

REPORT OF OPERATIONAL
DAY

MISSION No. **16**

Date: **21 JAN. 44**

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

E- -3

31 January 1944.

SUBJECT: **Leader's Narrative, Mission to Notre Dame de Forme, France.**TO : **Commanding Officer, 401st Bombardment Group (H),
APO 834.**

1. The 401st Group took off at 1204 with 23 airplanes. Some of the airplanes were late taking off but the Group was formed by 1500. The Lead Squadron formed quickly while the second Squadron was slow in forming. The target was attacked with 12 airplanes in the Lead Squadron and 10 in the Low Squadron. One other aircraft bombed with the 351st Group. All of the spares were dispatched and bombed.

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

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

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

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

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

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

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

E-D-1

21 January 1944

SUBJECT: Operational Narrative, Mission of 21 January 1944.

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

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

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

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

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

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

Ten (10) aircraft dropped bombs on the primary target and ten (10) dropped bombs on the target of opportunity. Aircraft 42-37833 returned its bombs as the bomb bay doors froze over the target. Aircraft 42-37855 jettisoned its bombs in the channel as its bomb bay doors also froze. Aircraft 42-39881 was forced to straggle when it was damaged just prior to the bomb run. It jettisoned its bombs just prior to the target as it attempted to toggle.

3. Aircraft lost: None.

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

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

AAF Station 128
 21 January 1944.

SUBJECT: Statistical Summary for Mission of 21 January 1944

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....23
 Number of Spares..... 5
 A/C Taking Off Less Unused Spares.....23
 Number of A/C Dispatched.....23
 Number of Sorties.....23
 Number of A/C Attacking.....20
 Number of A/C Not Attacking..... 3

Number of A/C Lost:

None

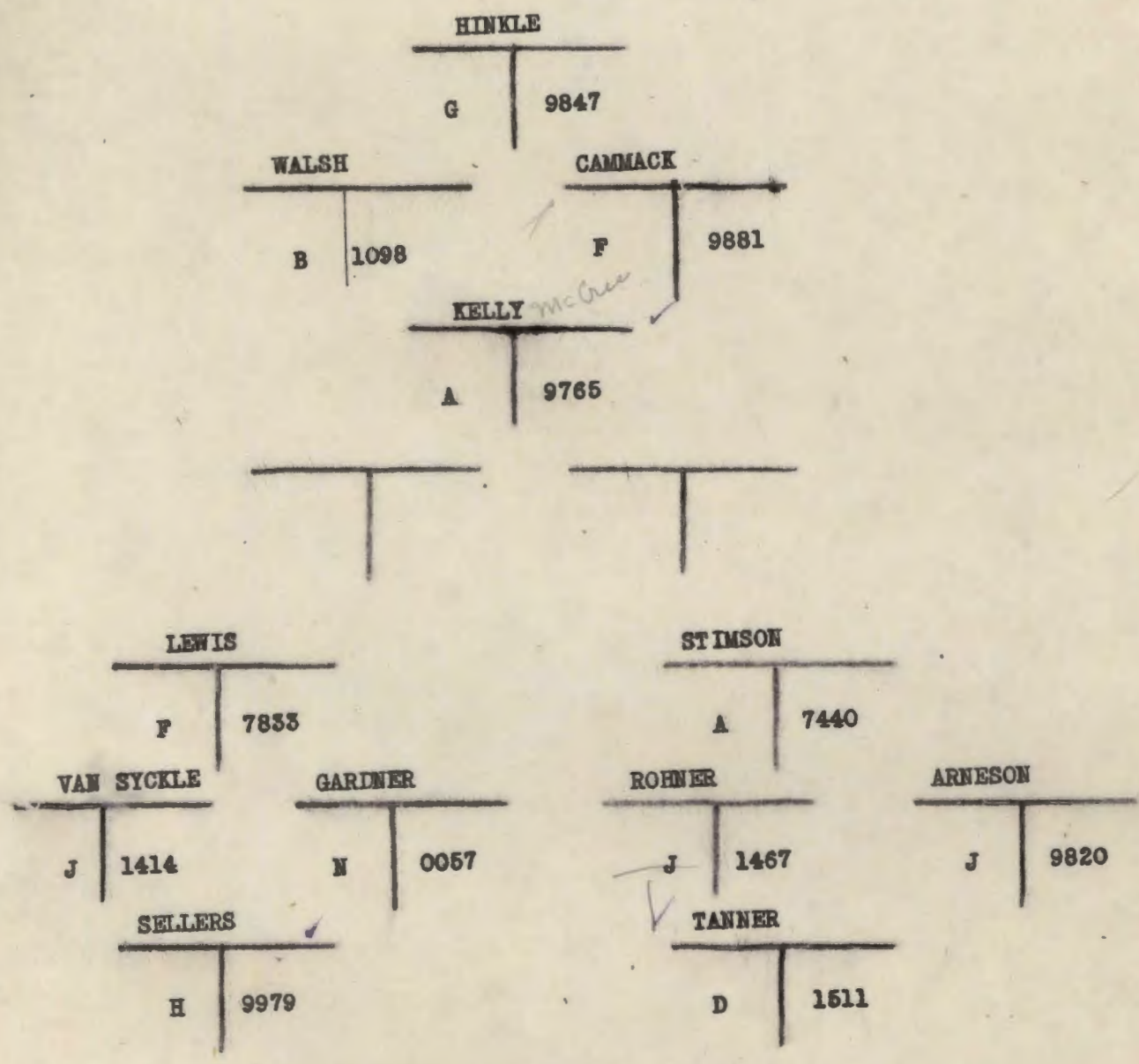
TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGETS

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

For the Operations Officer:

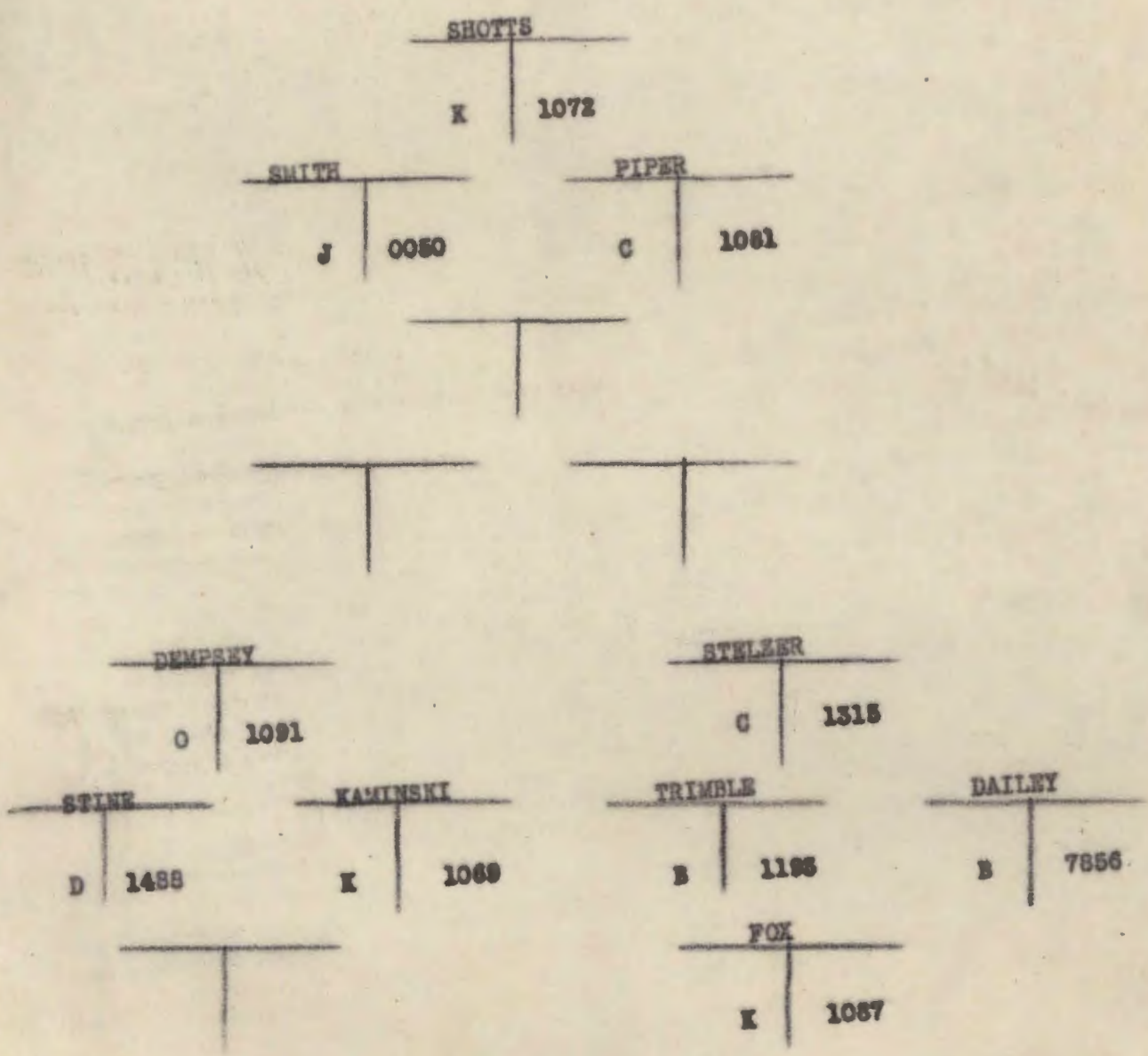
KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

