

R E P O R T O F O P E R A T I O N A L
D A Y

MISSION No. **12**

Date: **5 JAN. 44**

TO: **TOURS , FRANCE**

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

5 January 1944

SUBJECT: Leader's Narrative, Mission No 12, 5 January 1944.

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

1. The 401st Group made an individual assembly at 15,000 feet. The Wing formed satisfactorily, but we left Deenethorpe late. We cut corners and made the Division Assembly on time. We went slightly past Splasher 11 and as a result I asked the Division Leader to do a double drift to the left, which he did.

2. We proceeded on to the IP and then to the target accompanied by our fighters. We bombed the target, made the Wing rally good, and followed the Division Leader out.

3. The remainder of the trip was uneventful except that the low group left the Wing formation too early.

4. Recommend that Wings be held to two groups and that the Division be divided when practicable into smaller forces. The timing is made easier, maneuverability is increased and interference on the bomb run is eliminated.

HARRIS E. ROGNER,
Lt. Col., Air Corps,
Group Leader.

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

E-C-1

5 January 1944

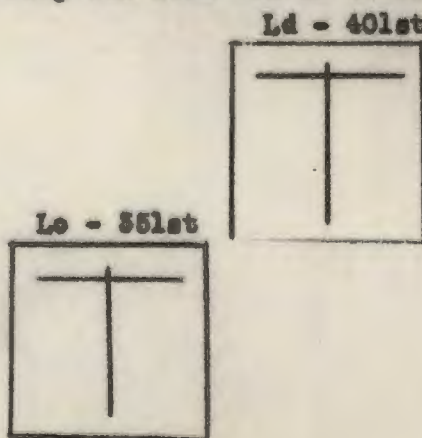
SUBJECT: Operational Narrative, Mission No 18, 5 January 1944.

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

1. Seventeen (17) aircraft took off for the mission of 5 January 1944. Two ships, Nos 42-97448 and 42-37848 made late takeoffs and failed to join the Group; they returned early. Fourteen (14) ships flew the briefed route and bombed the target. Ship 42-39904 flew the briefed route and flew over the target but did not bomb due to a malfunction. Group, Wing and Division assemblies were normal. Control Point times were made good at Division assembly. Two ships from other Groups (unidentified) joined the Group and bombed the target. A total of 16 ships thus bombed with the 401st box. Meager flak was encountered. Enemy fighter formations were sighted, but fighter cover was excellent and no fighter attacks were made on the 401st Group. Bombing results are not yet known; pictures are being developed. All ships returned to the home base; no battle damage resulted.

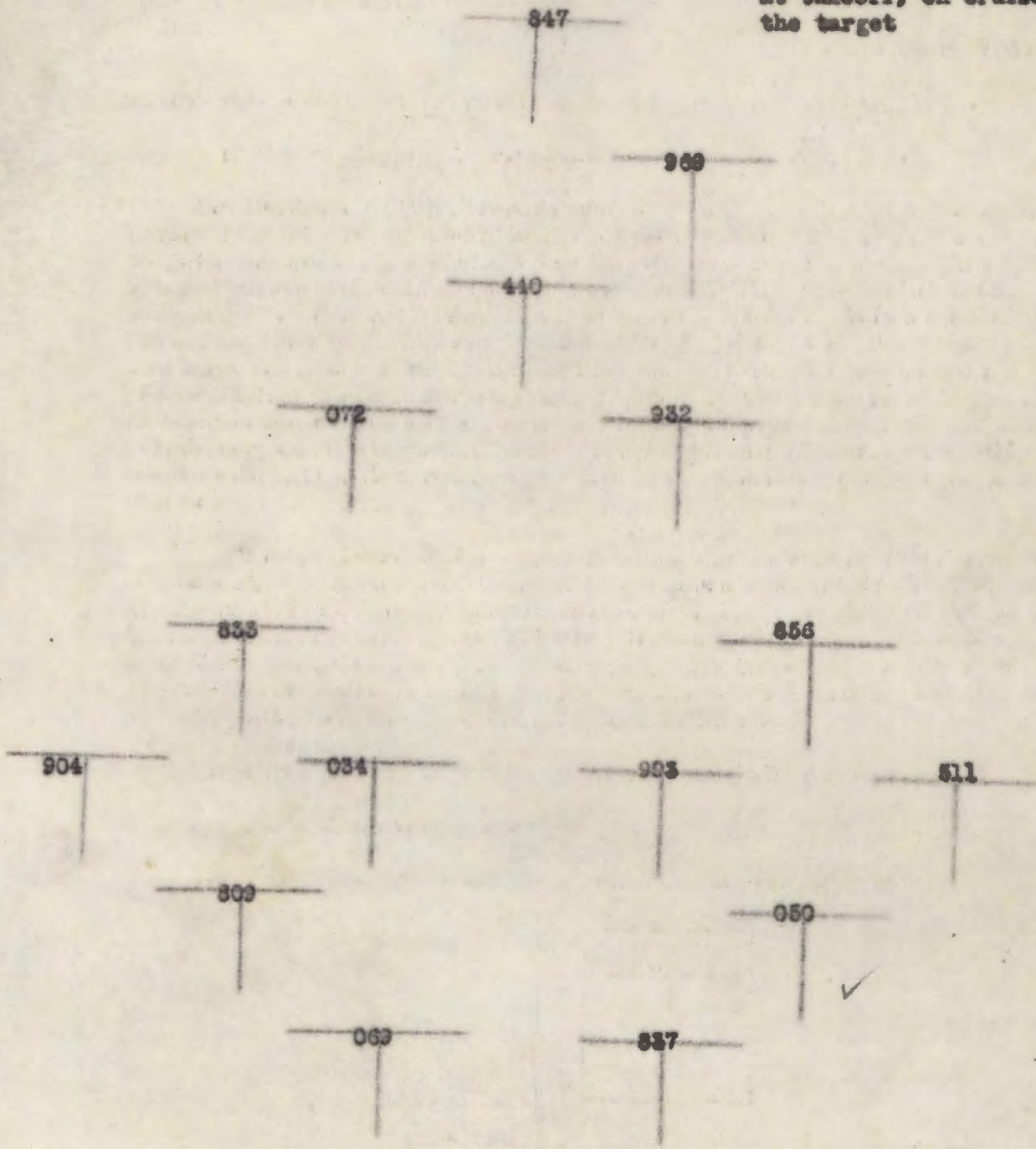
a. It is recommended, for ease of maneuvers, better assembly, and especially better bombing, that two box wings be used. They are highly satisfactory. If two wings, regular 5 minute interval, are used in the Division assembly, with 6 to 10 minutes between these two wing units, much less confusion in Division assembly and in bombing would result. Fighter cover would not be impaired as the total increase in time for a six wing division would be only 15 to 20 minutes.

2. Formation at takeoff and on cruise (Diagram attached).
3. Formation over the target (same as 2 above).
4. The 401st Group was lead box in a two-box Wing.



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

Pertains to par 2 & 3 of
narrative report - Formation
at takeoff, on cruise and over
the target



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

5 January 1944

SUBJECT: Statistical Summary for Mission of 5 January 1944.

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

1. Statistical Summary of Aircraft Attacking, as follows:

Number of A/C Taking Off.....	17
Unused Spares.....	0
A/C Taking Off Less Unused Spares.....	17
Number of A/C Leaving England.....	15/16 <i>(7 engines)</i>
Number of Sorties.....	15/16 <i>(3 engines)</i>
Number of A/C Attacking.....	14
Number of A/C Not Attacking.....	1

Number of A/C Lost

To Flak	-0
To Flak & E/A	-0
To E/A	-0
Accident	-0
Crash	-0

2. Tabular Summary of Disposition of Bombs, as follows:

Main Bomb Fall, Tours, France

Aircraft		Bombs				
Over Target	Bomb- ing	Number	Size	Type	Nose	Fusing Tail
Target of 401st -15	14	223	250	M-57	1/10	1/100
Total Bombs on Target		223	250	M-57	1/10	1/100
Other Bomb Expenditures		1	250	M-57	x	x
Bombs Returned		48	250	M-57	x	x
Total (Loaded on A/C T.O)		272	250	M-57	1/10	1/100

**KEN W. DAUBLE,
 Capt, Air Corps,
 Air Statistical Officer.**

GROUP FORMATION

Combat Flight Leader: LT. COL. ROOPER 1944 (Date)
 Deputy Flight Leader: CAPT. HINKLE
 Group Call Sign: RAGNED WHITE Fighter Call Sign _____
 Ground Control: _____

