in both wings, internal structure damaged; Two flak holes through fuselage on each side of waist position; Flak hole through fuselage, near nose section; Flak hole through vertical stabilizer, near top; Flak hole in right side of vertical stabilizer, near center; # 3" rip in fabric on left side of rudder; Small rip in fabric on right side of rudder; Fabric of left and right ailerons torn by flak; Several flak holes in left and right horizontal stabilizers.

h. 42-31081 - Small flak hole through left wing tip; Right tire damaged by flak; Small flak hole in bottom of left horizontal stabilizer.

i. 42-39881 - # 4 propeller and part of engine shot away by flak; # 4 oil cooler damaged by flak; Flak hole in right elevator; Flak hole in left horizontal stabilizer; Flak hole in fuselage at tail gunners compartment; Small flak holes in left and right wings; Flak hole in # 3 nacelle, damaging rocker box cover; Small holes in fuselage at waist position.

j. 42-39847 - Several flak holes in wings and ailerons, left de-icer boot slightly damaged; Two flak holes in bomb bay doors; Flak hole in accessory cowl, severing main fuel line; Flak hole in fuselage, near ball turret; Two flak holes in fuselage, near waist position; Four flak holes in left side of vertical stabilizer; Several flak holes in fuselage, near tail; Flak hole in lower edge of rudder; Tail wheel tire damaged by flak.

k. 42-97440 - Numerous flak holes in left and right wings, fuel tanks punctured, rear spar damaged; 2" X 3" flak hole in left side of fuselage, left of upper turret, stringer cut; 2" flak hole in left side of fuselage, near station 7, two stiffeners cut; 2" flak hole in bottom of fuselage at station 3, stiffener cut; 2" flak hole in left side of fuselage, near leading edge of wing; Three flak holes in left horizontal stabilizer; Large flak hole in # 3 ring cowl, rocker box damaged.

l. 42-31098 - Flak hole in # 1 ring cowl, ignition wire out; Small flak hole in # 4 push rod; Several flak holes in left and right wings.

m. 42-31488 - Small flak hole in bottom of left wing, outer panel.

SUBJECT: Mission Summary Report (continued)

n. 42-39820 - Numerous flak holes in left and right wings; Two flak holes in right side of vertical stabilizer; Large flak hole in right bomb bay door, stiffener broken; Small flak hole in bottom of fuselage, near nose section; Flak hole through right horizontal stabilizer; Small flak hole in # 2 collector ring.

o. 42-37833 - Several flak holes through right wing, near tip, wing and aileron badly damaged; Flak hole through left wing tip; Flak hole in bottom of fuselage, in front of tail wheel well; Flak hole through left horizontal stabilizer; Two flak holes through fuselage, near tail; Flak hole in leading edge of vertical stabilizer, de-icer boot damaged; Small flak hole in left side of fuselage, below Pilot's Compartment; Large flak hole in top of fuselage, rear of upper turret; Flak hole in upper turret.

p. 42-31069 - Small flak hole in left landing light; Small flak hole in bottom of left wing, inner panel, near trailing edge.

q. 42-31193 - # 1 propeller feathering line damaged by flak; Three small flak holes in top of left elevator.

r. 42-40057 - Several flak holes in right wing; Flak hole through left horizontal stabilizer; Small flak hole through fuselage, in front of horizontal stabilizer; Small flak hole in # 1 oil cooler fairing.

s. 42-31414 - Two flak holes in # 2 ring cowl, # 2 propeller nicked; Small flak hole in left bomb bay door; Small flak hole in left side of fuselage, beneath waist position; Small flak hole in right side of vertical stabilizer; Navigator's window on right side broken by flak.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>
19	2	17	19

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

ENG File

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

Station No. 128
A.P.O. 634
21 January, 1944

SUBJECT: Armament Narrative, Mission No. 16, 21 January, 1944

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

1. The following Armament malfunctions were reported at the conclusion of the Mission of 21 January, 1944.

a. One right ball turret gun had a defective solenoid.

b. One Vickers Unit had slight leak.

c. One right waist gun Feed Lever Stud was riding out of bolt camways.

d. Bomb Bay Door Mechanism of one ship froze in flight and bomb load could not be dropped and ship returned with bombs.

e. Bomb Bay Door Mechanism of one ship froze in flight and bomb load could not be dropped over target but was later jettisoned over Channel. This condition was not reported by crew to Armament section upon return to home station.

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

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

21 January 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.

42-31511

1. Flak hole in center of left wing top near station 27.
2. Flak tear in trailing edge of left aileron. Cut rivets on trim tab.
3. Flak hole bottom of right wing near station 14.
4. Small flak hole in leading edge of right wing at about station 16.
5. Flak hole in top of right wing near station 30.
6. Flak hole in leading edge #4 ring cowl at about 3 o'clock.

42-39979

1. Large flak hole right outboard air duct (right wing).
2. Broken push rod on #7 cylinder of #4 engine. Caused by flak. ✓
3. Flak hole in right side of vertical stabilizer near station 6f. Slight cut on left side of stabilizer where flak attempted to exit.
4. Flak hole in vertical stabilizer near station 10. In left side out right.
5. Flak hole in left de-icer boot between #1 & 2 engine.
6. Flak hole in right side of fuselage near bottom at about station 3b.
7. Flak hole in left side of chin turret
8. Flak hole in left front glass of upper turret.

42-39765

1. Flak hole in bottom of right wing just below leading edge near station 21.
2. Flak hole in center of right wing, bottom near station 21.
3. Two flak holes in leading edge of right horizontal stabilizer near station 208.
4. Flak hole in horizontal stabilizer. Flak entered near station 130 in bottom and made exit near station 78 through top.
5. Flak hole just below leading edge of left wing near station 32.
6. Left windshield shattered by flak.

(battle damage report cont'd)

42-31087

1. Flak hole in bottom of right wing near station 8.

42-40050

1. Flak hole in bottom of right wing near station 29.

42-37856

1. Negative battle damage.

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

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

21 January 1944

SUBJECT: Battle Damage Report

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

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4. Flak hole in vertical stabilizer near station 10. In left side out right.
5. Flak hole in left de-icer boot between #1 & 2 engine.
6. Flak hole in right side of fuselage near bottom at about station 3b.
7. Flak hole in left side of chin turret
8. Flak hole in left front glass of upper turret.

42-39765

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2. Flak hole in center of right wing, bottom near station 21.
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4. Flak hole in horizontal stabilizer. Flak entered near station 130 in bottom and made exit near station 78 through top.
5. Flak hole just below leading edge of left wing near station 32.
6. Left windshield shattered by flak.

(battle damage report cont'd)

- | | |
|----------|--|
| 42-31087 | 1. Flak hole in bottom of right wing
near station 8. |
| 42-40050 | 1. Flak hole in bottom of right wing
near station 29. |
| 42-37856 | 1. Negative battle damage. |

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