LEAD SQUADRON - FORMATION OVER TARGET.



846 FLEW WITH 351ST BOMB GP

LOW SQUADRON - FORMATION OVER TARGET.



CAPT HINKLE

21 January 1944

Group Leader: LT GAMMACK

Group Call Sign: _____ Fighter Call Sign: _____

Ground Control: 614

HINKLE
SQDN

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

G 9847

FORMATION UPON TAKEOFF

WALSH

GAMMACK

B 1098

F 9881

STIMSON

A 7440

STINE

ARNESON

D 1488

J 9820

615

613

LEWIS
SQDN

SHOOTS

SQDN

F

K 1072

VAN SYCKLE

GARNER

PIPER

J 1414

K 0067

DEMPSEY

HESS

O

1091

M 9846

TRIMBLE

KAMINSKI

ROHNER

STELZER

B 1193

K 1069

J 1467

C 1315

KELLY

SPARES

A 9765 (Spare)

DALEY

SELLERS

FOX

B 7856 (Spare)

H 9979 (Spare)

K 1087 (Spare)

SMITH

TANNER

G 0050 (Spare)

D 1511 (Spare)

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

APO 634

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

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 1205 hours.
 - b. Group formed at 1250 hours at 7500 feet.
 - c. Formed CFW at X hours at X feet.
 - d. Began climb at 1250 hours.
 - e. Reached altitude at 1342 hours.
 - f. Weather encountered over England:
 - (1) Clouds 5-8/10ths
 - (2) Visability 5 miles.
 - (3) Wind at altitude X degrees. X knots per hour.
 - g. Means of navigation over England.
Pilotage, Gee and D.R.
 - h. Means of checking Metro Winds
None
 - i. Joined task force at X hours at X (city, splasher, Coordinates)
 - j. Departed English Coast at 1345 hours.
Arrived at Enemy Coast at 1351 hours

p. Flight Rendezvous:

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

1. Wind used for bombing:

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

Metro

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

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

Visual Pin Point Pilotage

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

None

o. Gee:

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

p. Comments:

EDWARD P. VOLTE
2nd Lt. SIGNATURE
Lead Navigator

TRACK CHART

TARGET

Date Jan. 21, 1944

Blue

Route followed by

Briefed Course

Primary Notre Dame De Ferme

Red

" " "

401st. Track

Secondary Furnes

" " "

Last Resort _____

" " "

" " "



FLAK
HEAVY \blacksquare
LIGHT \blacktriangle

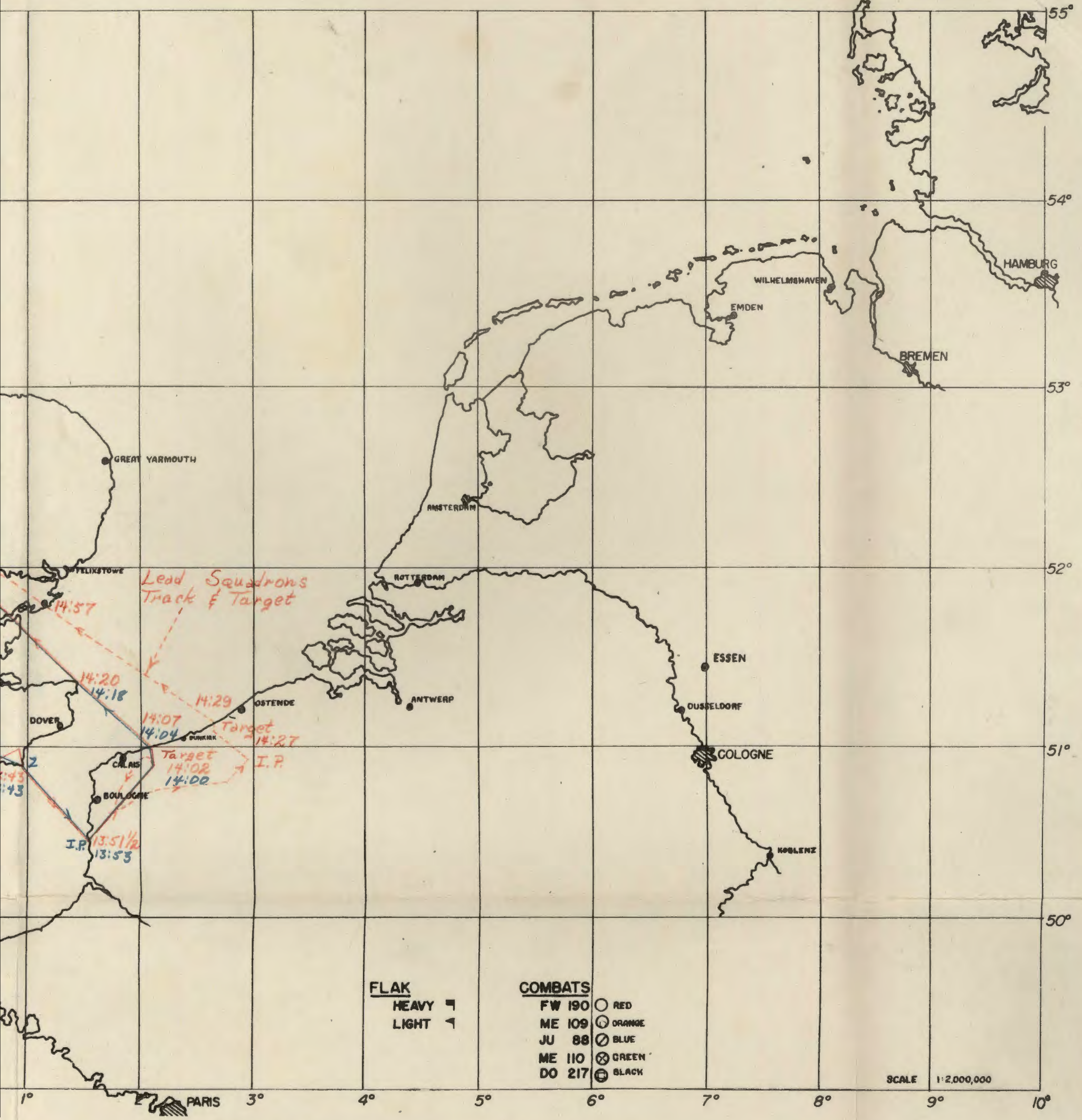
COMBATS
FW 190 \bigcirc RED
ME 109 \bigcirc ORANGE
JU 88 \bigcirc BLUE
ME 110 \bigcirc GREEN
DO 217 \bigcirc BLACK