SQDN
614

<u>CANTON (ROOPER)</u> A/C#	
<u>3</u>	<u>9847</u>
<u>CALL SIGN</u> <u>G.S.</u> A/C#	<u>CALL SIGN</u> <u>(HINKLE)</u> A/C#
<u>X</u> <u>9939</u>	<u>X</u> <u>1036</u>
<u>CALL SIGN</u> <u>G.S.</u> A/C#	
<u>Y</u> <u>7440</u>	
<u>CALL SIGN</u> <u>G.S.</u> A/C#	<u>CALL SIGN</u> <u>(HINKLE)</u> A/C#
<u>Z</u> <u>1072</u>	<u>Z</u> <u>7449</u>

<u>613</u> SQDN		<u>613</u> SQDN	
<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>1</u> <u>7355</u>	<u>1</u> <u>1033</u>	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>2</u> <u>9904</u>	<u>2</u> <u>7845</u>	<u>3</u> <u>9995</u>	<u>4</u> <u>9932</u>
<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>3</u> <u>7802</u>	<u>5</u> <u>0050</u>	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>4</u> <u>1069</u>	<u>6</u> <u>1034</u>	<u>6</u> <u>9837</u>	<u>7</u> <u>1511</u>
<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>5</u> <u>7855</u>	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#

SPARES

<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>1</u> _____	<u>1</u> _____	<u>2</u> _____	<u>2</u> _____
<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#	<u>CALL SIGN</u> A/C#
<u>3</u> _____	<u>3</u> _____	<u>3</u> _____	<u>3</u> _____

HEADQUARTERS
AAF STATION 128
APO 634 U. S. Army

5 January 1944

SUBJECT: Lead Bombardier's Narrative, Mission No. 12, Tours, France

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

1. At the I. P. our group, which was the Lead Group, took a heading of 220° Mag. The target area was plainly visible from the I. P. due to the bombing of the previous groups preceeding our wing. Immediately picking up the target area in the telescope, I began killing the drift. As we did not expect, or see, any flak, no evasive action was used. By the time the drift was killed, the MPI, a group of hangers on the south side of the airdrome, was plainly visible. With small corrections, my range and deflection were soon killed. I aimed at the far end of the hangers. At the instant the indices met, I salvoed my bombs and at the same time signaled the Navigator to flash a continuous green light with the Adlis Lamp. I watched the bombs all the way to the ground and saw that they had hit short of the target.

2. I can figure out no reason why the bombs hit short, as I was synchronized in a manner I considered very good, and at the same time, I was aiming for a spot over the target. In checking the data put into the bombsight both before and after "Bombs Away", I could find no error.

THOMAS L. CAMERON
1st Lt. A. C.
Lead Bombardier

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

5 January 1944

SUBJECT: Group Bombardier's Narrative, Mission No. 12, Tours, France

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

1. Fifteen (15) of our aircraft crossed the target carrying 240 X 250 M-57 GP Bombs. Fourteen (14) Aircraft released 223 X 250 GP at the target. A/G 42-39904 returned with 16 bombs that failed to release at the target; toggle switch and pilots A-S emergency release failed to function. A/G 42-39837 had one bomb hang up but released 15 seconds later.

JULIUS PICKOFF
Captain, Air Corps
Group Bombing Officer

BOMBARDIER'S LOG

TARGET TOURS, FRANCE ELEVATION 350 ft. TAKE OFF 0831

DATE 5 January 1944 ESCORT B-17's

* FILL IN BEFORE TAKE OFF ** FILL IN AFTER LANDING x FILL DURING FLIGHT
 DESCRIPTION AND REMARKS -----

*Pressure Altitude of Target	<u>-150</u>	**Type & Size of Bombs	<u>M-57 250 # GP</u>
*Altimeter Setting	<u>90.54</u>	**No. of Bombs Loaded	<u>16</u>
*Ind. Altitude	<u>20,000</u>	*Fuzing: Nose	<u>1/10</u>
		Tail	<u>1/100</u>
		**Initial Point Ordered	<u>A7 A7H 01 04E</u>
		Actual	<u>Same</u>
*True Altitude above Target	<u>19,825</u>	xLength of Run	<u>31 M</u>
		*Time of Run	<u>I</u>
x Air Speed (MPH)	CIAS <u>150</u>	TAS * Mag Head Ordered	<u>223</u>
		*Mag Head Actual	<u>220</u>
*Ground Speed	*Est <u>300</u> **Actual <u>250</u>	x Time of Release	<u>1151</u>
		**No of Bombs Released	<u>16</u>
Drift	*Forecast <u>10L</u> xActual <u>9L</u>	**Type of r Train Release	<u>Individual</u>
		Salvo	<u>X</u>
		Returned	<u></u>
*Actual Range		x Point of Impact	<u>Short</u>
xTan Drop Angle	*Est <u>.74</u> *Actual <u>.70</u>	** Airplane Type	<u>B-17 C</u>
		No.	<u>42-39847</u>
XDisc Speed	<u>141.8</u>	xTrail	<u>82</u>
		** Pilot	<u>Lt. Col H. E. Fogner</u> <u>Lt. A. A. Chapman</u>
**Time of Fall	<u>37.98</u>	** Navigator	<u>Lt. C. M. Smith</u>
		Bombardier	<u>Capt. J. F. Egan</u> <u>Lt. T. L. Cameron</u>
**B.S. Type and No.	<u>M-9</u>		

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual
	*Est	xActual	*Est	x Actual	*	x
1000						
3000						
5000						
10000	<u>20</u>		<u>45</u>		<u>-13</u>	
15000	<u>20</u>		<u>65</u>		<u>-19</u>	
20000	<u>10</u>	<u>350</u>	<u>85</u>	<u>69</u>	<u>-28</u>	<u>-22</u>
22000						
24000	<u>10</u>		<u>100</u>		<u>-41</u>	
26000						
28000						
30000	<u>90</u>		<u>110</u>		<u>-51</u>	

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

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

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² Lt. T. L. Cameron DATE 5 January 1944

PILOT² Lt. Col. Rosner TAKE OFF 0831

NAVIGATOR² Capt. J. V. Egan LANDED 1427

ORGANIZATION 401st Squadron AIRPLANE B-17G
Group

OBJECTIVE³ Tours, France Airfield

AIMING POINT (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK⁴ _____
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 15 COMPOSITE GROUP _____

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

DEFLECTION AND RANGE SIGHTING, GROUP Group Lead COMPOSITE GROUP _____

RANGE SIGHTING ONLY. GROUP _____ COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES B-57 250 # GP

NUMBER OF BOMBS LOADED 16 RELEASED 16

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION⁵ On Fast Slow

INFORMATION AT RELEASE POINT⁶ _____

Altitude of target <u>350</u>	MAG. HEAD. Order <u>223</u> Actual <u>220</u>
True Altitude above target <u>19,825</u>	True Heading <u>230</u>
Wind Altitude <u>20,000</u>	Drift, Est. <u>10L</u> Actual <u>9L</u>
Pressure altitude of target <u>-158</u>	True Track _____
Altimeter setting <u>30.54</u>	Actual Range _____
M.I.A.S. <u>150</u>	B.S. Type <u>B-9</u>
M.A.S. <u>210</u>	Time of release <u>1151</u>
M.S., Est. <u>900</u> Actual <u>250</u>	Length of Bombing Run <u>912</u>
Wind Direction, Metro <u>10</u> Actual <u>350</u>	Intervalometer setting <u>Min</u>
Wind Velocity, Metro <u>85</u> Actual <u>63</u>	C-1 Pilot <u>Yes</u>
M.S. <u>143</u> Trail <u>82</u> ATF <u>37.98</u>	A-5 Pilot _____
MAN. D.A. Est. <u>.74</u> Actual <u>.70</u>	Manual PILOT _____

TYPE OF RELEASE⁷ Salvo
 Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN⁸ SHORT

