

REPORT OF OPERATIONAL
DAY

MISSION No. **15**

Date: **14 JAN. 44**

TO: **GOENFLOS , FRANCE**

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

E- -1

14 January 1944

SUBJECT: Leader's Narrative, Mission No 15, 14 January 1944.

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

1. The 401st Group took off at 1323 with ten aircraft. One airplane which took off late was unable to catch the formation so returned early. Eight (8) airplanes attacked the target with the 401st, one other airplane flew with the 384th Group and bombed with them.

2. The 401st was Lead Group, but as the 351st and 401st were briefed to bomb by squadrons rather than by Wing, the Wing formation continued only to the point of dispersal. The Group and Wing assemblies were good. However, the Wing left the coast two (2) minutes late. The target was bombed by squadrons as briefed with excellent results. The 401st followed the briefed course home.

3. Friendly fighters were observed but no enemy aircraft were seen at any time. Flak from the IP to the target was light, but very accurate.

4. All planes returned safely to home base. Due to flak damage one plane was forced to land by C-1 Auto Pilot after the Pilot ordered his crew to bail out. The only casualties were two men slightly wounded by flak.

MALCOLM K MARTIN,
Major, Air Corps,
Group Leader.

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

AAF Station 128
15 January 1944.

SUBJECT: Report of Operations Officer - Mission of 14 January 1944.

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

1. General Narrative. The 401st Group formation took off at 1323 and formed ten minutes later with nine ships. The 401st flew the lead box of the wing and made the wing assembly good. Course was then set for Brighton at which point task force was joined.

The Wing left the coast two minutes late, otherwise the course from the English coast to the target was as briefed. Flak became evident before reaching the IP - it was light but very accurate. Bombing was accomplished as a squadron, with eight (8) ships bombing with the 401st, one (42-51087) bombing with the 384th Group on another target.

After bombing the route back was normal, with the exception of one plane (42-51033) which pulled out of formation due to flak damage. The pilot found it necessary to land at the home base on C-1 pilot after bailing out his crew. All Group ships returned home.

Fighter escort was seen; however, no enemy aircraft were encountered.

2. Aircraft Not Attacking. Nine aircraft were dispatched. Another aircraft (42-39932) took off late and was unable to catch the formation.

3. Lost Aircraft. None.

For the Group Commander:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

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

AAF Station 128
 14 January 1944.

SUBJECT: Statistical Summary for Mission of 14 January 1944.

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

1. Statistical Summary of Aircraft Attacking:

Number of A/C Taking Off.....10
 Number of Spares..... 0
 A/C Taking Off Less Unused Spares.....10
 Number of A/C Dispatched..... 9
 Number of Sorties..... 9
 Number of A/C Attacking..... 9
 Number of A/C Not Attacking..... 1

Number of A/C Lost:

None

2. Tabular Summary of Disposition of Bombs

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	8	8	76	500#	GP	1/10	1/40
Other Attacks	1	1	12	500#	GP	1/10	1/40
Total Bombs on Target			88	500#	GP	-	-
Other Bomb Expenditures			-	-	-	-	-
Bombs Returned			12	500#	GP	1/10	1/40
Total (Loaded on A/C Taking Off)			100	500#	GP	1/10	1/40

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

Combat Flight Leader Major Martin 14 January 1944

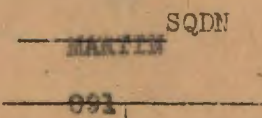
Deputy Flight Leader: _____ (Date) _____

Group Call Sign: _____ Fighter Call Sign: _____

Ground Control: _____

Formation upon take-off
and over target.

- 612th SC PATHETIC
- 613th IN SILVERWARE
- 614th IW CARMICHAEL
- 615th IV FRANCE



CRAPMAN

FOX

833

835

JONES

087

STELZER

TANNAHILL

226

050

SQDN

SQDN

FECK

978

DANES

TANER

318

057

A/C No. 1087 flew position #8, 3rd element, Low Squadron
with 384th Bomb Gp (H). All A/C damaged, all minor.

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 14 January 1944TO : Commanding Officer, 401st Bombardment Group (H),
APO 634.

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 1325 hours.
 - b. Group formed at 1338 hours at 3000 feet.
 - c. Formed CBW at 1355 hours at 3000 feet.
 - d. Began climb at 1335 hours.
 - e. Reached altitude at 1425 hours.
 - f. Weather encountered over England:
 - (1) Clouds 1 /10ths
 - (2) Visability 15-20 miles.
 - (3) Wind at altitude 305 degrees. 40 knots per hour.
 - g. Means of navigation over England.

See Pilotage
 - h. Means of checking Metro Winds

See
 - i. Joined task force at 1434 hours at Brighton (city, splasher, Coordinates)
 - j. Departed English Coast at 1454 hours.
Arrived at Enemy Coast at 1500 hours

l. Flighter Rendezvous:

- (1) Going in: NONE hours.
- (2) Coming Back: 1515 hours.

1. Wind used for bombing:

- (1) 290 degrees.
- (2) 35 knots per hour.
- (3) How Determined:

Metro

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

- (1) Reached IP at 1500 hours.
- (2) Mag heading over target 140 degrees.
- (3) Altitude over target 12000 feet.
- (4) Time bombs away 1507 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 50 07N
01 57W
- (2) Time 1506 hours.

p. Comments:

WALTER E. HABERER
Capt. A C
Lead Navigator
SIGNATURE

TRACK CHART

TARGET

Primary GORENFLOS
 Secondary _____
 Last Resort _____

DATE 1-14-44

BLUE

Red

Route followed by

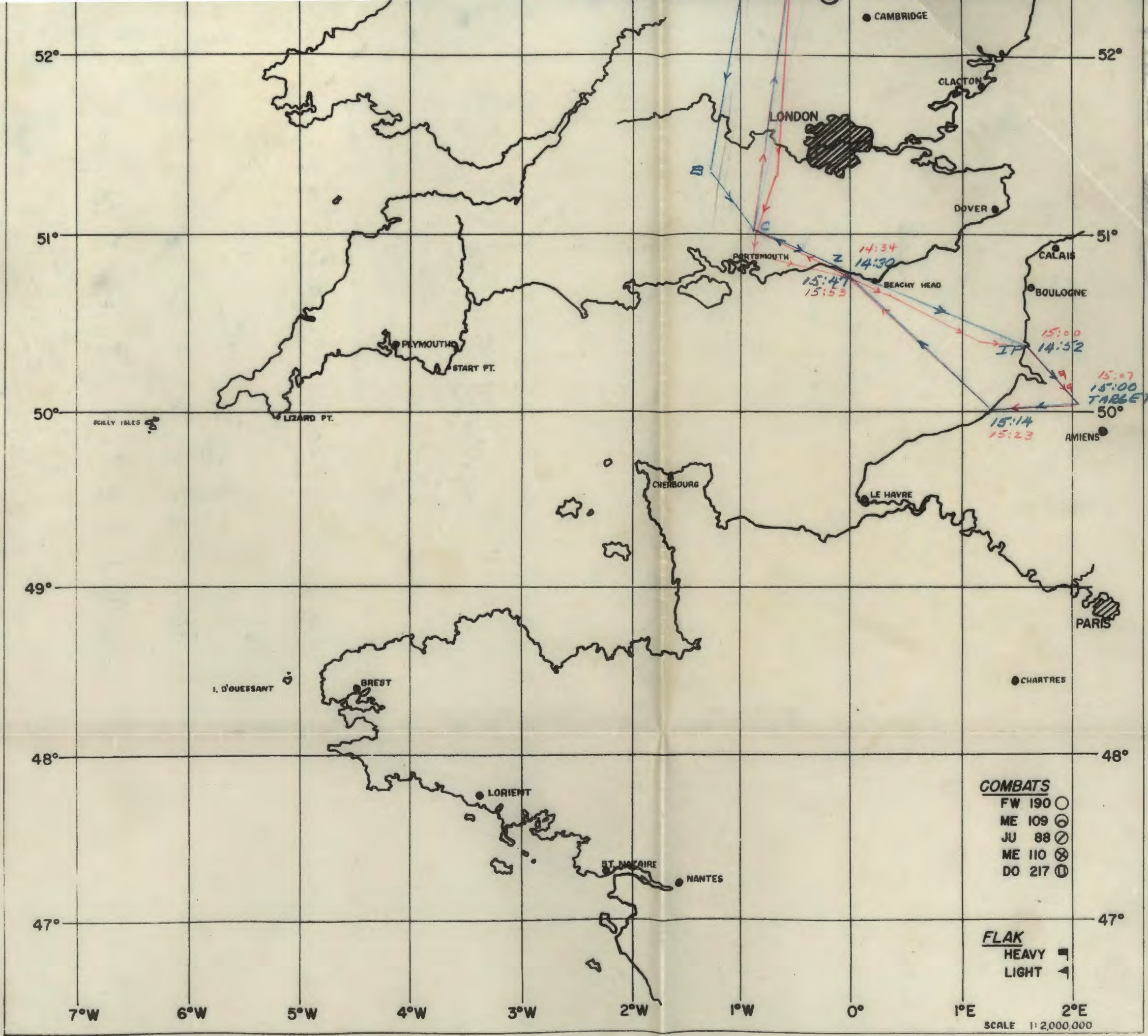
BRIEFED COURSE

401st TRACK



COMBATS

- FW 190 ○
- ME 109 ⊙
- JU 88 ⊘
- ME 110 ⊗
- DO 217 ⊕



COMBATS

- FW 190 ○
- ME 109 ⊙
- JU 88 ⊘
- ME 110 ⊗
- DO 217 ⊕

FLAK

- HEAVY ▣
- LIGHT ◀

SCALE 1:2,000,000

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1510			265		Flak Flak to the right	Fox leaving formation-heading toward England	155						
1514			265		Evasive Action	P-47's at 0700 high (1515)	155	12000					
1523			311		Enemy Coast	50 00N 01 15E	170	12000					
1528			308		Gee 13.04 32.72	50 00N 01 15E IFF ON							
1537			308		Gee 13.32 50 24N 00 36E	IFF ON							
1543			295		Gee 13.93 32.44	50 44N 00 01W		6000					
1553			300		Shoreham	5 mi left to miss billow of smoke	160	5500					
1601			359		Splasher #11		160						
1604			360		Gee 14.82 32.07	(No good)							
1608			354		Gee B 14.78 33.47	51 14N 5 right of course 00 43W	160	5000		51 15N 00 43W			
1611			356		Pin Point	51 24N 00 40W	160	4000					
1614			355		Gee B 14.67 C 36.25	51 31N 00 41W	160	2500		Gee 120			
1621			354		Pin Point	51 48N 00 39W 1 mi right of course							1649
1640					Base								
					LANDED 1648	LOG CLOSED							

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

E-F-1

14 January 1944

SUBJECT: Lead Bombardier's Narrative, Mission No 15, Gorenflos, France.

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

1. Upon entering the enemy coast at the IP (Point Haut-Bano) the Pilot turned the ship over to the Bombardier on C-1 Auto Pilot. We immediately turned on a heading of 120 degrees. The target couldn't be plainly seen from this distance; two slight evasive turns were made and I began synchronizing on an object in direct line with the target. Flak came up Northwest of the target about three miles.

2. The synchronization was perfect and 'Bombs Away' was at 1507.

3. Photographs show excellent results and that the pattern bracketed the target.

JULIUS PICKOFF,
Captain, Air Corps,
Lead Bombardier.

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

E-F-1

14 January 1944

SUBJECT: Group Bombardier's Narrative, Mission No 15, 14 January 1944.

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

1. Nine (9) aircraft carrying 500 lb GP's took off for the mission. Eight (8) of our aircraft dropped 76x500 lb GP on the target and one (1) aircraft bombed with the 384th Group. All bombs released successfully.

2. One aircraft carried 5 normal fused bombs and 7 delayed type fuses. These bombs were toggled out so as to cover the area.

JULIUS PICKOFF,
Capt, AC,
Gp Bomb O.

BOMBARDIER'S LOG

TARGET I-Bow *ELEVATION 150 TAKE OFF 1300

DATE 14 January 1944 ESCORT B-47

DESCRIPTION AND REMARKS-----

*Pressure Altitude of Target -150 **Type & Size of Bombs 500 lb. GP
 *Altimeter Setting _____ **No. of Bombs Loaded 8 *Fuzing: Nose X Tail X
 *Ind. Altitude 12,000 **Initial Point Ordered _____ Actual Haut-Banc Enemy Coast
 *True Altitude above Target 12,360 xLength of Run 80sec xTime of Run 5 miles
 x Air Speed (MPH) CIAS 150 TAS 185 * Mag Head Ordered 150 **Mag Head Actual 180
 *Ground Speed *Est 215 **Actual 200 x Time of Release 1507 **No of Bombs Released 8
 Drift *Forecast 4L xActual 2L **Type of r Train Release Salvo Individual 8 Returned _____
 *Actual Range 7600 x Point of Impact MPI
 xTan Drop Angle *Est .65 xActual _____ ** Airplane Type B-17-G No. 42-31081
 XDisc Speed 188 xTrail 40 ** Pilot Major W.K. Martin
 **Time of Fall 27.7 ** Navigator Capt. W.H. Haberer
 **B.S. Type and No. B-9 ** Bombardier Capt. Pickoff

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual
	*Est	xActual	*Est	x Actual	*	x
1000						
3000						
5000	<u>300</u>		<u>20</u>		<u>41</u>	
10000	<u>290</u>	<u>305</u>	<u>52</u>	<u>48</u>	<u>-12</u>	<u>4</u>
15000						
20000						
22000						
24000						
26000						
28000						
30000						

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

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

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² CAPT. J. PICKOFF DATE 14 January 1944
 PILOT² MAJ. H.K. MARTIN TAKE OFF 1825
 NAVIGATOR² CAPT. W.A. HANBERG LANDED 1848
 ORGANIZATION 401st AIRPLANE B-17-G
 Squadron Group
 OBJECTIVE³ X-Bow
 AIMING POINT (MPI) _____
 INITIAL POINT Enemy Coast
 METHOD OF ATTACK⁴ X
 Individual Flight Squadron Group Wing
 NUMBER OF ATTACKING A/C IN GROUP 8 COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: _____
 DEFLECTION AND RANGE SIGHTING, GROUP Op. Lead COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 BOMBS, TYPES AND SIZES 500 # GP 12-45
 NUMBER OF BOMBS LOADED 8 RELEASED 8
 FUZING, NOSE 1/10 TAIL 1/40
 SYNCHRONIZATION⁵ X
 On Fast Slow