SCALE 1:2,000,000

Primary Notre Dame De Ferme
 Secondary Furnes
 St Resort _____

TRACK CHART
 Date Jan. 21, 1944

<u>Blue</u>	Route followed by	<u>Briefed Course</u>
<u>Red</u>	" " "	<u>401st Track</u>
_____	" " "	_____
_____	" " "	_____
_____	" " "	_____
_____	" " "	_____



TARGET

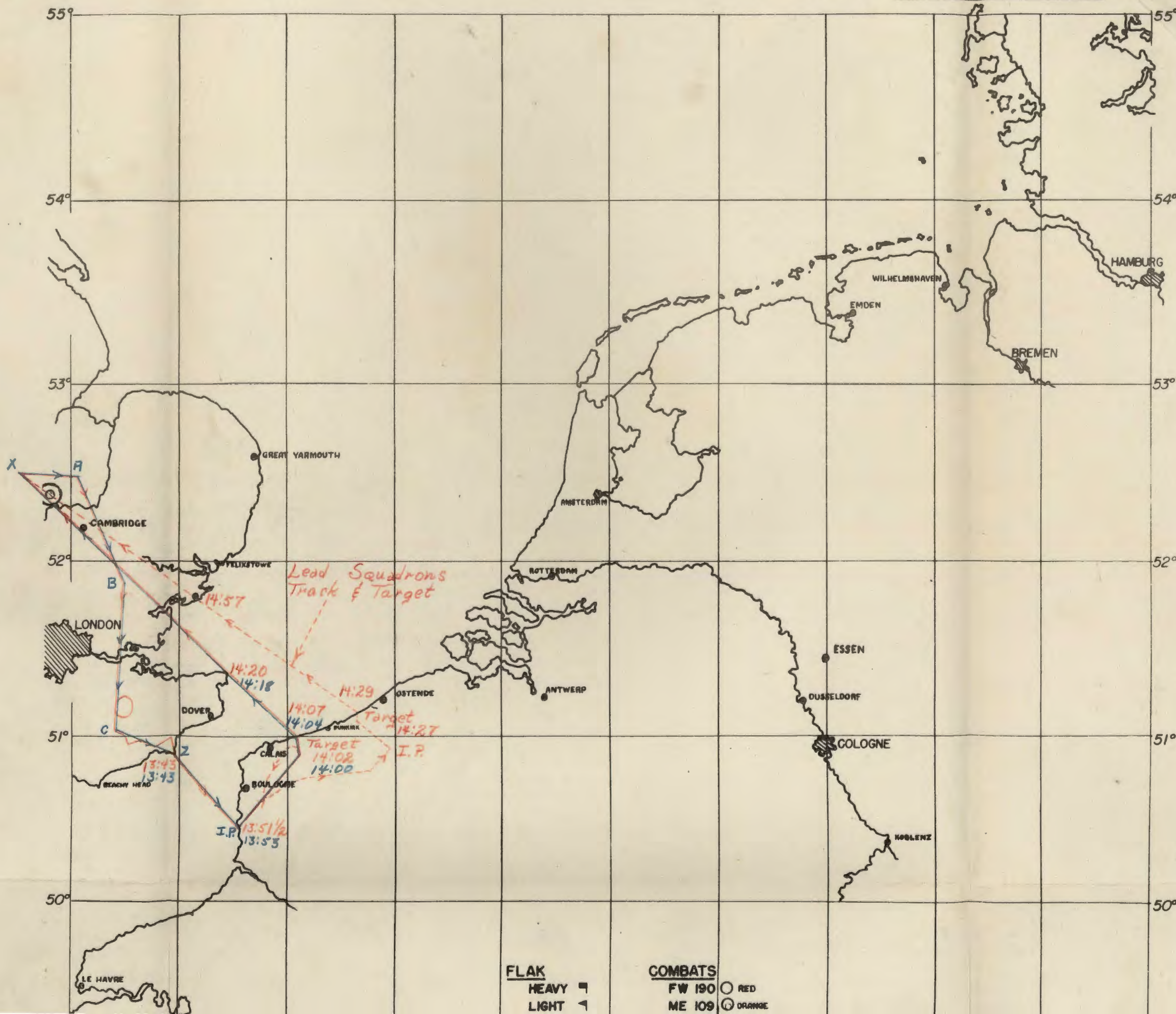
Primary Notre Dame De Ferme
Secondary Furnes
Last Resort _____