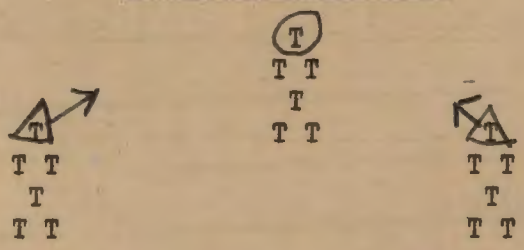
NAVIGATION DATA:⁹

MEAN TEMP. METRO -28 ACTUAL -22

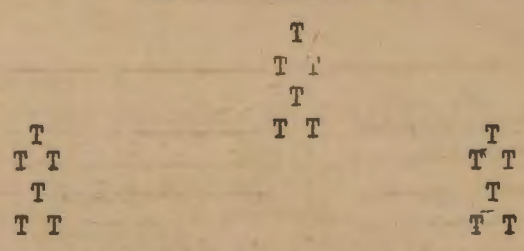
WINDS



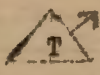
ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000	<u>10</u>	<u>950</u>	<u>85</u>	<u>63</u>	<u>-28</u>	<u>-22</u>
22000						
24000						
26000						
28000						
30000						

METHODS OF BOMBING¹⁰



COMPOSITE GROUPS¹¹



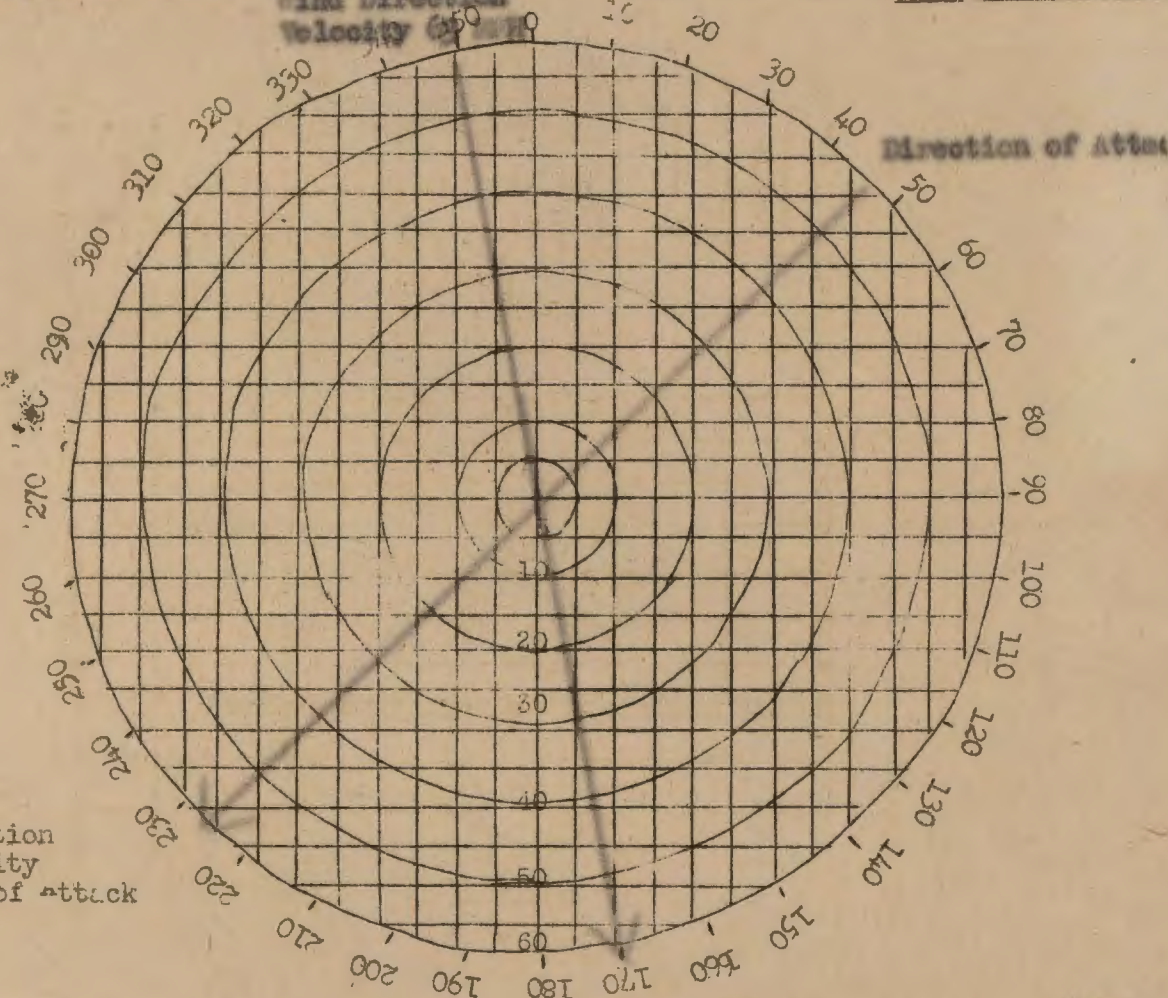
- Bombardier making complete sighting operation - - - 
- Bombardier making range operation only - - - 
- Bombardier dropping on leader, with arrow indicating leader's position - - - 

OF BARDIERS INDIVIDUAL PLOT

GROUP 401st
TARGET Target, PW Camp
METHOD OF BOMBING By Group, lead sight
ALTITUDE 20,000

↑
N
TOTAL BOMBS CARRIED _____
TOTAL BOMBS AT TARGET _____
TOTAL BOMBS HITTING TARGET _____
TOTAL ACCOUNTED FOR _____
TOTAL UNACCOUNTED _____

Wind Direction _____
Velocity _____



Plot
Wind Direction _____
Wind Velocity _____
Direction of Attack _____

For Combat use form as
thousand foot concentric
circles..... For practice
use form as one hundred
foot concentric circles

Remarks:

- 15 A/C Crossed the target carrying 240 X 250 M-57 GP Bombs
- 14 A/C Released 123 X 250 GP Bombs at the target
- 1 A/C had 1 bomb hang up which was released later
- 1 A/C ~~returned~~ returned 16 Bombs due to rack malfunction

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission flown 5 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 0831 hours.
 - b. Group formed at 0920 hours at 12,000 feet.
 - c. Formed CBW at 0953 hours at 12,000 feet.
 - d. Began climb at 0957 hours.
 - e. Reached altitude at 1000 hours.
 - f. Weather encountered over England:
 - (1) Clouds 2 /10ths
 - (2) Visability 10 miles.
 - (3) Wind at altitude 350 degrees 55 knots per hour
 - g. Means of navigation over England.
Gee D.R. Pilotage
 - h. Means of checking Metro Winds
Gee, Pilotage
 - i. Joined task force at 1056 hours at 10 miles off Coast (city, splasher, Coordinates)
 - j. Departed English Coast at 1053 hours.
Arrived at Enemy Coast at 1117 hours

h. **Time Requirements:**

- (1) Going in: 1112 hours.
- (2) Coming Back: 1156 hours.

l. **Wind used for bombing:**

- (1) 350 degrees.
- (2) 55 knots per hour.
- (3) How Determined:

Gee and Pilotage

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

- (1) Reached IP at 1142 hours.
- (2) Mag heading over target 220 degrees.
- (3) Altitude over target 19,000 feet.
- (4) Time bombs away 1151 hours.
- (5) Method of target Identification and weather over target:

By P. P. Pilotage and pattern over target

CAVU

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

Little Jamming on Gee

Radio compass unreliable Jamming

- o. Gee: 48 00N
- (1) Coordinates of furthest fix 08 05W.
 - (2) Time 1220 hours.

p. **Comments:**

Wing was four min. late departing from the English Coast in attempting to lose time to get behind the 1st CED on time.

SIGNATURE
JAMES F. EGAN
Captain, Air Corps
Lead Navigator



"TARGET"
Tours, France

Blue = Briefed Course
Red = Course Flown by 401st. Bomb. Gp.(H)

HEIGHTS IN FEET

Scale 1:2,890,000 (approx.) at 56°N.



ET"
nce

Preferred Course
used Flown by 401st. Bomb. Gp.(A)

HEIGHTS IN FEET

Scale 1: 2,890,000 (approx.) at 56°N.

Compiled and drawn at H.Q./G.S.G.S., 1943

FLIGHT PLAN

PILOT LT. COL. H. S. BOGNER

NAVIGATOR CAPT. JAMES E. EGAN

DATE 5 JANUARY 1944

STATIONS	0700	ENGINES	0805	TAXI	0815	T.O.	0830
LEAVE BASE:	0947						
COAST OUT:	1049						
ENEMY COAST:	1110						
I.P.:	1137						
TARGET:	1143						
ENEMY COAST:	1253						
English Coast	1333						

TIDES
High 0518
Low 1264

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

FAST WATCH _____ SLOW WATCH _____
 SECONDARY TARGET --- 48 03N 01 22E
 RATE _____ SEC'S GAINING PER HOUR _____ LOSING

LAST TIME OF TAKE OFF 1000 H. 190° 108 MI.