INFORMATION AT RELEASE POINT⁶

Altitude of target	<u>150</u>	MAG. HEAD. Order	<u>139</u>	Actual	<u>120</u>
True Altitude above target	<u>12360</u>	True Heading	<u>140</u>		
Ind. Altitude	<u>12000</u>	Drift, Est.	<u>4L</u>	Actual	<u>2L</u>
Pressure altitude of target	<u>-160</u>	True Track			
Altimeter setting	<u>30.48</u>	Actual Range	<u>7600</u>		
.I.A.S.	<u>180</u>	B.S. Type	<u>H-9</u>		
.A.S.	<u>185</u>	Time of release	<u>1507</u>		
.S., Est.	<u>215</u>	Actual	<u>200</u>	Length of Bombing Run	<u>8 mi.</u>
Ind Direction, Metro	<u>290</u>	Actual	<u>305</u>	Intervalometer setting	
Ind Velocity, Metro	<u>32</u>	Actual	<u>43</u>	C-1 Pilot	<u>Yes</u>
.S.	<u>188</u>	Trail	<u>40</u>	ATF	<u>80sec</u>
IN. D.A. Est.	<u>.65</u>	Actual	<u>.69</u>	A-5 Pilot	
				Manual PILOT	

TYPE OF RELEASE⁷

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN⁸

NFI

NAVIGATION DATA:⁹

MEAN TEMP. METRO _____ ACTUAL _____

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000	<u>200</u>		<u>20</u>		<u>A</u>	
10000 12000	<u>290</u>	<u>205</u>	<u>52</u>	<u>40</u>	<u>22</u>	<u>A</u>
15000						
20000						
22000						
24000						
26000						
28000						
30000						

METHODS OF BOMBING¹⁰

⊙
T T
T
T T
T
T

LEAD BOMBARDIER SIGHTING
FOR RANGE AND DEFLECTION

T
T T
T
T T

COMPOSITE GROUPS¹¹

T
T T
T
T T

T
T T
T
T T

Bombardier making complete sighting operation - - -

⊙

Bombardier making range operation only - - -

⊠

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

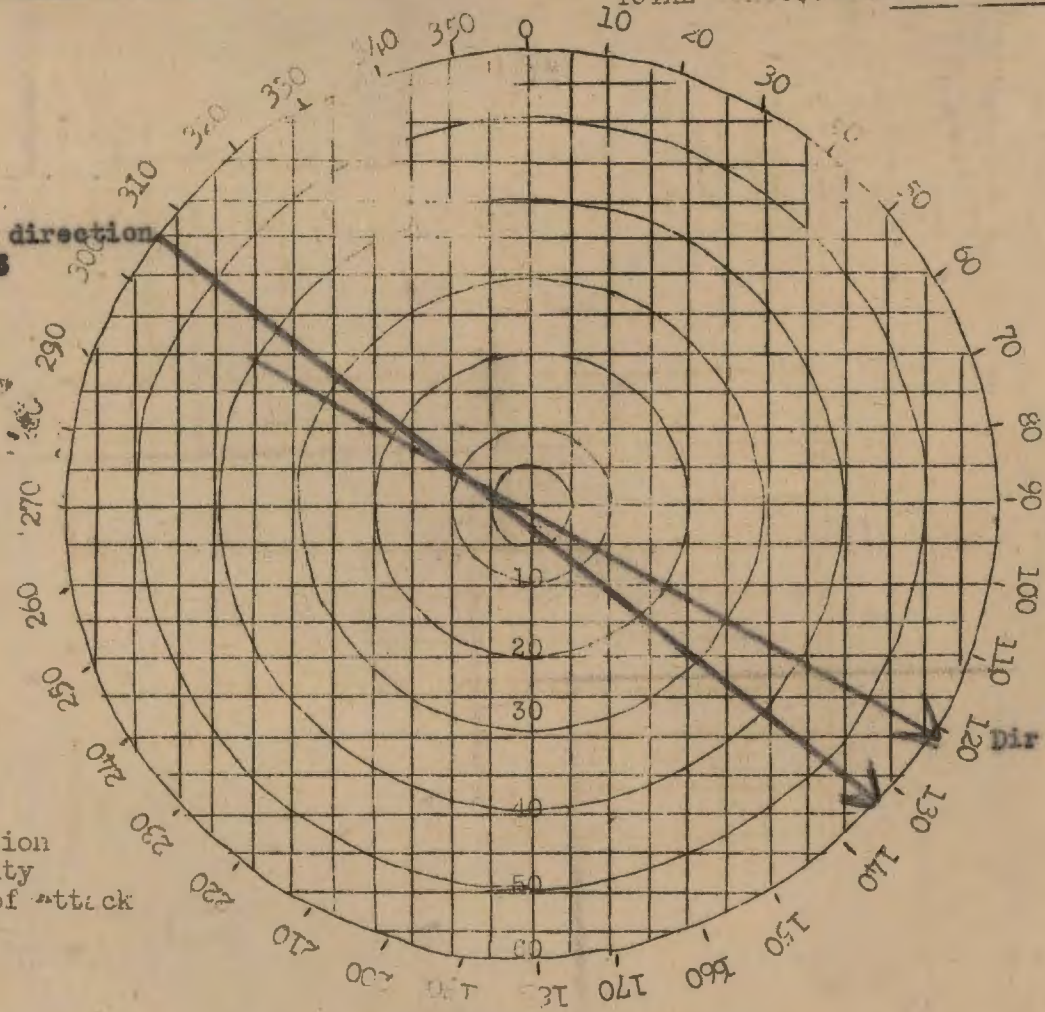
⊠ ↗

GROUP 401st
TARGET X-Box
METHOD OF BOMBING Visual
ALTITUDE _____

TOTAL _____ BOMBS CARRIED See remarks
TOTAL _____ BOMBS AT TARGET
TOTAL _____ BOMBS HITTING TARGET
TOTAL _____ ACCOUNTED FOR
TOTAL _____ UNACCOUNTED



Wind direction
V. 46



FOOT
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:

- 9 A/C carrying 88 X 500 M-43 GP bombs took off
- 8 A/C dropped 76 Bombs on the Target.
- 1 A/C carrying 12 X 500 GP, bombed with the 384th Group

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

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

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39932 returned early for the reason that it could not catch up with the formation.

2. Battle Damage.

a. 42-37833 - Three flak holes in bottom of fuselage, near tail; Two flak holes in bottom of left horizontal stabilizer; Flak hole in bottom of left elevator; Flak hole through fuselage, near station # 7; Flak hole in right side of fuselage, near waist position; Two flak holes in bottom of left wing, inner panel, near trailing edge; Flak hole in # 2 ring cowl; Flak hole in vertical stabilizer, left side, near center; Two flak holes in left side of rudder; Flak hole in left side of fuselage, near tail;

b. 42-31091 - Flak hole through right wing, outer panel; Flak hole in left side of vertical stabilizer, near fuselage.

c. 42-40050 - Flak hole in left side of vertical stabilizer; Flak hole in nose section behind plexiglass; Right quarter panel in top turret cracked by flak; # 4 propeller nicked by flak.

d. 42-31087 - Flak hole in air scoop for # 3 engine; # 4 bulkhead damaged by flak; Small flak hole in # 3 engine cowl flap; Small flak hole in top of rudder; 20mm hole in leading edge of left wing near station 22 midway.

e. 42-39979 - Flak hole in left side of nose section; Flak hole in fuselage, left side, near station 4; # 4 bulkhead damaged by flak on left side of fuselage; Flak hole in left horizontal stabilizer de-icer boot causing damage to boot.

42-38033 f. Flak hole through fuselage, near station 6k; Flak hole through fuselage, near station 6j; Flak hole through fuselage, near station 6d; Flak hole through fuselage, near station 7; Elevator and rudder trim tab and locking cables severed by flak.