TRACK CHART
Date Jan. 21, 1944

Blue
Red

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

Briefed Course
401st. Track



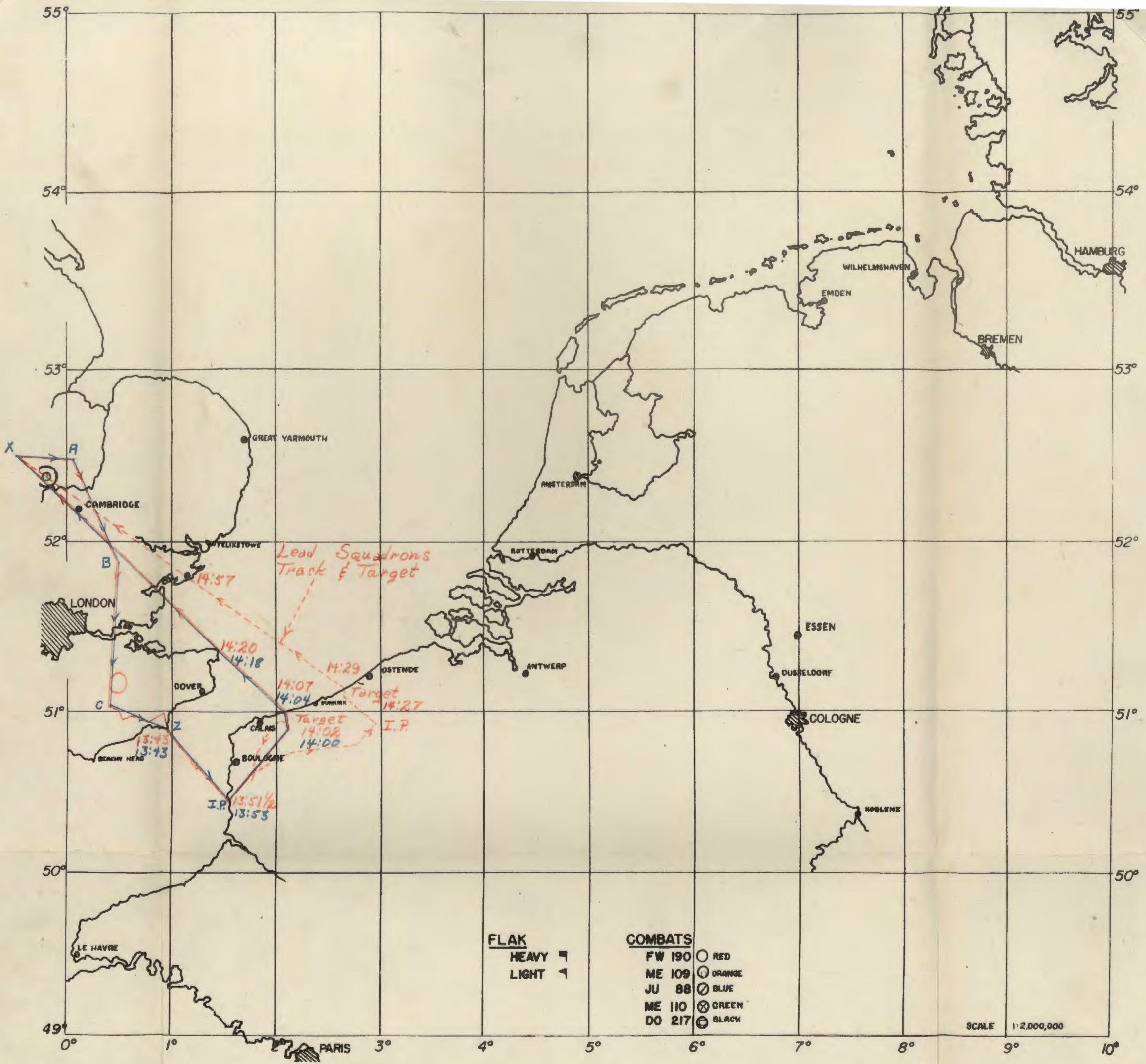
FLAK

HEAVY \blacksquare
LIGHT \blacktriangle

COMBATS

FW 190 \circ RED
ME 109 \circ ORANGE

DECLASSIFIED PER
BY 54 NARA
DATE 3/5/11



FLAK
 HEAVY ◻
 LIGHT ◻

COMBATS
 FW 190 ○ RED
 ME 109 ○ ORANGE
 JU 88 ○ BLUE
 ME 110 ○ GREEN
 DO 217 ○ BLACK

SCALE 1:2,000,000

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

21 January 1944.

SUBJECT: Group Bombardier's Narrative, Mission No 16
Notre Damedeferme, France.

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

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

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

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

JULIUS PICKOFF
Capt. A.C.
Group Bombardier.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

B- -1

21 January 1944

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

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

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

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

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

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

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

BOMBARDIER'S LOG

TARGET NOTRE DAME DE FIEF ELEVATION 300 TAKE OFF 1834

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

DESCRIPTION AND REMARKS-----

Mean Temp at 20,000 -14

*Pressure Altitude of Target	<u>-544</u>	**Type & Size of Bombs	<u>500 lb. GP M-45</u>
*Altimeter Setting	<u>29.92</u>	**No. of Bombs Loaded	<u>12</u>
*Ind. Altitude	<u>20,000</u>	**Initial Point Ordered	<u>Actual</u>
*True Altitude above Target	<u>19510</u>	xLength of Run	<u>1 min</u>
x Air Speed (MPH)	CIAS <u>150</u>	TAS * Mag Head Ordered	<u>211 49</u>
*Ground Speed	*Est <u>269</u> **Actual <u>180</u>	x Time of Release	<u>1403</u>
Drift	*Forecast <u>7R</u> xActual <u>12R</u>	**Type of r Train Release	<u>Individual</u> <u>Salvo</u>
*Actual Range	<u>12,960</u>	x Point of Impact	<u>MPI</u>
xTan Drop Angle	*Est <u>.66</u> xActual <u>.45</u>	** Airplane Type No.	<u>B-17G</u> <u>42-31072</u>
XDisc Speed	<u>146.5</u>	xTrail	<u>.52</u>
**Time of Fall	<u>36.42</u>	** Pilot	<u>Lt. B.M. Shotts</u>
**B.S. Type and No.	<u>M-9</u>	** Navigator	<u>Lt. W.F. Savage</u>
		** Bombardier	<u>Lt. H.R. Briarton</u>

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

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

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

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² LT. H. R. BRIARTON DATE 21 January 1944
 PILOT² Lt. B. M. Shotts TAKE OFF 1204
 NAVIGATOR² Lt. H. F. Savage LANDED 1657
 ORGANIZATION 401st Squadron AIRPLANE Group

OBJECTIVE³ X Bom. Notre Dame De Farnes

AIMING POINT (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK⁴ X
 Individual Flight Squadron Group Wing

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

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

DEFLECTION AND RANGE SIGHTING, GROUP Lead Bomb COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES 500 lb. GP 12-43

NUMBER OF BOMBS LOADED 12 RELEASED 12

FUZING, NOSE 1/10 TAIL 1/10

SYNCHRONIZATION⁵ X
 On Fast Slow

INFORMATION AT RELEASE POINT⁶ _____

Altitude of target	<u>300</u>	MAG. HEAD. Order	<u>49</u>	Actual	<u>545</u>
True Altitude above target	<u>19500</u>	True Heading	<u>552</u>		
Ind. Altitude	<u>20000</u>	Drift, Est.	<u>72</u>	Actual	<u>122</u>
Pressure altitude of target	<u>344</u>	True Track	<u>350</u>		
Altimeter setting	<u>29.92</u>	Actual Range	<u>9000</u>		
M.I.A.S.	<u>150</u>	B.S. Type	<u>W/9</u>		
M.A.S.	<u>211</u>	Time of release	<u>1402</u>		
M.S., Est.	<u>269</u>	Actual	<u>180</u>	Length of Bombing Run	<u>90"</u>
Wind Direction, Metro	Actual	Intervalometer setting	<u>150</u>		
Wind Velocity, Metro	Actual	C-1 Pilot	<u>Yes</u>		
M.S. <u>145.5</u>	Trail <u>52</u>	ATF	<u>50/42</u>	A-5 Pilot	
MAN. D.A. Est.	<u>.66</u>	Actual	<u>.45</u>	Manual PILOT	

TYPE OF RELEASE⁷ _____
 Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN⁸ _____

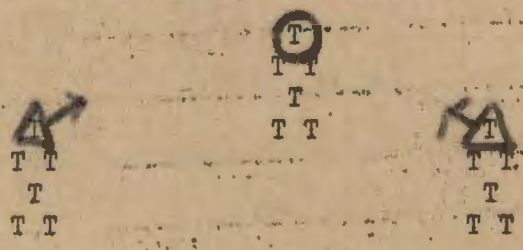
NAVIGATION DATA:⁹ _____

MEAN TEMP. METRO _____ ACTUAL _____

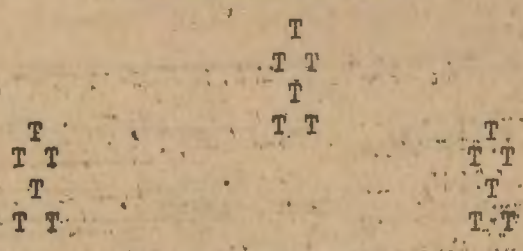
WINDS



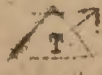
ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000	260		57		-21	
22000	250	24	60	51	-32	-30
24000						
26000						
28000						
30000						

METHODS OF BOMBING¹⁰



COMPOSITE GROUPS¹¹

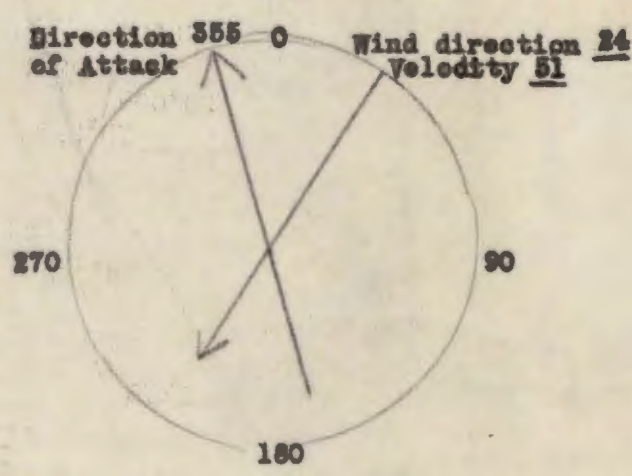
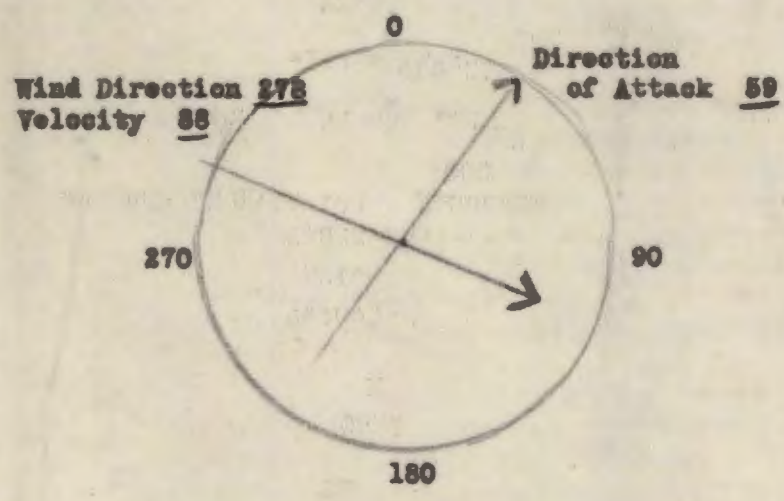