FROM TO	W/V USED	HEIGHT	IAS MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base (X)	20	12000	158	160	360	46	6	10	16	116	24	13 1/2	0947			
Grantham (4)	46		134										1002	Start	Climb	
52 54N 00 36W	20	13000	158	158	280	49	299	10	309	158	20	8	1010			
Nottingham (B)	50		131													
52 57N 01 09W	20	19000	158	168	185	43	188	10	198	230	99	26 1/2	1038			
Spl # 12 (C)	60		131													
51 19N 01 22W	10	20000	158	177	133	-21	112	10	122	202	27	7	1045	Control Point		
Spl # 11 (D)	72													1st CW from left	3min	
50 01N 00 51W	10	20000	158	183	173	-7	166	10	176	252	18	4	1049	Control Point		ahead
Selsey Bill (Z)	74													(Coast) IFF OFF	1092	
50 43N 00 47W	"	"	"	"	165	-9	156	10	166	248	89 1/2	21	1110	FRV		
47 17N 00 13W														Enemy Coast In		
"					151	-14	137	10	147	234	104	27	1137	I.F.	FRV	
47 47N 01 04E																
"					214	49	223	10	233	252	25	6	1143	Target		
Target																
47 26N 00 43E					301	42	323	9	332	142	30	13	1156	FRV		
47 42N 00 04E																
"					338 1/2	42	350 1/2	10	1/2	116	109 1/2	57	1253	Enemy Coast Out		
49 24N 00 56W					04	42	6	10	16	110	36	20	1313	IFF On In	1313	
50 00N 00 52W														Start Descent		
"	20	8000	170	182	04	45	9	10	19	131	44	20	1333	English Coast IN		
Selsey Bill	52		148													
50 43N 00 47W	20	5000	170	157	353	46	359	10	369	127	18	9	1342	S		
Spl # 11	33															
50 01N 00 51W	20	5000	158	142	06	43	09	10	19	113	89	47	1429			
Base																
Grade A Entire Mission Normal Trans										Eastern Wyoming Stud #4 L. S. #1						
										Southern Carolina Stud #2 L. S. #1						
XF TRANS										Eastern Indiana Stud #3 L. S. #1						
0915 - 1245 1150										Eastern Arizona NF #24 Stud #2 L. S. #2						
XF TRANS										Southern Zanesville Stud #5 L. S. #1						
0915 - 1245																
MF/DF Section II																
VHF Authentication Daylight																
Spl # 11 Lead Box Ragweed White										Low Box Ragweed Red						
Oxygen Time 3:30																

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
					Eng. 0805	T.O. 0831							
					Individual Assembly	Ge on 0832							
					Circling Field 0848	Turning Right 330°							
					Level off 0854 = 12,000	Assemble on top							
0953	06					Leaving Deenethorpe		-22					
0957	299		299	309	52 42N 01 32W	Wing formed	150	19,000					
1003			300	310									
1010			300	310	A/C 8 mi S. of Nottingham	52 58N 01 10W							
1014			188	198	2 mi right of course	gain early	150	19,500					
1036		350/55K	188	198	Alter Course to East	to lose time 10 mi SW of Spl #12							
1040			65	75			150	19,500					
1052			178	188	A/C to Eng Coast								
1053			180	190	English Coast	Worthington 4 min late							
1056			146	156	Division Leader	Just ahead							
1100			146	156	IFF OFF	ETA IP 1144							
1105			180	190	Ge Stil OK		150	19,000					
1108			156	166				-22					

TIME	COU. RSE.	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1112			210	220									
1117			210	220	Alter Course	Enemy Coast 48 18N 00 16W	150						
1118			147	157	On Course	Doing Pin Point Pilotage						E.T.A. I.P.	1144
1142			210	220	IX	I. P.							
1144			210	220	On Bombing Run								
1151			210	220	Bombs Away		152	19,000					
1157			320	330	Fighters								
1203			350	360	Fighters								
1212			354	04	Le Mans on our right	10 mi.	155	19,000 -22					
1216			354	04	Spl 11 OK at	48 00N 00 00							
1220			350	360	Geo (48 00N 00 05W)	Stud #2	155	19,000 -22					
1225			356	06	P.P. 48 22N 00 18W	2 miles right of course							
1230			352	02									
1232			352	02	P. P. 48 42N 00 28W		155	19,000 -22					
1235			350	360	1 lone B-17 at 12,000	(with 6 P-47's)							
1245			350	360	B-17 down to 9,000	(Should be O.K.)							
1257			06	16	49 21N 00 47W	Enemy Coast out.							
1300			06	16	IFF ON		155	19,000 -22				E.T.A. Eng Coast	1336
			06	16								E.T.A. Base	1430
1301			10	20	Geo Fix, on Course, O.K.	(49 27N 00 42W)	155						
1323			355	05	Letting down to	Eng Coast	160						
1332			355	05	4 surface vessels off	Eng Coast 10 miles							
1336			320	330	Eng Coast 8 mi right of	course (50 47N 00 40W)							
1355			320	330	10 miles West of	London	160						
1359			350	360	Geo (51 39N 00 39W)		150	7,000					
1405			09	19	Pilotage to	Base							
1415			06	16	Bedford Below		150						
1427					Landed at	Base (LOG CLOSED)							

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

A.P.O. 634
5 January 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-97448 returned early for the reason that it was unable to catch up with formation.

b. Airplane No. 42-37843 returned early for the reason that it was unable to catch up with formation. This airplane was late taking off due to the fact that ground wire to main junction box of electronic superchargers was severed during installation of camera and was not discovered until shortly before take-off.

2. Battle Damage.

None

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

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

A.P.O. 634
5 January 1944

SUBJECT: Armament Narrative, Mission No. 12, 5 January 1944.

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 5 January 1944.

a. Two Turret Azimuth Clutches were slipping out of engagement.

b. Two Gun Heaters burned out.

c. One lead on Solenoid of Upper Turret Gun was broken.

d. One Gun Adapter on Waist Gun was bent.

e. One Navigator's Gun became inoperative.

f. One Ball Turret Power Clutch could not be disengaged.

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

S E C R E T

Form OO-Amm-2A

MISSION REPORT - AMMUNITION

AAF Station No. 128

Date of Mission 5 January 1944

Group 401st Bomb Group (H)

Type Aircraft B-17G

I - Aircraft: Departed 17
 Returned early 2
 Attacking target 14
 Lost 0

Size Quantity Fusing

II - Bombs: Initial Load (total) 250 lb. G.P. 272 1/10 - 1/100

Expended (on target) Same 223 Same
 (jettisoned) Same 1 Same

Returned Same 48 Same

Unaccounted for _____

III - Flares: Landing, bombing & photoflash carried _____

Expended (type & amt) _____

IV - Expenditures of Small Arms Ammunition (by rds per gun position)

<u>Position</u>	<u>Cal.</u>	<u>No. of Guns</u>	<u>Ammunition Expended</u>	
			<u>Cal..30</u>	<u>Cal..50</u>
<u>Chin Turret</u>	<u>.50</u>	<u>30</u>		<u>350</u>
<u>Left Nose</u>	<u>"</u>	<u>9</u>		<u>100</u>
<u>Right Nose</u>	<u>"</u>	<u>15</u>		<u>160</u>
<u>Upper Turret</u>	<u>"</u>	<u>30</u>		<u>340</u>
<u>Lower Turret</u>	<u>"</u>	<u>32</u>		<u>352</u>
<u>Radio Gun</u>	<u>"</u>	<u>15</u>		<u>168</u>
<u>Left Waist</u>	<u>"</u>	<u>15</u>		<u>208</u>
<u>Right Waist</u>	<u>"</u>	<u>16</u>		<u>212</u>
<u>Tail Guns</u>	<u>"</u>	<u>32</u>		<u>365</u>
<u>Totals</u>		<u>194</u>		<u>2255</u>

S E C R E T

(over)

S E C R E T

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 2255 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 2255 rds.