SUBJECT: Mission Summary Report (continued)

g. 42-31037 - Small flak hole through left horizontal stabilizer; Flk hole through right horizontal stabilizer; Flak hole through rudder; Small flak hole through fuselage, beneath horizontal stabilizer; Small flak hole through Vertical Stabilizer; Bombardiers window shattered by flak; Flak hole in leading edge of left wing, de-icer boot damaged.

h. 42-31226 - # 1 propeller blade damaged by flak; Small flak hole in plexiglas nose section; Small flak hole in left side of vertical stabilizer; Small flak hole through right wing, inner panel, near leading edge; Cal. .30 hole in bottom of right wing, outer panel, near leading edge; Small flak hole in top of right wing, behind # 3 nacelle; 2" flak hole through radio hatch; Small flak hole in top of left wing, outer panel.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>FLAK & FIGHTER</u>
8	0	8	6	2

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. No. 634
14 January, 1944

SUBJECT: Armament Narrative, Mission No. 15, 14 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 14 January, 1944.

- a. Three bomb stations failed to release electrically.
- b. One plunger rod on Chin Turret Hydraulic Cylinder was bent, causing binding action, resulting in failure of left gun to go into battery position.
- c. One ship had guns with solenoids loose.

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

SECRET

Form OO-1-21

MISSION REPORT - ASSIGNMENT

AAR Station No. 128

Date of Mission 14 January 1944

Group 401st Bomb Group

Type Aircraft B-17G

I - Aircraft: Departed 10

Returned early 1

Attacking target 9 6

Lost 0

	Size	Quantity	Fusings
II - Bombs: Initial load (total)	<u>500# G.P.</u>	<u>100</u>	<u>(see remarks)</u>
Expended (on target)	<u>500# G.P.</u>	<u>88</u>	
(Jettisoned)		<u>0</u>	
Returned	<u>500# G.P.</u>	<u>12</u>	<u>1/10 - 1/40</u>
Unaccounted for		<u>0</u>	

III - Flares: Landing, bombing
 photoflash carrier

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

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..20	Cal..50
<u>Chin Turret</u>	<u>.50</u>	<u>18</u>		<u>175</u>
<u>Left Nose</u>	<u>"</u>	<u>7</u>		<u>60</u>
<u>Right Nose</u>	<u>"</u>	<u>9</u>		<u>75</u>
<u>Upper Turret</u>	<u>"</u>	<u>18</u>		<u>260</u>
<u>Lower Turret</u>	<u>"</u>	<u>18</u>		<u>220</u>
<u>Radio Gun</u>	<u>"</u>	<u>9</u>		<u>85</u>
<u>Left Waist</u>	<u>"</u>	<u>9</u>		<u>180</u>
<u>Right Waist</u>	<u>"</u>	<u>9</u>		<u>190</u>
<u>Tail Guns</u>	<u>"</u>	<u>18</u>		<u>210</u>
<u>Totals</u>		<u>115</u>		<u>1465</u>

SECRET

(over)

SECRET

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 1465 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 1465 rds.

V - Remarks:

Six (6) M124 fuzes loaded in plane 42-39979 - 612th Bomb Sq -
with following delays:

One (1) One hour
One (1) six hour

Three (3) twelve hour
One (1) twenty-four hour

All other bombs carried 1/10 - 1/30 fuzes.

(Signed) James O'Kille, 2d Lt, Chief
Sta. Ord. Off. or Ass't

SECRET

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

J-A-2

14 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 15.

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

1. USE OF VHF SET.

CHANNELS A, B, C, & D AVAILABLE. ROUTINE FORMATION MESSAGES ON CHANNEL A.

2. VHF/DF BEARINGS.

NONE.

3. HF/DF BEARINGS.

087 - 1 QDM FROM POLEBROOK
077 - 1 QDM FROM POLEBROOK

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>
050	7, 9, 10, 16	NOT USED	DEENETHORPE
8033	9, 10, 11, 16	B	DEENETHORPE
087	9, 10, 16	NOT USED	MOLESWORTH
			DEENETHORPE
002	11	NOT USED	NOT USED

7. USE OF "GEE".

<u>PLANE</u>	<u>MAXIMUM RANGE OBTAINED</u>			
	<u>NORMAL</u>	<u>TRANS</u>	<u>XF NO 1</u>	<u>XF NO 2</u>
091	5008N	0158W	NOT USED	NOT USED
833	5005N	0205E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 15, 14 JAN 44

- 9. USE OF MF/DF SECTION.
SECTION "N" AVAILABLE, NOT USED.
- 10. BREACHES OF RADIO DISCIPLINE.
NONE.
- 11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>BLANE</u>	<u>REPORTED DEFICIENCIES</u>
037	COMMAND - DIDN'T HEAR TOWER ON RETURN.
091	INTERPHONE - LEFT WAIST HEADSET CORD NO GOOD. COMMAND - POOR.
8033	COMPASS - CHECK CALIBRATION OF N POSITION ON DIAL, ALSO CW-V SWITCH ON SET. COMMAND - TRANSMITTER WEAK.
226	COMPASS - WOULD GET STATIONS BUT COULDN'T GET BEARINGS.
- 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.
- 16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.
VHF/DF STATION IN OPERATION ENTIRE MISSION. NO
HOMINGS GIVEN.
- 17. REMARKS.
DEFICIENCIES BEING INVESTIGATED & CORRECTED.

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

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

S/SGT C. A. D. PIERRO
 (RADIO OPERATOR'S NAME)
JAN 14, 1944
 (DATE)

SHIP NO 091
 NO OF QDM'S 0
 NO OF FIXES 0
 NO OF SOS'S 0

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 SLNO

TIME 1310 ON WATCH. NAME S/SGT C. A. DI PIERRO
 COMPASS OK COMMAND OK LIAISON OK
 INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
1310			ENG NO 1 STARTED.
1314			TAXI TO TAKE OFF POSITION.
1320			TAKE OFF.
1326			IFF ON - DET PLUG IN.
1335			LIAISON TUNED TO WING. ON WATCH.
1336			CHECKED IFF - OK
1340	LPWQ	7MT	R - 867 INT 7 - K
	7MT	LPWQ	R - C - R NR1 - AR
	LPWQ	7MT	R - INT 7 - K
	7MT	KRWLPWQ	R - 725 R AR
	LPWQ	7MT	R - C - AR
1350		7MT	IMI K
	7MT	JLPD	NR1 3 K
	JLPD	7MT	R - 714 714 INT 8 K
	7MT	JLPD	R - 659 - 659 K
	JLPD	7MT	R - C - AR
1355			HAVE TO URINATE - OFF WATCH.
1358			BACK ON WATCH.
1400		7MT	7 - X445 - 1404A - AR
1408		7MT	R - INT 10 AR
	XQT	---	INTERFERENCE - CANT MAKE CALL OUT
1430		7MT	9 - X445 - 1434A - AR
1435			LEAVING ENGLISH COAST - OVER CHANNEL.
1438			GOING TO GET FLAK SUIT IN WAIST.
1442			TEST FIRED GUNS.
1500			GOING OVER ENEMY COAST BOMBAY DOORS OPENED.
1500		7MT	1 - X445 - 1504A - AR
1506			FLAK - LEVEL - BLACK.
1508			BOMBS AWAY.
1513	AA	7MT	R AR
1515	7MT	SLNO	K
	SLNO	7MT	R - K
	7MT	SLNO	R - NR1 - Y - GR2 = EBJU JEHO = 1507A K
	SLNO	7MT	R - NR1 - R - AR
	7MT	SLNO	R - INT 2 - K
	SLNO	7MT	R - 285 - K
	7MT	SLNO	R - C - AR
1523	7MT	NOGO	R - C - NR1 - Y - GR2 ≠ WBRR WEB = 1515A K
	NOGO	7MT	IMI K
	7MT	NOGO	R - C - NR1 - Y - GR2 = WBRR JEDX = 1516A - K