- Bombardier making complete sighting operation - 
- Bombardier making range operation only - 
- Bombardier dropping on leader, with arrow indicating leader's position - 

BOMBARDIERS INDIVIDUAL PLOT

GROUP 401st
TARGET Opportunity
METHOD OF BOMBING Visual
ALTITUDE 19500

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



REMARKS:

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

E- -1

21 January 1944

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

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

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

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

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

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

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

BOMBARDIER'S LOG

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

DESCRIPTION AND REMARKS-----

Mean Temp at 20,000 -14

*Pressure Altitude of Target	<u>-344</u>	**Type & Size of Bombs	<u>500 Lb. GP</u>
*Altimeter Setting	<u>29.92</u>	**No. of Bombs Loaded	<u>12</u>
*Ind. Altitude	<u>20,000</u>	**Initial Point	Ordered _____ Actual _____
*True Altitude above Target	<u>19,310</u>	xLength of Run	xTime of Run
x Air Speed (MPH)	CIAS <u>150</u>	TAS * Mag Head	<u>40</u> *Mag Head <u>290</u>
*Ground Speed	*Est <u>260</u> **Actual _____	x Time of Release	**No of Bombs Released <u>12</u>
Drift	*Forecast <u>7 R</u> xActual <u>10R</u>	**Type of r Train Release	Individual _____ Salvo <u>I</u> Returned _____
*Actual Range	<u>12,960</u>	x Point of Impact	<u>Center</u>
xTan Drop Angle	*Est <u>.66</u> xActual _____	** Airplane Type	<u>B-17G</u>
XDisc Speed	<u>145.5</u>	xTrail	<u>51</u>
**Time of Fall	<u>26.42</u>	** Navigator	<u>Lt. Edward P. Walte</u>
**B.S. Type and No.	<u>M-9</u>	** Bombardier	<u>Lt. Deville</u>

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

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² Lt. Deville DATE 21 December 1944
PILOT² Lt. A.H. Chapman TAKE OFF 1805
NAVIGATOR² Lt. R.F. Holte LANDED 1835
ORGANIZATION Squadron 401st AIRPLANE B-17E
Group

OBJECTIVE³ TARGET OF OPPORTUNITY

STARTING POINT (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK⁴
Individual Flight X Squadron Group Wing

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

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

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

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

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

NUMBER OF BOMBS LOADED 12 RELEASED 12

WEIGHTING, NOSE 1/10 TAIL 1/10

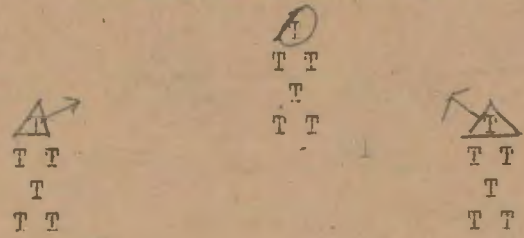
SYNCHRONIZATION⁵
On Fast Slow

INFORMATION AT-RELEASE POINT⁶

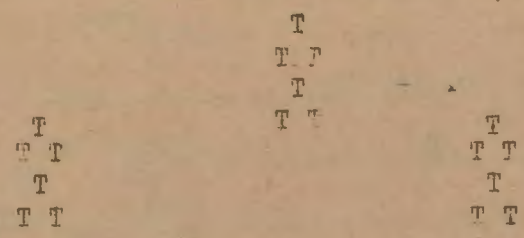
Altitude of target	MAG. HEAD, Order	Actual	<u>40</u>
True Altitude above target	True Reading	<u>500</u>	
Bar. Altitude	Drift, Est.	<u>72</u>	Actual <u>102</u>
Pressure altitude of target	True Track		
Altimeter setting	Actual Range	<u>12,950</u>	
C.A.S.	B.S. Type	<u>M-2</u>	
M.A.S.	Time of release	<u>14.27</u>	
C.S., Est.	Length of Bombing Run		
Wind Direction, Metro	Intervalometer setting	<u>250</u>	Actual <u>273</u>
Wind Velocity, Metro	C-1 Pilot	<u>65</u>	Actual <u>288</u>
M.S.	A-5 Pilot	<u>145.5</u>	Trail <u>51</u> ATF
M.A. D.A. Est.	Manual PILOT	<u>65</u>	Actual <u>55</u>




ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000	250	278	69	88	-31	-32
22000						
24000						
26000						
28000						
30000						

METHODS OF BOMBING¹⁰



COMPOSITE GROUPS¹¹



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

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

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

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

None

2. Battle Damage.

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

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

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

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

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

SUBJECT: Mission Summary Report. (continued)

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

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

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

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

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

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

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

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

SUBJECT: Mission Summary Report (continued)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

b. One Vickers Unit had slight leak.

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

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

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

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

MISSION REPORT - AMMUNITION

Air Station No. 128

DATE OF MISSION 21-JANUARY-1944

Group 401ST BOMB GROUP (H)

Type Aircraft B-17D

I - Aircraft: Departed 23

Returned early NONE

Attacking target 206

Lost NONE

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

III - Flares: Landing, bombing, photoflash carrier

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

<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>44</u>		<u>680</u>
<u>Left Nose</u>	<u>50</u>	<u>0</u>		<u>120</u>
<u>Right Nose</u>	<u>50</u>	<u>21</u>		<u>280</u>
<u>Upper Turret</u>	<u>50</u>	<u>42</u>		<u>755</u>
<u>Lower Turret</u>	<u>50</u>	<u>40</u>		<u>595</u>
<u>Radio Gun</u>	<u>50</u>	<u>19</u>		<u>285</u>
<u>Left Waist</u>	<u>50</u>	<u>21</u>		<u>555</u>
<u>Right Waist</u>	<u>50</u>	<u>21</u>		<u>535</u>
<u>Tail Guns</u>	<u>50</u>	<u>42</u>		<u>760</u>
<u>Totals</u>				

S E C R E T

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 1,565 rds.

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 _____ rds.

Expended A/C lost or missing:

Cal..30 _____ rds.

Cal..50 _____ rds.

Group Totals:

Cal..30 _____ rds.

Cal..50 1,565 rds.

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

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

(signed) James C. David
Sta. Ord. Off. or Ass't A.T.H.

S E C R E T

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

J-A-2

21 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 16.

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

1. USE OF VHF SET.

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

2. VHF/DF BEARINGS.

NONE.

3. HF/DF BEARINGS.

846 - 1 QDM FROM POLEBROOK.

4. MF/DF FIXES.

511 - 1 FIX FROM SECTION "N".

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

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

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

6. RADIO BEACONS USED (CONTD)

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

7. USE OF "GEE".

<u>PLANE</u>	<u>MAXIMUM RANGE OBTAINED</u>		
	<u>NORMAL TRANS</u>	<u>XF NO 1</u>	<u>XF NO 2</u>
047	5105N 0241E	NOT USED	NOT USED
765	5105N 0236E	NOT USED	NOT USED
072	5050N 0207E	NOT USED	NOT USED
833	5054N 0258E	NOT USED	NOT USED
856	5104N 0215E	NOT USED	NOT USED
091	5116N 0140E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION "N" AVAILABLE. NOT USED.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

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

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

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES (CONTD).