V - Remarks:

Platoon	Company	Battalion	Remarks
001	001	001	
002	002	002	
003	003	003	
004	004	004	
005	005	005	
006	006	006	
007	007	007	
008	008	008	
009	009	009	
010	010	010	
011	011	011	
012	012	012	
013	013	013	
014	014	014	
015	015	015	
016	016	016	
017	017	017	
018	018	018	
019	019	019	
020	020	020	

(Signed) David Capton
 Staff Ord. Off. or Ass't.

HEADQUARTERS
1ST BOMBARDMENT GROUP (H)
OFFICE OF THE COMMUNICATIONS OFFICER
AAF STA 128, APO 634

(J-A-1)

5 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 12.

TO : COMMANDING OFFICER, 101ST BOMB GP (H), AAF STA 128, APO 634.

1. USE OF VHF SET.

VHF CHANNELS A, B, AND D AVAILABLE. ROUTINE FORMATION MESSAGES ON CHANNEL A.

2. VHF/DF BEARINGS.

NONE.

3. HF/DF BEARINGS.

NONE.

4. MF/DF FIXES.

NONE.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
856	11,16	NOT USED	DEENETHORPE
050	11,16	B,C,D	DEENETHORPE
993	11,16	NOT USED	DEENETHORPE
511	4,8,11,16	NOT USED	DEENETHORPE
072	6,7,8,11	NOT USED	NOT USED
932	4,7,11,16	D	NOT USED
969	11,16	NOT USED	DEENETHORPE
440	11	NOT USED	NOT USED
847	11	NOT USED	NOT USED
069	11,12	NOT USED	NOT USED
904	5,11,15	NOT USED	NOT USED

7. USE OF "GEE".

<u>PLANE</u>	<u>NORMAL</u>	<u>TRANS</u>	<u>XF NO 1</u>	<u>XF NO 2</u>
847	4730N	0000	NOT USED	NOT USED
833	4750N	0100E	NOT USED	NOT USED
069	4726N	0043E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 12, 5 JAN 44.

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>
050	INTERPHONE - BOTH WAIST SWITCHES OUT. WEAK TRANSMISSION FROM R.O.
993	INTERPHONE - CHECK RIGHT WAIST GUNNER MIKE BUTTON. CHECK PILOT MIKE BUTTON.
932	INTERPHONE - COULD NOT CONTACT TOP TURRET.
847	INTERPHONE - PILOT MIKE BUTTON OUT.
069	INTERPHONE - CO-PILOT MIKE BUTTON STUCK
448	VHF- OUT. CHECK COMPASS.
833	LIAISON RECEIVER VERY WEAK.
969	COMPASS NEEDS ADJUSTMENT.
440,809	CHECK COMPASS

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 OBTAINED.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

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

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED.

Harold M. Kennard Jr.
HAROLD M. KENNARD JR.
1ST LT, AIR CORPS,
COMMUNICATIONS OFFICER.

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

ROBERT B. PYLE
 (RADIO OPERATOR'S NAME)

IP NO 847
 NO OF QDM'S 0
 NO OF FIXES 0
 NO OF SOS'S 0

1/5/44

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

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

TIME 0803 WATCH OPENED NAME ROBERT B. PYLE
 COMPASS OK COMMAND OK LIAISON OK
 INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0805			START #1 ENGINE
0815			TAXI
0830			TAKE OFF. IFF ON. DET PLUG IN.
0831		7MT	7MT-7-V'S-X445-0834A AR
0835			IFF CHECK OK
0900		7MT	7MT-9-V'S-X445-0904A AR
0905			IFF CHECK OK
0906			CREW ON OXYGEN
0930		7MT	7MT-3-V'S-X445-0934A AR
0935			IFF CHECK OK
1000		7MT	7MT-3-V'S-X445-1004A AR
1005			IFF CHECK
	UYM	7MT	-R-K
	UYM	7MT	-R- NR 1- INT 1 - K
1033	UYM	7MT	-R-C-K
1035			IFF CHECK OK
1049	UYM	7MT	IMI- NR 1- K
	UYM	7MT	AS
1053	UYM	7MT	-R- NR 1- K
1053			LEFT ENGLISH COAST
	UYM	7MT	IMI NR 1-Y-P- GR 8 AAA ETA POINT A ZERO HOUR MINUS 10 MINUTES AAA 1030- K
	UYM	7MT	-R- IMI-Y-P-GR 8-AAA ETA POINT A ZERO HOUR MINUS 10 MINUTES AAA 1030A- K
1104	UYM	7MT	-R-NR 1- K
1105			IFF CHECK OK
	SRCN	7MT	-R-NR 1- INT 1-K
	SRCN	7MT	-R-C-K
1111			ENEMY COAST
1119			NAVIGATOR CALLED IFF OFF
1130		7MT	7MT-H-V'S-X445-1134A AR
	SSCM	7MT	R-K
	SSCM	7MT	IMI X575 K
1141	SSCM	7MT	R-NR 1 K
	SSCM	7MT	R-799-K
1144			ON BOMB RUN
1152			BOMBS AWAY, CAMERA ON
1154			CAMERA OFF
1200	SWVC	7MT	INTERFERENCE-OKUB DCFL ERBU RTTS FFJT KG 1140A K

LEAD SHIP RADIO OPERATOR'S LOG, CONTD

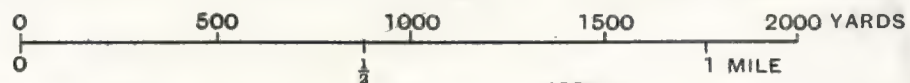
TIME	TO	FROM	REMARKS
	SWVC	7MT	X259
1213	SWVC	7MT	NR 1- Y-GR 6- OKUB DCFL ERBU RTTS FFJT KC AK
1214	7MT	SWHG	R- NR 1 K
1216	7MT	SWHG	X259K
1227	7MT	SWHG	X259K
1231	7MT	SWHG	X259K
	SWHG	7MT	-R-K
	7MT	SWHG	-R- NR 1-Y-GR 1- JLNL-1152A
	SWHG	7MT	-R-NR 1-K
	7MT	SWHG	-R-AR-
1257			LEFT ENEMY COAST
1259			IFF ON
1300	SWVC	7MT	X259 K
	SWVC	7MT	NR 1-Y-GR 6- OKUB DCFL ERBU RTTS FFJT KG- 1140A K
	7MT	SWHG	-R-NR 1-K
1305	SWHG	7MT	-R-AR
1307			IFF CHECK OK
1330		7MT	7MT-5-V'S-X445-1334A AR
1335			IFF CHECK OK
1337			CREW OFF OXYGEN
1400		7MT	7MT-8-V'S-X445-1404A AR
1405			IFF CHECK OK
	WXFL	7MT	AS IMI
	7MT	WXFL	-R-CANCEL SOS- K
	WXFL	7MT	-R-INT K
	7MT	WXFL	-R-110-K
	WXFL	7MT	-R-X900- INT 5 K
1426			LANDED, IFF OFF
1435			DISPERSED
1436			CUT ENGINES
1438			OFF WATCH
1442			EQUIPMENT OFF AND CHECKED OK

T/SGT ROBERT B. PYLE

Target No.
S. 1593

Illustration No.
S. 1593/3

AIRFIELD — TOURS (FRANCE)



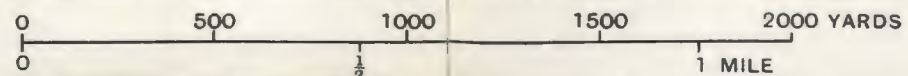
Photographed 12 December 1942

(1 : 18,000) approx.

Issued July 1943



Illustration No.
S. 1593/3



Photographed 18 May 1943

(1 : 18,000)

approx.

Issued October 1943



DECLASSIFIED PER
BY 54 NARA
DATE 2/5/11

SS Form 90

S-2 STATISTICAL REPORT

Mission of 5 December 1944

Time of Preparation 1330

Target Tours

Telephoned to A-2 1458

(1) Designation of Group 401

(2) Total No. of A/C airborne, incl. spares 17 (SPARES _____)

(3) Total No. of A/C Dispatched 15

(4) No. of A/C Attacking 14

(5) No. of A/C Dispatched but not Attacking 1

Due to:

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

(6) No. of A/C Lost 0

Due to:

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

(7) Times of Attack 1150

(8) Altitudes of Attack 19,800

(9) Bombs on Each Target (a) 223 (b) Size 250 (c) Type G.P.

(10) Personnel Casualties 0

Type:

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

(11) A/C Suffering Battle Damage 0

Category:

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

REMARKS: _____

WILLIAM W. HILL, 1st Lt. Lt. AC
Preparing Officer

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

5 January 1944.

SUBJECT: Enemy Opposition.