TIME	TO	FROM	REMARKS
1520	NOGO	7MT	R - INTERFERENCE.
1525		7MT	R - K
1527			LEAVING ENEMY COAST.
1529	AA	7MT	R - NR1 - INT 11 K
	KYGS	7MT	X 900 - INT 11 - INT 11 K
1530	7MT	KYGS	X259 - K
	KYGS	7MT	R - C - AR
1531	7MT	WBOU	X259 - K
1531	7MT	WPOU	INTERFERENCE
1534	7MT	JLDP	X259 K
1535	7MT	JLDP	X259 K
1541			PILOT CALLED TO CHECK IFF - CHECK IFF - OK
1544	7MT	AAA	X259 - K
1544	7MT	WPOU	X259 - K
	7MT	---	- VHF - CUTS TRANSMISSIONS OFF
1548	7MT	LPWQ	- CUT OFF -
	7MT		NR1 - Y - GR1 = WBJU = 1522A - K
1549	AA	7MT	X625 K
	7MT	JLDP	NR1 - KK
1551	AA	7MT	R - NR1 - X625 K
1552			REACHED ENGLISH COAST.
1553	7MT	LPWQ	X259 K
1555		7MT	X259 - 259 - SWVC - NR1 - F - F - GR5 - GR5 = QIQE SRMQ HWGB ZOJW SHZK = 1 - A TMT QIQE SRMQ HWGB ZOJW SHZK = 1530A TMT GAVE MESSAGE TO PILOT
1600	JU--	7MT	R - AR
	7MT	LPWQ	X259 K
1601	SWVC	7MT	X259 - NR1 - CALLED BY PILOT. TMT = QIQE SRMQ HWGB ZOJW SHZK = 1530A TMT NR1 - F - GR5 - QIQE SRMQ HWGB ZOJW SHZK = 1530A = AR
1607	7MT	WPOU	X259 K
	LPWQ	7MT	R - K
	7MT	LPWQ	R - PR - NR2 - P - Y - GR8 = WPJU JEHO YOWG XIES KGBE JIES YOVU ESHO = 1511A = OFF WATCH - HAVE TO CALL POLEBROOK FOR WEATHER.
1625	DZ8	SLNO	K K - NO ANS.
		XNCC	GR4 = QEJU PVST VJXI VW = 16--- AR P 479 WS
	SLNO	DZ8	AS
	SLNO	DZ8	AS
	SLNO	DZI	K - 687 K
			CANT GET POLEBROOK
1640	DZ8	SLNO	NR1 - Y - GR1 = KZQE = 1620 A K
		DZ8	R - K
		SLNO	R - AR - NO ANS AFTER THAT - IFF OFF
1646			LANDING AT DEENETHORPE
1649			LANDED - TAXI TO DISP AREA
1655			ENGINES OFF - RADIO EQUIP ALL OFF - CHECK OK

OFF WATCH C. A. DI PIERRO

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

14 January 1944.

SUBJECT: Comments of Crews Participating in Gorenflos Mission, 14 January, 1944.

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

1. A/C 1226., Lt. Piper, flew too low over flak. Lt. Coventry, Stooaged around too long after leaving target. Sgt. DeVito, wants tracers.
2. A/C 0050., Lt. Tannahill, this is second time that equipment has b been taken, gloves, headset, oxygen mask, etc. were not available. This is a serious problem to this new crew who does not have a regular place for their equipment, - Lt. Frye, Anna, left gun of chin turret was twisted. This was checked at the Officer's request before take off and was not connected.
3. A/C 037., Lt. Bennett said no maps were available and not sufficient time to get Navigation equipment available, - Lt. Jones said we should have had more information such as altitudes, axis of attack, etc.
4. A/C 1816., Lt. Dawes, pilot, said should have known something about target. Didn't know target - altitude. Had no briefing on what to look for, - Lt. Van Noy, Bombardier, never saw pictures of target, didn't know what to look for, - Whole crew complained of no briefing - didn't know what to look for even for observations.
5. A/C 7833., Lt. Champman says because of light flak we should have gone in higher.

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

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

14 January 1944.

SUBJECT: Enemy Opposition, Mission 14 January 1944.

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

1. No enemy A/C opposition encountered.

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

3079

E1470 571 50 N 3 NOV 43 11F/36 →



NOBALL XI/A/37

CONSTRUCTIONAL WORKS

GORENFLOS

Pinpoints a) 941813

b) 936813

Neg No 31638

Scale 1:9000

250

500 YARDS
APPROX.

b)

MP

a)



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

14 January 1944.

SUBJECT: Enemy Opposition, Mission 14 January 1944.

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

1. No enemy A/C opposition encountered.

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

SS Form 90

S-2 STATISTICAL REPORT

Mission of 14/2/44

Time of Preparation 1940

Target Coronados - #37

Telephoned to A-2 Lt. Duncan

(1) Designation of Group 401st

(2) Total No. of A/C
airborne, incl. spares 10 (SPARES 0)

(3) Total No. of A/C
Dispatched 0

(4) No. of A/C Attacking 0

(5) No. of A/C Dispatched
but not Attacking 0

Due to:

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

(6) No. of A/C Lost 0

Due to:

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

(7) Times of Attack 1507

(8) Altitudes of Attack 12,000

(9) Bombs on Each Target (a) 75 (b) Size 500 (c) Type G.P.
One (1) A/C bombed Target #75 with 12 500 G.P.

384th B.G. (H) (10) Personnel Casualties _____

Type:

- (a) Number Killed 0
- (b) Number Wounded 2
- (c) Number Missing 0

(11) A/C Suffering Battle
Damage 9

Category:

- (a) Minor 9
- (b) Major _____
- (c) Salvage _____

REMARKS: _____

Preparing Officer
JAMES M. HAMRICK,
2nd Lt., A. C.,
Asst. S-2 Officer.

GROUP

DATE

401st

FLAK REPORT

14 January 44

1. Route followed:

Left English coast at Brighton, crossed Channel and hit I. P. at
5022 - 0135H, Southeast Course to target, made 180° turn after tar-

get and set course 277° mag. leaving enemy coast at 5000H - 0115H and hit English
coast at 5000H Target. (Any condensation trails?)

3. ~~Alt~~ of A/C over Target:

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:-

(Over)

4.a. What evasive action was taken?

5. ~~Course~~ A-turns while in flak lead A/C if possible).6. ~~Height~~ mag. did formation fly straight and level before bombing?7. ~~Time~~ approximately three (3) minutes.8. ~~Position~~ mag. of group in relation to other Groups:

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 - i.e. Continuous
following, predicted concentrations, predicted barrages, or fixed barrages.

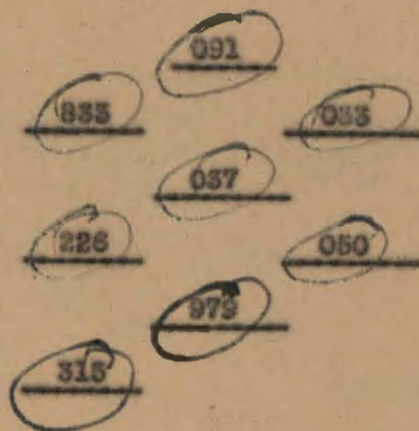
Flak was encountered only for about 3 minutes starting at approximately 6 minutes
before bombs away. The flak was extremely accurate for height and deflection and
all black in color. The flak was moderate and came up in predicted barrages. No
flak encountered at target.