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

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. INFORMATION ON MEACONING.

NONE.

14. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

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

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

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

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED.

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

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

ROBERT B. PYLE
 (RADIO OPERATOR'S NAME)

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

1-21-44
 (DATE)

NOTE: THE ABOVE IS TO BE FILLED IN AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION N

CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN SKHG

TIME 1136 WATCH OPENED. NAME ROBERT B. PYLE

COMPASS OK COMMAND OK LIAISON OK

INTERPHONE OK VHF OK IFF OK

TIME :	TO :	FROM :	REMARKS
1138			START #1 ENGINE.
1146			TAXI
1201			TAKE-OFF. IFF ON. DET PLUG IN
1207			IFF CHECK OK
1230	7MT		7MT - 7 - VS - X445 - 1234A AR
1235			IFF CHECK OK
1300	7MT		7MT - 3 - V - X445 - 1304A AR
1305			IFF CHECK OK
1306			CREW ON OXYGEN
1330	7MT		7MT - 9 - V'S - X445 - 1334A AR
1351			ON BOMB RUN
1358			FLAK
1426			BOMBS AWAY
	7MT	KGZU	R NR1 - OP - Y - G R2 = UHZI KN =
	KGZU	7MT	IMI
			R NR1 - OP - Y - GR2 = UHZI BN - 14 0 K
1442	KGZU	7MT	R NR1 AR
	7MT	SKHG	X259 K
	SKHG	7MT	-R- K
	7MT	SKHG	-R- NR1 - Y - GR3 = KRGF ZLXB QK = 1426A K
1445	SKHG	7MT	-R- AR
	SWVC	7MT	NR1 -F- GR3 = ADAQ NTTY SE = 1430A
			DECODED AND GAVE TO PILOT.
	7MT	WAQW	X259 K
1510			IFF CHECK OK
	WAQW	7MT	R-K
	7MT	WAQW	NR1 - Y - GR3 = KRQD XBPC 1425
1513	WAQW	7MT	R NR1 AR
	AA	7MT	IMI K
	PJGH	7MT	R K
	PJGH	7MT	IMI AA = K
1518	PJGH	7MT	R NR1 AR
		7MT	IN CLZSHUCLONKZBT
1520			LEFT FORMATION WOUNDED ON BOARD
1534			LANDED IFF OFF
1553			DISPERSED
1554			CUT ENGINES
1558			EQUIPMENT CHECKED AND OFF
1601			OFF WATCH

ROBERT B. PYLE

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

21 January 1944.

SUBJECT: Enemy Opposition, Mission 21 January 1944.

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

1. No enemy A/C opposition encountered.

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

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

21 January, 1944.

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

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

1. A/C 069., Lt. Kaminski, "ships from above should be more careful in dropping their bombs - entire crew complained of no candy bars.
2. A/C 193., Lt. Trimble, stated that A/C #356 kept guns of B.T. turned down on entire flight - bomb bay doors opened before target but dropped bombs in channel.
3. A/C 833., Lt. Lewis, said that navigation was very poor from IP to target also said the entire crew saw the target on both runs. Evasive action too violent, consisted of a series of 8's which necessitated my element flying at 125mph on inside and 165 to 170mph on the outside.
4. A/C 057., Capt. Gould, stated he did not like the evasive action of the leader.
5. A/C 098., Lt. Schulz, says flying on AFCE by leader made it difficult to fly formation. Lt. Walsh said AFCE was too steep and too fast - too erratic and too hard to follow.
6. A/C 785., Capt. Ed Cree, said crew members should have more time in which to get ready. Evasive action was too violent and broke up formation. Fighter support was very close, P-47's were under formation when bomb bay doors were open.
7. A/C 9846., Lt. Hess "transportation was poor, hence, late in T/O. Also need rubber cushion ear phones for better hearing in A/C's
8. A/C 0050., S/Sgt. Davies "flying helmet and chute harness were missing from A-3 bag arriving at plane. After last flight left everything in A-3 bag in equipment room. Must have been taken out of there."
9. A/C 1515., Whole crew wants tracers, especially for flexible guns and in turrets. Tracers will give quicker estimation than computing sights.

10.

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

11. A/C 9820., Lt. Dean, Radio compass wouldnt work. Lt. Arnesen, "poor truck service".

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

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

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

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

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

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

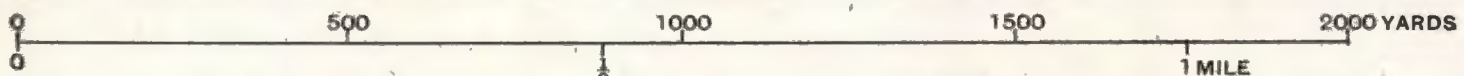
W. B. FRY,
Major, A. C.,
Group S-2 Officer.

Target No.
XI/A/112

NOBALL TARGET
"A" Constructional Works

NOTRE DAME FERME
(FRANCE)

Illustration No.
XI/A/112



Photographed 22 December 1943

(1 : 10,500)

approx.

Issued January 1944



A.I.3c (1)

TYPE A

SS Form 90

S-2 STATISTICAL REPORT

Mission of 21 Jan. 1944
Target P/T - Notre Dame De Fermo
T/O - A/D at Bunnys

Time of Preparation 1900
Telephoned to A-2 1945

- (1) Designation of Group 401st
- (2) Total No. of A/C airborne, incl. spares 23 (SPARES 5)
- (3) Total No. of A/C Dispatched 23
- (4) No. of A/C Attacking P/T - 10 T/O 10
- (5) No. of A/C Dispatched but not Attacking 3 Due to:
 -) A/C #833 - B.B.B. (10) (a) Mechanical Failure 2
 - A/C #881 - Jettisoned short of P/T (b) ~~Weather~~
 - A/C #856 - Jettisoned in channel (c) Enemy Action 1
(lost before target)
 - (d) Other A/C #881 1
- (6) No. of A/C Lost 0 Due to:
 - (a) Anti-aircraft fire _____
 - (b) Enemy fighters _____
 - (c) Flak and fighters _____
 - (d) Accident _____
 - (e) Reasons Unknown _____
- (7) Times of Attack P/T - 1403 T/O 1427
- (8) Altitudes of Attack P/T - 20,100 T/O - 20,000
- (9) Bombs on Each Target (a) P/T 120 T/O 120 (b) Size 500 (c) Type G.P.'s
G.P.'s
- (10) Personnel Casualties 1 Type:
 - (a) Number Killed _____
 - (b) Number Wounded 1
 - (c) Number Missing _____
- (11) A/C Suffering Battle Damage 19 Category:
 - (a) Minor (12-a) (7-ac)
 - (b) Major _____
 - (c) Salvage _____

REMARKS: A/C #881, #5 engine out &
#4 on fire. Bombz dropped 5 mi.
short of target.

It. Frederick H. Ross.
Preparing Officer

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

21 January 1944.

SUBJECT: Enemy Opposition, Mission 21 January 1944.

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

1. No enemy A/C opposition encountered.

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

401ST BOMBARDMENT GROUP (L)
APO 634

FLAK REPORT

DATE 31 January 1944

PT TARGET: Notre Dame Farme Time Bombs Away 1405

1. Route followed: Le Touquet, Notre Dame du Farme to Graveline.

~~See attached track chart~~

2. Visibility 5/10 to 8/10 Contrails None

3. Position of Group in relation to other Groups: Lead
High
Low
No other Groups.

4. Axis of Attack (Lead A/C) 0 Degrees Magnetic.

5. Length of Straight and Level Bomb Run: 2 minutes.

6. Evasive Action Taken: mild S turn.

7. Turn after Bombing: to 350° M.

8. Number of A/C over Target 10
(a) Number of A/C Damaged by A/A Gunfire 7
(b) Number of A/C Lest by A/A Gunfire 0

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

10. Comments - Phenomena: Ground rockets seen shooting at formation behind at Target.

11. No. of A/C Carrying "Window": None
Observed Results:

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

20,100 ft. altitude .