TO : Headquarters, 1st Bombardment Division, APO 634, US ARMY.

1. No enemy opposition encountered on today's mission to Tours, France.

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

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

5 January 1944.

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

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

1. A/C #847, Lt. Chapman says group assembly was good but the CBW assembly was only fair, having three minutes to spare at that point. Lt. Evans stated it was the best formation yet.
2. A/C #989, Lt. Cammack says plane windows should be cleaner. Capt. Hinkle stated weather was not as briefed-three or four layers of clouds. S/Sgt. Harlow says the waiste guns in plexi-glass is a good idea because it will stop frost bits.
3. A/C #551, Sgt. Dickerson said the cat-walk around ball turret nearly prevented gunner from getting inside.
4. A/C #440, Lt. Gattis wants faster truck service on the return from missions.
5. A/C #883, the whole crew stated A/C within our group (probably high squadron) were firing on friendly fighter escort. The crew suggest group be informed if other fighters than briefed on are to be near our formation.
6. A/C #904, Lt. Monfort said adapter on nose gun out on take-off. Lt. Van Syckle said neather Bombardier or pilot could toggle or salvo bombs.
7. A/C #034, Sgt. Pyle says rear piss-tube drains so that wind forces liquid back up through tube.
8. A/C #856, Lt. Nason says formation was o.k.. Also he says there should be a place to dry oxygen masks and throat mikes because they freeze up when damp.
9. A/C #993, Lt. Hess stated that frequently meter head sets are removed from our ship but never put back as they should be; which results in a chase by the RO to located it before take-off.
10. A/C #809, Lt. Lewis said all glass on nose and cock-pit was too dirty to see through.

11. A/C #069, the entire crew reported which ever crew used our ship last left it with right waiste gun heater barrel out, adapter on left waiste gun was bent and tail guns were rusted and dirty.

12. A/C #050, the whole crew said we had no transportation from plane to briefing room after landing. They further stated they are tired of the transportation deal.

13. A/C #637, Lt. Stelzer stated good formation today.

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

401st GROUP

DATE 5 Jan 1944

F L A K R E P O R T

1. Route followed: 4917-0013W - to I.P. 4747-0104E to P.T. to 4742-0004W to 4924-0056W to 5000-0052W to Base.

2. Visibility at Target. (Any condensation trails?)

Cavu - No Con Trails.

3. No. of A/C over Target:

15

4. Formation over target, with height of each A/C. Those A/C damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:-

None shot down by Flak.

(OVER)

4.a. What evasive action was taken? None - Except for corrections in sighting to kill course.

5. General Axis of attack. (From lead A/C if possible).

220° Mag.

6. How long did formation fly straight and level before bombing?

60 Seconds

7. Turn after bombing.

90° Mag.

8. Position of group in relation to other Groups: 401st Lead, 351st Low groups in Wing formation.

9. A short description of Flak en route (if any), and at the Target, including if possible a suggestion as to type of fire control employed - ~~low~~ continuous following, predicted concentrations, predicted barrages, or fixed barrages.

At target area between 1145-1200 hours flak was very meager, all black in color, generally fair in height and poor for deflection. Nothing unusual about types and shapes of bursts. Around Le Mans area very meager black bursts of flak poor for height and deflection were seen. This was ordinary type of flak.

10. Any other Comments, Phenomena, etc.

NONE

ALTITUDE -- 19,800 feet

BOMBS AWAY -- 1150 hours

9347

1511

9969

9440

1072

7833

7856

9904

1034

9993

9952

7809

0060

1069

9837

NO FLAK DAMAGE TO A/C

8-3

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

5 January 19 49

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APB #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	2d Lt.	Nason	Stephen	G.	0671466	613th
CP	Capt.	Stann	Leon	(NMI)	024863	"
N	1st Lt.	Wood	Ernest	D.	0673661	"
B	1st Lt.	Woodville	Harry	W.	0735390	"
RO	T/Sgt.	Wagner	Robert	F.	94209104	"
**TT	T/Sgt.	Junper	Warren	H.	39297530	"
BT	S/Sgt.	Leavitt	Elden	W.	35740180	"
TG	S/Sgt.	Willson	Herbert	F.	39399215	"
LWG	S/Sgt.	Ogden	Donald	W.	12137704	"
RWG	S/Sgt.	Biggs	Clarence	H.	39374505	"

*PLANE # 42-39932

P	2d Lt.	Low	Sandy	(NMI)	0746381	"
CP	2d Lt.	Friest	Gordon	S.	0751758	"
N	2d Lt.	Sollieper	Roger	F.	0689664	"
B	2d Lt.	Kelly	John	J.	0732822	"
RO	S/Sgt.	Johnson	Alvin	A.	36188975	"
**TT	S/Sgt.	Thayer	Miss	INDEX P.	11055078	"
BT	Sgt.	Franklin	Pat	H.	16688190	"
TG	Sgt.	Hibbs	Arlio	E.	36633189	"
LWG	Sgt.	Robinson	Marshall	D.	35277805	"
RWG	Sgt.	McCarthy	William	A.	32479218	"

*PLANE # 42-3999

P	2d Lt.	Hess	Charles	E.	0802852	"
CP	2d Lt.	Murphy	Walter	J.	0745475	"
N	2d Lt.	PRIEST	JACK	D.	0736652	"
B	2d Lt.	BUCHANAN	ALLEN	(NMI)	0738535	"
RO	S/Sgt.	CHARNES	HUGH	W.	34497617	"
**TT	S/Sgt.	TRYBA	ALEXANDER	F.	36605554	"
BT	S/Sgt.	MARTINEZ	RICHARD	V.	17160414	"
TG	S/Sgt.	EE KASNER	CHARLES	E.	15333266	"
LWG	S/Sgt.	HARSELL	DAVID	H.	32473097	"

** Enter complete number of aircraft designate Engineer

~~TYPE NAME (NAME) GRADE (RANK) (MIL) A. S. N. (MIL)~~

*PLANE # 42-30050

P	-	2d LT.	LOCHER	JAMES	R., JR.	0802585	619th
CP	*	2d LT.	FRUITT	DOW	G.	0684771	"
N	-	2d LT.	DUQUETTE	FRED	D.	07366692	"
B	-	2d LT.	BROWN	JOHN	F.	0673723	"
RO	-	S/SGT.	OWENS	GARLAND	(NMI)	1815526	"
**TT	-	T/SGT.	KENNEDY	GEORGE	L.	16006922	"
BT	-	S/SGT.	DEYTT	FRANK	G.	19064865	"
TG	-	SGT.	MERRILL	CLARK	G.	13098643	"
LWG	-	S/SGT.	KLINEK	JOHN	G.	36414442	"
RWG	-	S/SGT.	DOMM	HAROLD	H.	18176517	"

*Plane # 42-31511

P	-	2d LT.	ROHNER	RONALD	R.	0803692	"
CP	-	2d LT.	LEONARD	FRANK	W., Jr.	0687311	"
N	-	HOOK. F/O	JOHNSON	STANLEY	W.	7-61222	"
B	-	2d LT.	STEPHANA	EMIL	(NMI)	0688496	"
RO	-	S/SGT.	MOREALE	JOHN	P.	36631508	"
**TT	-	S/SGT.	SUROWSKI	RAY	L.	13128780	"
BT	-	SGT.	DICKERSON	KENNETH	G.	31188990	"
TG	-	SGT.	ARBOGAST	HOMER	F.	17127220	"
LWG	-	SGT.	HARKER	CLIFFORD	E.	35968934	"
RWG	-	SGT.	ANGELI	AUGUST	E.	39487815	"

*PLANE # 42-39837

P	-	2d LT.	STELZER	ROBERT	L.	0462320	"
CP	-	2d LT.	JOHNSON	WENDELL	T.	0687836	"
B	-	2d LT.	HOBBS	HERBERT	L.	0688441	"
N	-	2d LT.	WARGEN	ROBERT	(NMI)	0685898	"
RO	-	S/SGT.	HECKER	DONALD	A.	36522865	"
**TT	-	S/SGT.	PACK	JESSE	O.	36222601	"
BT	-	SGT.	BLACK	JAMES	P.	39300495	"
TG	-	SGT.	WISSELY	JOHN	M.	13156941	"
LWG	-	SGT.	RICE	EDWARD	J.	16096299	"
RWG	-	SGT.	HOLLAND	THOMAS	H.	38211220	"

*PLANE #

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

Enter Complete number of Aircraft
 Designate Engineer

5-3

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

5 January, 1944

SUBJECT: Loading List.