10. Any other Comments, Phenomena, etc.

Flak encountered this mission is not shown on Regulation Flak Maps. Enclose here-
with is flak overlay with approximate exact area where flak was encountered marked.
Other crew members corroborated these points. One officer flying as tail Gunner
in lead A/C states his efforts to count guns showed from 8 to 12 guns placed close
together. Another crew reports 25 A/A gun emplacements before target, placed in a
line running N to S, which fired in batteries of 3.

Altitude 12,000 feet

Bombs Away - 1207 hrs.



A/C No 1087 flew position #6, 3rd element, Low Squadron with 384th Bomb Op. (H).

All A/C damaged; all minor.

S-2

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

14 January 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 14 JANUARY 1944

TAKE-OFF: 1308. 4/10 thin altostratus and altocumulus at 15000'. Visibility 5 miles. Surface wind 250 degrees at 13 mph.

ROUTE OUT: Nil low, nil middle, 2-3/10 cirrus at 18-20,000'. Visibility 15 miles over England and unlimited over the channel and continent.

TARGET: 1454. Nil low, nil middle, 2-3/10 cirrus at 18-20,000'. Visibility unrestricted.

ROUTE BACK: Same as route out.

BASES ON RETURN: 1646. 2-3/10 stratocumulus, base 5000'. 5-6/10 cirrostratus at about 25,000'. Visibility 3 miles. Surface wind 250 degrees at 6 mph.

REMARKS: No contrails from bombers. Persistent contrails from fighters at about 20,000'. Winds aloft:

5,000'	290 deg.	13 knots
9,000'	300 deg.	23 knots
12,000'	310 deg.	25 knots

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

OPERATIONAL ROUTE FORECAST

DATE 14 Jun 1954
 PERIOD 1200-1700 Zulu
Hq 505 USAPP 9-43/90M/15

DECLASSIFIED PER NAID 245003
 BY 54 NARA
 DATE 3/5/11

	A	B	C	D				
1 WEATHER	<u>BASE TO TARGET</u> <u>CLEAR TO PARTLY CLOUDY</u>	<u>TARGET</u> <u>CLEAR TO PARTLY CLOUDY</u>	<u>TARGET TO BASE</u> <u>CLEAR TO PARTLY CLOUDY</u>					
2 CLOUDS	<u>Nil to 3/10 stratocumulus</u> <u>base 2000, tops 4000.</u> <u>Nil to 3/10 altostratus</u> <u>at 10-12000.</u>	<u>Nil to 2 3/10 strato-</u> <u>cumulus, base 2000 tops</u> <u>4000.</u> <u>Nil to 3/10 altostratus</u> <u>at 10-12000.</u>	<u>Nil to 3/10 stratocumulus</u> <u>base 2000, tops 4000,</u> <u>Nil to 3/10 altostratus</u> <u>at 10-12000.</u>					
3 ICING	<u>6000 ft. -- Nil</u>	<u>6000 ft. -- Nil</u>	<u>6000 ft. -- Nil</u>					
4 VISIBILITY	<u>4-6 long 10 plus</u>	<u>10 plus</u>	<u>10 plus long 3-5 at base</u>					
HEIGHT	DIRECTION	VELOCITY	DIRECTION	VELOCITY	DIRECTION	VELOCITY	DIRECTION	VELOCITY
SURFACE	<u>300</u>	<u>45 knots</u>	<u>plus 7</u>					
5000 FT	<u>300</u>	<u>50 "</u>	<u>plus 4</u>					
10000 FT	<u>300</u>	<u>30 "</u>	<u>minus 8</u>					
15000 FT	<u>200</u>	<u>35 "</u>	<u>minus 15</u>					
20000 FT	<u>090</u>	<u>40 "</u>	<u>minus 20</u>					
FT								
FT								

BASE ALTIMETER SETTING 30.18 TARGET SURFACE TEMP. 4.7 TARGET MEAN TEMP. -1
 TEMP. AT 12000 FT. -11 TARGET SURFACE (PRESSURE-ALT)

1. Target is one of a number of installations known as ski sites that have definitely been linked with German rocket experiments. In most cases the main target area covers a rectangle approximately 250 x 150 yards. From these installations it is believed that the enemy intends to launch some type of rocket projectiles or possibly piloted aircraft. The layout and storage arrangements of ^{over 100 of these} ski-sites suggest that it is the enemy's intention to make a concentrated attack. Whether the weapon is of rocket or piloted aircraft type, it is estimated that, provided it functions with reasonable accuracy, rapid and simultaneous fire.

2. This target was down on Dec 24th.

3. There are 6 heavy guns at Ault and 16 heavy guns at Abbeville. There is a possibility of mobile heavy flak at the target.

flak }
flak }

~~078017/51~~ 036024-351st

Reg - 33274

015019 New A.P.T.

1. Target • Importance, • Description
(Z. Byrre. sheet 4 - 3^{K P})
2. Route on map
3. Pictures of target
4. Flak
5. Friendly fighter support
6. P/W
7. Empty packets
8. Secrecy of target

932

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

14 January 19 44

SUBJECT: Loading List.

TO : Operations Officer 612 Bomb Gp (H), APB #634

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

*PLANE # 42-31091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	Capt.	Maupin	Jere	W.	0-24750	612th
CP	Maj.	Martin	Malcolm	K.	0-424978	"
N	Capt.	Haberer	Walter	E.	0-409740	"
B	Capt.	Pickoff	Julius			Gp. Hq.
RO	S/Sgt.	DiPierro	Gosimo	A.	12172563	612th
**TT	S/Sgt.	Gibson	Earl	C.	15086940	"
BT	S/Sgt.	Graf	Cecil	L.	19188506	"
TG	S/Sgt.	Summers	Walter	Jr.	17120684	"
LWG	S/Sgt.	Severson	Marvel	T.	37426585	"
RWG	S/Sgt.	Amber	Joe	R.	36703821	"

*PLANE # 42-3253

P	2nd Lt.	Tannahill	John	(NMI) Jr.	0-803899	612th
CP	2nd Lt.	Selby	Harry	E.	0-748813	"
N	2nd Lt.	Harris	Edward	L.	0-809598	"
B	2nd Lt.	Frye	William	C.	0-682102	"
RO	S/Sgt.	Roark	Harold	M.	37375554	"
**TT	S/Sgt.	Powers	Pabbick	J.	31128629	"
BT	Sgt.	Kennemer	Harley	B.	38052370	"
TG	S/Sgt.	Freeman	Lawrence	R.	38167419	"
LWG	Sgt.	Martin	Weldon	G.	38380536	"
RWG	Sgt.	Brennan	Thomas	E.	13170708	"

*PLANE # 42-38033

P	1st Lt.	Fox	Gaston	M.	0-82737	612th
CP	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N	2nd Lt.	Wilson	Darrell	D.	0-750174	"
B	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO	T/Sgt.	Brandt	Duane	G.	39193489	"
**TT	T/Sgt.	Brown	Allen	D.	38294097	"
BT	S/Sgt.	Sabel	Jerome	(NMI)	12158528	"
TG	Sgt.	Estess	Cecil	C.	34425600	"
LWG	S/Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	S/Sgt.	Sierra	Charles	P.	12155142	"