072

050

081

091

315

488

069

193

856

087

401ST BOMBARDMENT GROUP (E)
APO 634

FLAK REPORT

DATE 21 January 1944.

TARGET: _____ Time Bombs Away 1427

1. Route followed: A/F South Furness
Le Touquet, Notre Dame du Farnes to Furness to coast.

~~See attached track chart.~~

2. Visibility GAFF Contrails None

3. Position of Group in relation to other Groups: Lead _____
High _____
Low _____

4. Axis of Attack (Lead A/C) No other Group _____ Degrees Magnetic.
290

5. Length of Straight and Level Bomb Run: 1 1/2 minutes.

6. Evasive Action Taken: None

7. Turn after Bombing: None

8. Number of A/C over Target
(a) Number of A/C Damaged by A/A Gunfire _____
(b) Number of A/C Lost by A/A Gunfire 12
0

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

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

(b) Target: They then started home and dropped on above target of opportunity with out meeting any flak opposition.

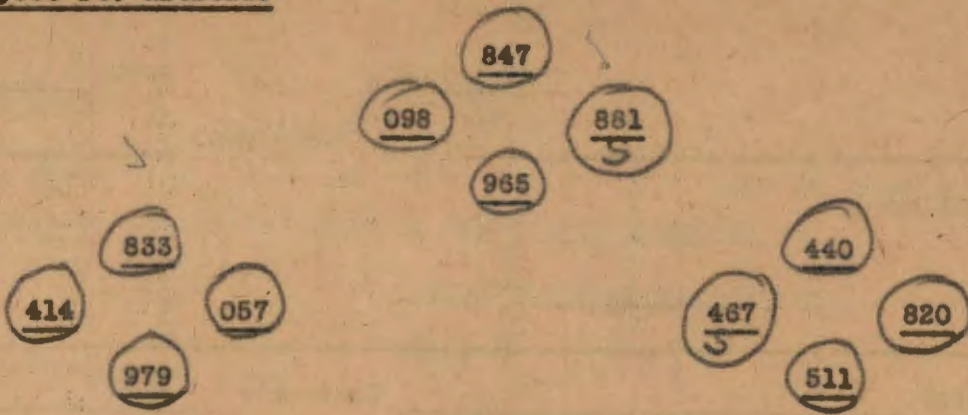
(c) Route back: _____

10. Comments - Phenomena: None

11. No. of A/C Carrying "Window": _____
Observed Results: None

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

19,500 ft. altitude



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

REMEMBER.....CROSSBOW....NOT ski-site

Mac Don't call MPI
to "IP!"

Crossbow at Notre Dame de Ferme

Target today is a ~~skisite~~; Gorenfles, against which this Group has been dispatched twice, was another ~~skisite~~, and in preparing for these other missions, a number of our crews have become familiar with the information which we have at the present time describing ~~skisites~~; however, a general review for the benefit of ~~new personnel and other new crew-members who~~ ^{may} participating, is in order, particularly because so much importance attached now.

① While its definite function has not as yet been determined, it is known that these 'Crossbow' targets are connected with some long-range form of attack directed against the United Kingdom....utilizing, it is believed, either the rocket principle or pilotless airplane principle....er both.

② A large number of almost identical installations have been observed in the general vicinity of what has become to be known as the 'rocket coast),....the Pas de Calis area.

③ In practically all cases, the main target area covers a rectangle approximately 150 x 250 yards. Buildings are of concrete, lightly reinforced. ~~These sites are of the type known as 'skisites' and are built on a concrete base. They are usually situated in a field or on a hillside. As the sites approach completion, it is noticed that camouflage measures proceed rapidly, and the sites themselves are ordinarily located in or at the edge of a weed or clump of trees.~~

④ The experts have agreed that the sites are some sort of launching device and that the device which will be launched will adapt itself to a concentrated and simultaneous attack utilizing most, if not all these sites, at a particular given time. Such an attack would, it is stated, compare in destructive possibilities, with a very large-scale bombing attack, and would ~~be~~ probably be aimed at the capital of the British Empire (London).

ROUTE: Cross English coast at Dungeness.....across Straits SELY to Le Touquet, an estuary at the mouth of the Canche River. NE to target, and out over the French coast midway between Dunkerque and Calais. This is a shallower penetration of French territory than was the mission to Gorenfles.

X DIVERSIONS: B-26's will be in the Cherbourg area ahead of 1st Division, and B-26's will be accompanied by fighter escort.

FRIENDLY ACTIVITIES: 2nd and 3rd Bomb divisions will hit targets in this same category, and in the same area, AFTER this division....in other words, the importance of the targets apparently warrants the dispatch of all our heavy ~~bomb~~ ^{divisions} again....against Crossbow.

FIGHTER SUPPORT: 5 minutes before this Group hits its target, the fighter support in target area is scheduled to begin. The FO specifies ~~11~~ Grps of 47's, ~~1~~ Grp of 51's and 2 Grps of 38's.

FLAK SITUATION

*Don't
clerk with
flak maps*

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

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

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

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

Note to Briefing Officer

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

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

GRC

J.S.

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

21 January 19 44

SUBJECT: Loading List.

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

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

*Plane # 42-37856

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

*Plane # 42-31087

P *	1st Lt.	Fox	Gaston	M.	0-82737	"
CP *	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N -	2nd Lt.	Wilson	Darrel	D.	0-750174	"
B -	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO -	T/Sgt.	Brandt	Duane	G.	89193489	"
TT -	T/Sgt.	Brown	Allen	D.	38294097	"
BT -	S/Sgt.	Womble	John	L.	34355686	"
IG -	S/Sgt.	Estess	Cecil	C.	34425600	"
LWC-	S/Sgt.	Gallas	Joseph	(NMI)	33394658	"
RW-	S/Sgt.	Sierra	Charles	P.	12155142	"

*Plane # 42-39079

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

*Enter complete number of aircraft
 ** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASM SQUADRON

Airplane No. 42-39765 *

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

Airplane No. 42-40050 *

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

Airplane No 42-31511*

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

Airplane No. *

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

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

DUTY RANK LAST (Name) FIRST MI ASN SQUADRON

Airplane No. 42-91081 *

P.	1st Lt.	PIPER	HARRY	L. Jr.	0740930	613th
CP.	2nd Lt.	HELLMUTH	GEORGE	Jr.	0748646	"
N	2nd Lt.	COVENTRY	JAMES	A.	0678616	"
B	2nd Lt.	GIBSON	RAYMOND	E.	0676254	"
RO	T/Sgt.	WAGNER	ROBERT	E.	34209104	"
TT**	S/Sgt.	BATLEY	JAMES	M.	17016617	"
BT	Sgt.	BRANDT	GORDON	F.	16095987	"
TG	S/Sgt.	DEVITO	MICHAEL	F.	12155471	"
LWG	S/Sgt.	MOORE	ROYCE	W.	18051910	"
BT	Sgt.	SMITH	CHARLES	E.	3102166	"
RWG	S/Sgt.	KERR	ROBERT	V.	19094519	"

Airplane No. 42-39846 *

P	2nd Lt.	NESS	CHARLES	E.	0802852	"
CP	2nd Lt.	BOKERT	CHARLES	A.	0-626397	"
N	2nd Lt.	SCHWARTZ	BENARD	(NMI)	0-689665	"
B	2nd Lt.	HOOVER	ROBERT	E.	0-688702	"
RO	Pvt.	STRONG	ROBERT	C.	6067253	"
TT**	S/Sgt.	KARL	RICHARD	(NMI)	33397179	"
BT	Sgt.	BEDELL	CHARLES	E.	32577472	"
TG	Sgt.	SMALLIN	JAMES	H.	39025600	"
LWG	Sgt.	LEKING	ROGER	T.	35348050	"
RWG	Sgt.	FYNIGAR	FREDERICK	G.	31144508	"

Airplane No. ~~42-91081~~ * 42-91202

P	1st Lt.	KEITH	WALTER	B.	0802411	"
CP	2nd Lt.	O'NEIL	EDWARD	T.	0745163	"
N	2nd Lt.	BLOOM	CARL	T.	0672335	"
B	2nd Lt.	HOWE	ROBERT	W.	0750895	"
RO	S/Sgt.	JOHNSON	ALVIN	A.	3618975	"
TT*	S/Sgt.	THAYER	BLISS	P.	18051078	"
BT	Sgt.	FRANKLIN	PAT	H.	16088190	"
TG	Sgt.	HIBBS	ARLIE	E.	36633189	"
LWG	Sgt.	ROBINSON	MARSHALL	D.	35277805	"
RWG	Sgt.	MCCARTHY	WILLIAM	A.	32479218	"

Airplane No. *

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

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

S-3

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

21 January 19 44

SUBJECT: Loading List.