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

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

*PLANE # 42-39847

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A-S-N	SQUADRON
P	2nd Lt.	CHAPMAN, ALVAH H.			0461727	614th
CP	Col.	ROGNER, HARRIS E.			021269	401st
N	2nd Lt.	SMITH, CHARLES M.			0734380	614th
B	1st Lt.	CAMERON, THOMAS H.			0729625	"
RO	S/Sgt.	Pyle, Robert B.			15355829	"
**TT	S/Sgt.	Wilson, George S.			35407356	"
BT	S/Sgt.	Spatilson, Bruno J.			33164854	"
TG	S/Sgt.	Dayton, James E.			39032317	"
LWG	S/Sgt.	Cohen, Franklin C.			14044099	"
RWG	2nd Lt.	EVANS, JACK B.			0686899	"
N	Capt.	EGAN, J.F.			0724301	401st

*PLANE # ~~42-39847~~ 42-39969

P	2nd Lt.	CAMMACK, VERNON K.			0802719	614th
CP	Capt.	HINKLE, CARL C.			024829	"
N	2nd Lt.	CRANDALL, WILLIAM C.			080119	"
B	2nd Lt.	WHITE, WILLIAM C.			0679423	"
RO	T/Sgt.	Timme, Glenn A.			32581704	"
**TT	T/Sgt.	Slate, Chester A.			14134208	"
BT	S/Sgt.	Ames, Ensign S.			6864052	"
TS	S/Sgt.	Price, John R.			16151789	"
LWG	S/Sgt.	Graves, Glenn W.			38085660	"
RWG	S/Sgt.	Harlow, Cleve D.			35426472	"

*PLANE # ~~42-39847~~

P	2nd Lt.	WILSON, CARLETON L.			0803329	614th
CP	2nd Lt.	KELLEY, CURTIS C.			0752211	"
N	2nd Lt.	DEAN, JOHN H.			0809551	"
B	2nd Lt.	FOGARTY, FRANCIS M.			0682098	"
RO	Sgt.	Anderson, Carl D.			35712828	"
**TT	Sgt.	Quinn, Robert E.			35612832	"
BT	Sgt.	Passano, William W.			36539194	"
TG	Sgt.	Pettit, Gerald M.			13109913	"
LWG	Sgt.	McMahon, James F.			32714726	"
RWG	Sgt.	Smith, George R.			13131441	"

** Enter complete number of aircraft designate Engineer

*PLANE # 42-39440

P	-	2nd Lt.	WILSON, SAMUEL P.	0667623	614th
CP	#	2nd Lt.	GATTIS, ELGIN V.	0748622	"
N	-	2nd Lt.	SUDAKOV, LAWRENCE H.	0750258	"
B	-	2nd Lt.	DALY, JOHN J.	0739145	"
RO	-	Sgt.	Kelley, Homer C.	38273969	"
**TT	-	S/Sgt.	Corley, Jesse C.	34386015	"
BT	-	S/Sgt.	Carntassoli, Boryle A.	18161286	"
TG	-	Sgt.	Collie, Perry O.	36427682	"
LWG	-	S/Sgt.	Hathaway, Walter	32476518	"
RWG	-	Sgt.	Wolf, William G.	37201936	"
BT	-	Sgt.	SoKOL, LEONARDE	37461553	614^a

*Plane # 42-39448

P	-	2nd Lt.	DAWES, WILLIAM R.	0802731	614th
CP	-	2nd Lt.	HARGER, ROBERT W.	0805448	"
N	-	2nd Lt.	SCHUBERG, JOHN A.	0750222	"
B	-	2nd Lt.	VAN NOY, RUSSELL M.	0679404	"
RO	-	S/Sgt.	Zappala, Vincent	32578092	"
**TT	-	S/Sgt.	Davidson, Burton S.	33343105	"
BT	-	Sgt	Howard, Charles J.	15063132	"
TG	-	S/Sgt.	Teel, Oliver	18160414	"
LWG	-	Sgt.	Layland, John M.	37457591	"
RWG	-	Sgt.	Gentry, Ray A.	34434724	"

*PLANE # 42-31072

P	-	2nd Lt.	STINE, ROBERT O.	0803891	614th
CP	-	2nd Lt.	KEHOE, ROBERT J.	0752209	"
J	-	2nd Lt.	MILLER, LEE S. Jr.	0809680	"
B	-	2nd Lt.	EMPRIC, WALTER P.	0682091	"
RO	-	Sgt.	KEENEY, FRANK E.	32623979	"
**TT	-	Sgt.	XXXX Schults, Glennie C.	34472857	"
BT	-	Sgt.	Risi, John M.	13176766	"
TG	-	Sgt.	Prager, Gilbert (NMI)	32714501	"
LWG	-	Sgt.	Thill, Richard G.	16146854	"
RWG	-	Sgt.	Phillips, Edward	38398663	"

*PLANE # _____

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

Enter Complete number of Aircraft Designated Engineer

1-3

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

January 5, 1944

SUBJECT: Loading List.

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

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

*PLANE # 42-37833

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	1st Lt.	Rumsey	William	M.	0-728740	615th
CP	2nd Lt.	Kaercher	Robert	D.	0-681453	615th
N	2nd Lt.	Walsh	Michael	R.	0-678185	615th
B	2nd Lt.	Haffner	James	D.	0-739024	615th
RO	T/Sgt.	Carter	William	W.	39828464	615th
**TT	T/Sgt.	Roberts	Donald	B.	32577788	615th
BT	S/Sgt.	Lieberman	Irving	I.	13103453	615th
TG	S/Sgt.	McElligott	Herbert	F.	38428974	615th
LWG	S/Sgt.	Rothwell	Frank	A.	35330990	615th
RWG	S/Sgt.	Lee	Iran	R.	12073240	615th

*PLANE # 42-37843

P	2nd Lt.	Ferdyn	Joseph	E.	0-804320	615th
CP	2nd Lt.	Byrne	Howard	E.	0-743405	615th
N	2nd Lt.	Miller	Chris	(NMI)	0-809585	615th
B	2nd Lt.	Black	J. (lo)	D.	0-749687	615th
RO	S/Sgt.	Paola	Nunzio	(NMI)	18138018	615th
**TT	S/Sgt.	Agee	Jack	D.	6962724	615th
BT	Sgt.	Johnson	Joe	R.	18162871	615th
TG	Sgt.	Hertzan	Harold	(NMI)	32438490	615th
LWG	Sgt.	May	William	M.	37409202	615th
RWG	Sgt.	Bushendorf	Everett	M.	38264715	615th

*PLANE # 42-39904

P	2nd Lt.	Van Syckle	Leon	C.	0-804451	615th
CP	2nd Lt.	Mitchell	Lewis	A.	0-680678	615th
N	2nd Lt.	Monfort	Richard	L.	0-687890	615th
B	2nd Lt.	Groski Stanley	JAMES	T.	0-688967	615th
RO	S/Sgt.	Glonck	Joseph	J.	32079529	615th
**TT	Sgt.	Rask	Raymond	A.	32554969	615th
BT	Sgt.	Lamb	Donald	(NMI)	38444211	615th
TG	Sgt.	Duke	Charles	H.	38272742	615th
LWG	Sgt.	Roberts	Ralph	C.	11085244	615th
RWG	Sgt.	Paganelli	Albert	(NMI)	15200866	615th

** Enter complete number of aircraft
 Designate Engineer

42-37809 42-31034 42-31089

*PLANE #

	1st Lt.	Lewis	Glyde	A.	0-800005	615th
P	2nd Lt.	Sutton	Emmett	S.	0-884790	615th
CP	2nd Lt.	Katon	William	M.	0-749843	615th
N	2nd Lt.	Arnold	Harold	S.	0-881515	615th
E	Sgt.	Hiner	Clarence	E.	13098509	615th
RO	T/Sgt.	Weber	Helvin	G.	37281444	615th
**TT	S/Sgt.	Howell	James	E.	35398998	615th
BT	Sgt.	Cushing	Leonard	H.	19074827	615th
TG	Sgt.	Tosh	William	A.	35431884	615th
IWG	Sgt.	Durben	Francis	J.	17154973	615th
RWG						