** Enter complete number of aircraft
 Designate Engineer

8 CAPT Woodhouse Ron M/d rmm

DUTY RANK L. T. FIRST (MI) A.S.N. SQUADRON

*PLANE # 42-31488

P	- 2nd Lt.	West	George	E.	0-802628	612th
CP	# 2nd Lt.	McKinnon	Douglas	H.	0-752008	"
N	- 2nd Lt.	Nutter	Lloyd	J.	0-752502	"
B	- 2nd Lt.	Montgomery	Thomas	B.	0-686111	"
RO	- S/Sgt.	Andrus	Robert	L.	32583791	"
**TT	- S/Sgt.	Russell	Francis	L.	17154673	"
BT	- S/Sgt.	Womble	John	L.	34355686	"
TG	- S/Sgt.	Lefkin	Michael	(NMI)	32496129	"
LWG	- Sgt.	Pinilis	Emanuel	B.	12154654	"
RWG	- Sgt.	Morini	Alferd	J.	32492617	"

*Plane # 42-31087

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.	Brandt	Melvin	A.	37318955	"
**TT	- S/Sgt.	Cable	Harvey	T.	39331286	"
BT	- Sgt.	Norris	John	B.	14093939	"
TG	- Sgt.	Staley	Phillip	C.	39151977	"
LWG	- Sgt.	Daniel	Edward	P.	39251499	"
RWG	- Sgt.	Francis	Raymond	R.	39038724	"

*PLANE # _____

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

*PLANE # _____

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

* Enter Complete number of Aircraft*
 ** Designate Engineer

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

14 January 1944

SUBJECT: Loading List.

T

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.	CHAPMAN, ALVAH H.			0461727	614th
CP -	2nd Lt.	EVANS,	JACK	B.	0686899	"
N -	2nd Lt.	HASKINS,	CECIL	A.	0685604	"
B -	1st Lt.	DEVILLE	FRANK	M.	0747581	"
BT	S/Sgt.	Wilson	George	S.	35407356	"
BT	S/Sgt.	Pyle	Robert B.		15355829	"
BT -	S/Sgt.	Spatilson	Bruno	J.	33164854	"
TC -	S/Sgt.	Dayton,	James	E.	39032317	"
LWG -	S/Sgt.	Brennan	Michael G.		31192434	"
RWG -	S/Sgt.	WAKKE Cohen	Franklin	C.	14044099	"

*PLANE # 42-39979

P -	Capt.	PECK	JOHN	C.	024830	614th
CP -	2nd Lt.	THOMPSON	HARRY	C	0684792	"
N -	2nd Lt.	CRANDALL	WILLIAM	C.	0801119	"
B -	2nd Lt.	GERRICK	GEORGE	C.	0676940	"
BO -	S/Sgt.	Stanforth	Joseph R.		15195089	"
**IT -	T/Sgt.	Novoselich	George		35381019	"
LWG -	S/Sgt.	LeBailly	Arthun		32461439	"
RWG -	S/Sgt.	Wanke	WANKKE Charles P.		12180793	"
BT -	S/Sgt.	Urich	Lawrence	C.	19096322	"
RWG -	S/Sgt.	Kolasz	Henry	A.	32474396	"

*PLANE # 42-31315

P -	1st Lt.	DAWES	WILLIAM	R.	0802731 -	614th
CP -	2nd Lt.	PRATT	JOHN	D.	0748784	"
B -	2nd Lt.	SCHUBERG	JOHN	A.	0750222	"
E -	2nd Lt.	VAN NOY	RUSSELL	M.	0679404	"
BO -	Sgt.	Kolley,	Homer	C	38273969	"
**IT -	S/Sgt.	Norell	Olle	A.	36147173	"
BT -	S/Sgt.	LaFountain	Louie	M.	38183420	"
TC -	Sgt.	Gentry	Ray	A	34434724	"
LWG -	S/Sgt.	Teel, Oliver E.			18160414	"
RWG -	Sgt.	Mooney	William	R.	18169545	"

** Enter complete number of aircraft
 Designate Engineer

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

14 January 1944 4

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 # 42-31037

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P -	1st Lt.	Jones,	Donald	H	0733753	613th Sq.
CP -	2nd Lt.	O'Mail	Edward	T.	0745163	613th Sq.
N -	2nd Lt.	Bennett	Cyrus	P.	0749419	613th Sq.
B -	1st Lt.	Grate	Isaac	B.	0661617	613th Sq.
RO -	T/Sgt.	Schoenberger	Nicholas	D.	35406951	613th Sq.
**TT -	T/Sgt.	Urison	Thomas	(NH)	35310871	613th Sq.
BT -	M/Sgt.	Weaver	Wilmer	F.	33316065	613th Sq.
TG -	S/Sgt.	De Gique	Lewis	A.	3226902A	613th Sq.
LWG-	S/Sgt.	Schair	Arthur	(NH)	12028058	613th Sq.
RWG-	S/Sgt.	Farland	Arthur	W.	11110959	613th Sq.

*PLANE # 42-31226

P -	1st Lt.	Piper	Harry	L. Jr.	0740910	613th Sq.
CP -	2nd Lt.	Hellmuth	George	J.	0748646	613th Sq.
N -	2nd Lt.	Coventry	James	A.	0678616	613th Sq.
B -	2nd Lt.	Pipers	Raymond	E.	0676254	613th Sq.
RO -	T/Sgt.	Fianic	Charles	D.	14134662	613th Sq.
**TT -	S/Sgt.	Bailey	James	H.	17016617	613th Sq.
BT -	S/Sgt.	Brandt	Gordon	F.	16095987	613th Sq.
TG -	S/Sgt.	Devito	Michael	F.	12155471	613th Sq.
LWG -	2nd Lt.	Briarton	Henry	R.	0681518	613th Sq.
RWG -	Cpl.	Lucas	Paul	T.	35947111	613th Sq.

*PLANE # 42-39932

P -	2nd Lt.	Sharp	James	G.	0745199	613th Sq.
CP -	2nd Lt.	Hass	Vincent	J.	0751139	613th Sq.
N -	2nd Lt.	Stephens	David	H.	0809751	613th Sq.
B -	2nd Lt.	Busse	Myles	R.	0686182	613th Sq.
RO -	Sgt.	Thomas	William	G.	13058317	613th Sq.
**TT -	M/Sgt.	Older	Harold	K.	6565610	613th Sq.
BT -	Sgt.	Sedaria	John	J.	32562499	613th Sq.
TG -	S/Sgt.	Tomkinson	Alfred	A.	37277363	613th Sq.
LWG -	Sgt.	Tobine	Rodney	T.	31175945	613th Sq.
RWG -	Sgt.	Drahn	James	A.	1265707	613th Sq.

** Enter complete number of aircraft
 Designate Engineer

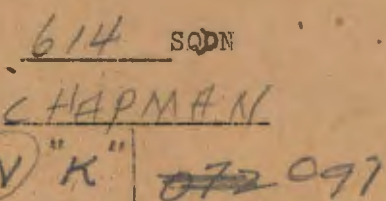
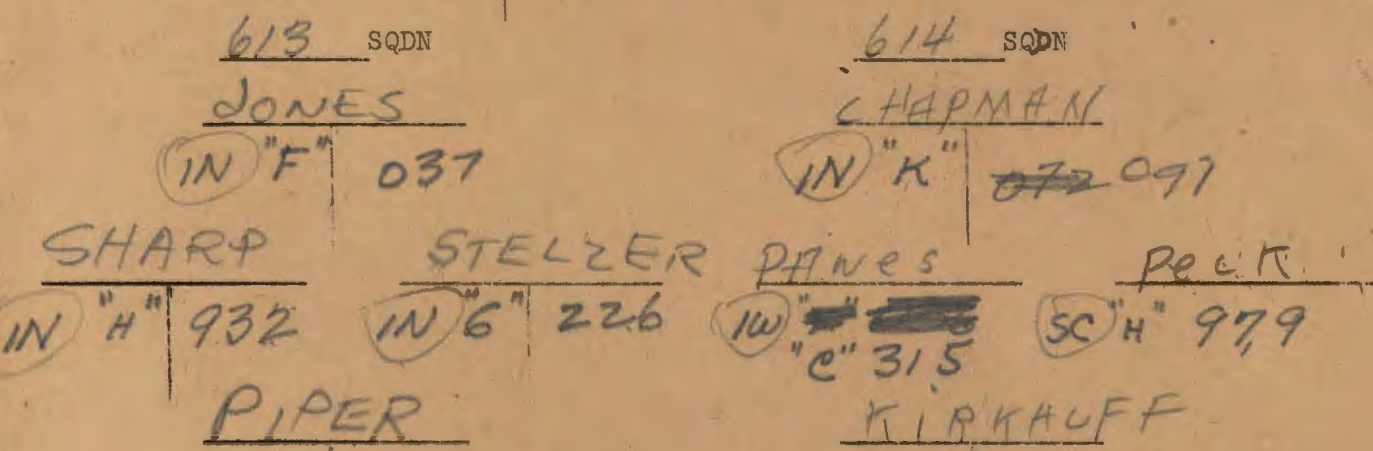
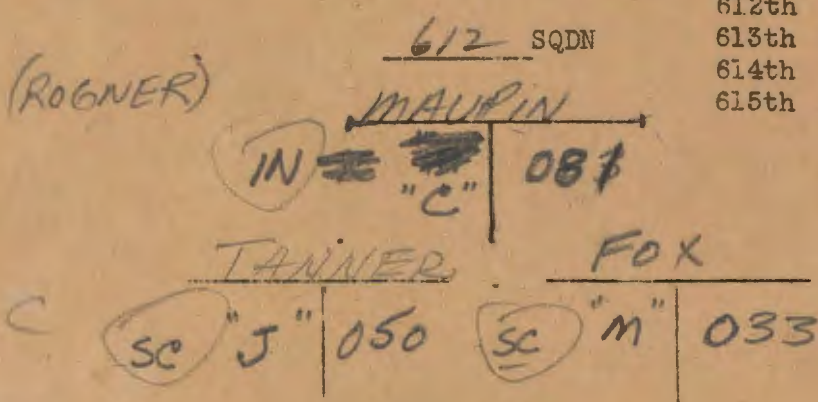
Group Flight Leader: Lt. COL. ROGNER 14/1/44
 (Date)

Deputy Flight Leader: _____

Group Call Sign: _____ Fighter Call Sign: _____

Ground Control: _____

- 612th SC PATHETIC
- 613th IN SILVERWARE
- 614th IW CARMICHAEL
- 615th IY FIANCE STANDOWN



~~488~~
~~315~~
 087
 833
 091

SPARES

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

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

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39932 returned early for the reason that it could not catch up with the formation.

2. Battle Damage.

a. 42-37833 - Three flak holes in bottom of fuselage, near tail; Two flak holes in bottom of left horizontal stabilizer; Flak hole in bottom of left elevator; Flak hole through fuselage, near station # 7; Flak hole in right side of fuselage, near waist position; Two flak holes in bottom of left wing, inner panel, near trailing edge; Flak hole in # 2 ring cowl; Flak hole in vertical stabilizer, left side, near center; Two flak holes in left side of rudder; Flak hole in left side of fuselage, near tail;

b. 42-31091 - Flak hole through right wing, outer panel; Flak hole in left side of vertical stabilizer, near fuselage.

c. 42-40050 - Flak hole in left side of vertical stabilizer; Flak hole in nose section behind plexiglass; Right quarter panel in top turret cracked by flak; # 4 propeller nicked by flak.

d. 42-31087 - Flak hole in air scoop for # 3 engine; # 4 bulkhead damaged by flak; Small flak hole in # 3 engine cowl flap; Small flak hole in top of rudder; 20mm hole in leading edge of left wing near station 22 midway.

e. 42-39979 - Flak hole in left side of nose section; Flak hole in fuselage, left side, near station 4; # 4 bulkhead damaged by flak on left side of fuselage; Flak hole in left horizontal stabilizer de-icer boot causing damage to boot.

42-38033 f. Flak hole through fuselage, near station 8k; Flak hole through fuselage, near station 6j; Flak hole through fuselage, near station 6d; Flak hole through fuselage, near station 7; Elevator and rudder trim tab and locking cables severed by flak.

SUBJECT: Mission Summary Report (continued)

g. 42-31037 - Small flak hole through left horizontal stabilizer; Flk hole through right horizontal stabilizer; Flak hole through rudder; Small flak hole through fuselage, beneath horizontal stabilizer; Small flak hole through Vertical Stabilizer; Bombardiers window shattered by flak; Flak hole in leading edge of left wing, de-icer boot damaged.

h. 42-31226 - # 1 propeller blade damaged by flak; Small flak hole in plexiglas nose section; Small flak hole in left side of vertical stabilizer; Small flak hole through right wing, inner panel, near leading edge; Cal. .30 hole in bottom of right wing, outer panel, near leading edge; Small flak hole in top of right wing, behind # 3 nacelle; 2" flak hole through radio hatch; Small flak hole in top of left wing, outer panel.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>FLAK & FIGHTER</u>
8	0	8	6	2

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

HEADQUARTERS
STATION NO. 128
APO 634

14 January, 1944

SUBJECT: S-4 Combat Mission Report on Mission 14 January, 1944.

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

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

None reported.

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

Failure of Bomb Stations to Release Electrically (3)
Bent Plunger Rod on Chin Turret Hydraulic Cylinder (1)
Loose Solenoids (1)

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

None reported.

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

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

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

SUBJECT: Armament Narrative, Mission No. 15, 14 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 14 January, 1944.

- a. Three bomb stations failed to release electrically.
- b. One plunger rod on Chin Turret Hydraulic Cylinder was bent, causing binding action, resulting in failure of left gun to go into battery position.
- c. One ship had guns with solenoids loose.

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

14 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 for the mission completed this date.

AIRPLANE NO.		BATTLE DAMAGE
42-40050	IN	<ol style="list-style-type: none">1. Flak hole in left side of vertical stabilizer.2. Flak hole in nose section behind plexiglass.3. Right quarter panel in top turret cracked by flak.4. #4 prop nicked by flak.
42-31087	OUT	<ol style="list-style-type: none">1. Flak hole in air scoop for #3 engine.2. #4 bulkhead damaged by flak.3. Small flak hole in #3 engine cowl flap.4. Small flak hole in top of rudder.5. 20MM hole in leading edge of left wing near station 22 midway.
42-39979	OUT	<ol style="list-style-type: none">1. Flak hole in left side of nose section.2. Flak hole in left side of fuselage near station #4.3. #4 bulkhead damaged by flak on left side of fuselage.4. Hole in left horizontal stabilizer de-icer boot. Boot to be replaced.
42-38033	OUT	<ol style="list-style-type: none">1. Flak hole through fuselage near station 6k.2. Flak hole through fuselage near station 6j.3. Flak hole through fuselage near station 6d.4. Flak hole through fuselage near station 7.5. Elevator and rudder trim tab cables severed.6. Elevator and rudder locking cable severed by flak.

Herbert O. Kimmel

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