*Plane #

	2nd Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
P	2nd Lt.	Hallon	Richard	W.	0-883039	615th
CP	2nd Lt.	Hildinger	Lawrence	J.	0-734914	615th
N	2nd Lt.	Gallagher	Joe	G.	0-879488	615th
E	Sgt.	Cheatham	Elmer	R.	14188360	615th
RO	Sgt.	Draginis	Donald	L.	18133104	615th
**TT	Sgt.	Gantin	Merlin	L.	18138375	615th
BT	Sgt.	Bosowski	Stephen	R.	38581239	615th
TG	Sgt.	Powell	Gerald	J.	38418204	615th
IWG	Sgt.	Loadh It	Jay T. Jr.		14126888	615th
RWG						

*PLANE #

	2nd Lt.	Wysoki	Stephen	(NMI)	0-877398	615th
P	2nd Lt.	Peck	John	L.	0-748772	615th
CP	2nd Lt.	Taylor	James	(NMI)	0-750228	615th
N	2nd Lt.	Gurvin	Robert	M.	0-876945	615th
E	Sgt.	Kenny	Gerard	M.	18157361	615th
RO	Sgt.	McIntyre	William	(NMI)	33289742	615th
**TT	Sgt.	Glare	David	E.	13092068	615th
BT	Sgt.	White	James	R.	37135388	615th
TG	Sgt.	Trupia	Salvatore	A.	12135740	615th
IWG	S/Sgt.	Ostrowski	Julius	F.	31158476	615th
RWG						

*PLANE #

P						
CP						
N						
E						
RO						
**TT						
BT						
TG						
IWG						
RWG						

Enter Complete number of Aircraft
 Designate Engineer

Mission #11

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

5 January 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 5 JANUARY 1944

TAKE-OFF: 0830. Overcast with breaks, altocumulus, bases 11-12,000', tops 12-13,000'. 2/10 cirrus, 25-30,000'. Visibility 1500 yds. Surface wind, 250 degrees at 5-7 mph.

ROUTE OUT: 6-8/10 altostratus, tops 12-13,000' to English coast, becoming 4-5/10 altocumulus over the channel, 2-4/10 altocumulus over the continental coast and nil to 2/10 altocumulus further inland, tops 12-13,000' throughout. Visibility unlimited above clouds.

TARGET: 1152. Clear. Visibility unrestricted.

RETURN ROUTE: Nil to 2/10 altocumulus over continent, becoming 3-4/10 over the channel and 4-6/10 over England, tops 12-13,000' throughout. Visibility unlimited above clouds.

BASES: 1424. 5/10 stratocumulus, base 4000'. 5/10 altocumulus, base 10,000', tops 12-13,000'. 2-3/10 cirrus, 25-30,000'. Visibility 3 miles. Surface wind 235 degrees at 16 mph.

REMARKS: Light non-persistent contrails at 18,000' over England during assembly. Otherwise no contrails from bombers. Heavy persistent contrails from fighters at 25-30,000'. Winds aloft: 19,500', 347 degrees, 54 knots. Temperatures: 19,000', -20; 20,000', -21.

Arthur B. Street

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

OPERATIONAL ROUTE FORECAST

DATE Jan 5, 1944

PERIOD 0830-1500 Hours

Hq 505 USAPP 9-43/90M/15227

	A Base to Mid-Channel	B Mid-Channel To Target To Mid-Channel	C Mid-Channel To Base	D
WEATHER	Partly Cloudy With Haze	Cloudy over water becoming Partly Cloudy Inland	Partly Cloudy Becoming Cloudy with Haze over England	
CLOUDS	Nil to 3/10 Stratocumulus Base 2000-3000 Tops 5000 Ft.	6-8/10 Stratocumulus base 2-3000 Tops 7-9000 Ft. over water and North French Coast but 3-5/10 Base 2-3000 Tops 5-6000 Ft. over France and the Target.	Nil to 3/10 Stratocumulus Base 2-3000 Tops 6000 Ft. 3-5/10 Altostratus and Altostratus over England Base 13000 Tops 15000 Ft. 3-5/10 Cirrus above 25000 Ft.	
ICING	2000 Ft. Nil	3000 Ft. Moderate Clear In cumulus Tops.	2000 Ft. Nil	
VISIBILITY	1-2 Miles except locally 1000 yards becoming 6 plus over Channel	6 Plus Miles	1-2 Miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	030 20	Temperatures Plus 7		
5000 FT	020 35	Minus 4		
10000 FT	020 45	13		
15000 FT	020 65	19		
20000 FT	010 85	28		
25000 FT	010 100	41		
30000 FT	010 110	51		

BASE ALTIMETER SETTING 30.54 TARGET SURFACE TEMP. + 7 TARGET MEAN TEMP. - 11.5
 TEMP. AT 8000 FT. - 23 TARGET SURFACE (PRESSURE-ALT) -158

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

FLAK INFORMATION

Follow briefed route from Landfall to Target and return, watching at Landfall to stay west and out of range of guns at Caburg.

At the target there are 24 guns in a heavy and light Flak Defense area with 4 prominent installations and possibly mobile units of A/A. Four miles S. of Target is another 24 gun positions but of light Flak, guarding the city of Tours. If a sharp right turn is made after Bombs away, this area can be avoided.

Leaving target, follow briefed route to E/ coast, again avoiding some 2 to 4 guns of Heavy and light Flak just right of course.

Secondary Target has 8 prominent installations of heavy and light flak defense area, plus mobile units of A/A.

Lt. H.L. KNOPMAN
Flak Officer

General Geographical location
 EXPECTED ~~all~~ bombing ~~to~~ on all targets ^{will} ~~to~~ be visible

Airbase at Tours - It is an important advanced bomber training base recently used also by FW 190's - about 1300 G.A.F. Personnel are in area, most of whom are quartered at the target, on 1 December part cover of the field revealed 61 a/c

SECONDARY

Airfield at Chateaudun - $2\frac{1}{4}$ miles ESE of city, 2 concrete runways in the form of an "X"
 First used as a JU88 field for minelaying + attacks against UK, on opening of Russian theatre operational inactivity ensued - Summer of 1942 became operational ^{with JU88's again} + now RTU for HE III, FW 200, D0317

LAST RESORT

LE MANS

Airfields

CAEN/CAPRIQUET

"

105 SE Fighters are known to be in the area over which your course will take you.

TIDES

HIGH	LOW
0518	
1747	1224

There will be no indiscriminate bombing in occupied territory

~~ESCA~~ EVASION

Empty pockets + remove identifying material as far as this group is ^{concerned} + forget these targets after you leave this room

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

A.P.O. 634
5 January 1944

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

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

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

Carburetor Temperature Guage Out (1)
Rate of Climb Indicator Out (1)
Emergency Bomb Release Out (1)
Engine Failure (1); Runaway Prop (2)

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

Turret Azimuth Clutch Slipping (2)
Gun Heaters Out (2); Solenoids Leads Broken (1)
Gun Adapter Inoperative (1); Gun Adapter Bent (1)
Turret Power Clutch could not be disengaged (1)

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

Heated Gloves Out (6); Heated Boots Out (2)

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

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

A.P.O. 634
5 January 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-97448 returned early for the reason that it was unable to catch up with formation.

b. Airplane No. 42-37843 returned early for the reason that it was unable to catch up with formation. This airplane was late taking off due to the fact that ground wire to main junction box of electronic superchargers was severed during installation of camera and was not discovered until shortly before take-off.

2. Battle Damage.

None

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

401ST BOMBARDMENT GROUP (H)
615TH BOMBARDMENT SQUADRON (H)

ABORTIVE REPORT:

APO 634, Station 128,
5 January 1944.

SQ UADRON 615th AIRPLANE #42-37843 PILOT Lt T. E. Ferdyn
CO-PILOT Lt H. E. Burne.

PILOT'S STATEMENT:

Upon checking superchargers before takeoff they were found inoperative. Airplane was taxied back to squadron where repairs were made. Took off at 9:15 but after flying around for about ^{three} ~~two~~ hours they were unable to contact Group, resulting in their returning to base.

INSPECTION OF AIRCRAFT OR EQUIPMENT REVEAL THE FOLLOWING DEFECTS OR MALFUNCTION:

Upon checking aircraft it was noted that ground wire to main junction box of electronic superchargers had been severed by photographic department at installation of camera in camera well before flight.

R. W. Newman Lt. A. C.

R. W. NEWMAN,
2nd Lt, Air Corps,
Engineering Officer.