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

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

*Plane # 42-39847

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

*Plane # 42-39820

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

*Plane # 42-39440

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

*Enter complete number of aircraft

** Designate Engineer

DUTY	RANK	LAST (name)	FIRST	MI	ASN	SQUADRON
------	------	-------------	-------	----	-----	----------

Airplane No. 42-59881 *

P.			VERNON	K.	0802719	614th
CP.	1st Lt.	CAMMACK,				
N	2nd Lt.	HARKER,	ROBERT	W.	0805448	"
B	2nd Lt.	HASKINS,	CECIL	A.	0685604	"
RO	2nd Lt.	WHITE	WILLIAM	C.	0679423	"
TT**	T/Sgt.	Times,	Glenn	A.	32481704	"
BT	T/Sgt.	Slate	Chester A.	A.	14134208	"
TG	S/Sgt.	Ames	Ensign	S.	6864052	"
LWG	S/Sgt.	Price	John	R.	16151789	"
RWG	S/Sgt.	Wanke	Charles	F.	12180793	"
	S/Sgt.	Harlow	Glovy	D.	36426472	"

Airplane No. 42-51450 *

P			ROBERT	O.	0803891	614th
CP	2nd Lt.	STINE				
N	2nd Lt.	ARMOS	ROBERT J	J.	0752209	"
B	2nd Lt.	MILLER	LEE	S.	0809680	"
RO	2nd Lt.	HAFRIC	WALTER	F.	0682091	"
TT**	Sgt.	Keeney	Frank	K.	32623979	"
BT	S/Sgt.	EMMA Tweed	Stanley	A/	34209697	"
TG	Sgt.	Risi	John	M	13176766	"
LWG	Sgt.	Prager	Gilbert	EE	32714501	"
RWG	Sgt.	Thill,	Richard	W	16146854	"
	Sgt.	Phillips	Edward	J.	38398665	"

Airplane No 42-51098 *

P	2nd Lt.	WALSH	ROBERT	F	0804771	614th
CP	2nd Lt.	SCHULZ	JOHN		0542593	"
N	2nd Lt.	GOODWIN	WAYNE	R.	0688430	"
B	2nd Lt.	PARTER	GUY	R.	0748098	"
RO	S/Sgt.	Zappella	Vincent		32576092	"
TT*	S/Sgt.	Stallcup	Mose	R.	36186641	"
BT	Sgt.	Collie	Ferry	O	36427882	"
TG	Sgt.	Brgoch	Ludvick	J.	19180643	"
LWG	Sgt.	Cartmill	Charles	M	35560963	"
RWG	Sgt.	Layland	John	M	37457551	"

Airplane No. *

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

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

*

**

93

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

21 January 1944 19

SUBJECT: Loading List.

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

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

*Plane # 42-37233

DUTY	RANK	LAST NAME	FIRST	(MI)	A.S.I.	SQUADR
P -	1st Lt.	Lewis	Clyde	A	0-800908	615th
CP-	2nd Lt.	Sutton	Emmett	S	0-884790	615th
N -	1st Lt.	Katon	William	N	0-749643	615th
B -	1st Lt.	Arnold	Harold	S	0-881515	615th
RO-	Sgt.	Miner	Clarence	R	19098509	615th
**TT-	T/Sgt.	Weber	Helvin	C	37361444	615th
BT-	S/Sgt.	Howell	James	X	35398898	615th
TG-	S/Sgt.	Cushing	Leonard	H	19074827	615th
LWG-	S/Sgt.	Toah	William	A	35431664	615th
RWG-	Sgt.	Kendrick, Jr.	Joseph	W	14180904	615th

*Plane # 42-31081

P *	1st Lt.	Dempsey	Ralph	H	0-800848	615th
CP *	2nd Lt.	Mitchell	Lewis	A	0-880878	615th
N -	1st Lt.	Sellers	Lloyd	W	0-736881	615th
B -	2nd Lt.	wolfe	Ralph	W	0-878904	615th
RO -	S/Sgt.	Beller	James	E	8257220	615th
**TT -	T/Sgt.	Zander	Harold	S	33340304	615th
BT -	S/Sgt.	Sweeps	William	H	19338388	615th
TG -	S/Sgt.	Knapp	Phil	H	39540171	615th
LWG -	S/Sgt.	Fatica	Battista	J	38324899	615th
RWG -	S/Sgt.	Merlino	Frank	A	31208180	615th

*Plane # 42-31069

P -	1st Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
CP -	2nd Lt.	Campbell	Paul	E	0-745814	615th
N -	2nd Lt.	Hildinger	Lawrence	J	0-734914	615th
B -	2nd Lt.	Gallagher	Joe	C	0-879495	615th
RO -	S/Sgt.	Cheatham	Elmer	R	14182380	615th
**TT -	S/Sgt.	Draginis	Donald	L	16133104	615th
BT -	Sgt.	Brown	Saul	H	39478558	615th
TG -	Sgt.	Erhan	Richard	J	17108710	615th
LWG -	Sgt.	Powell	Gerald	J	3848204	615th
RWG -	Sgt.	Locholt	Jay	T	14128588	615th

*Enter complete number of aircraft
 ** Designate Engineer

PLANE	RANK	LAST(NAME)	FIRST	(MI)	A.S.N.	SQUADRON
*Plane # 42-31193						
P	2nd Lt.	Brimble	William	W	0-802881	615th
CP	2nd Lt.	Shantz	Fred	L	0-745197	615th
B	2nd Lt.	Gury	Ever	G	0-870087	615th
B	S/Sgt.	Mackey	Jack	L	14041883	615th
RO	S/Sgt.	Tracy	Edward	(NMI)	32145812	615th
*PT	Sgt.	Schaffer	John	E	34385330	615th
BT	Sgt.	Asbell	William	F	1418883	615th
IG	Sgt.	Acker	Joseph	F	8888455	615th
WG	Sgt.	Courted	Faul	K	35494839	615th
WG	Maj. 2nd Lt.	Lenke	Beryle	L	0-820072	615th

Plane # 42-31414						
P	2nd Lt.	Van Dyckle	Leon	G	0-804431	615th
P	2nd Lt.	Woods	Mitchell	K	0-887781	615th
	2nd Lt.	Monfort	Richard	L	0-887880	615th
	2nd Lt.	Groski	Stanley	R	0-888887	615th
CO	S/Sgt.	Glonak	Joseph	J	32078829	615th
*PT	Sgt.	Bask	Raymond	A	32854889	615th
	Sgt.	Lamb	Donald	(NMI)	39444211	615th
	Sgt.	Duke	Charles	H	32272742	615th
IG	Sgt.	Roberts	Ralph	G	11082244	615th
IG	Sgt.	Faganella	Albert	(NMI)	18200888	615th

Plane # 42-40057						
	2nd Lt.	Gardner	Edward	F	0-748881	615th
	Capt	Gould	George	(NMI)	0-900801	615th
	2nd Lt.	Gouger	Carroll	A	0-808038	615th
	2nd Lt.	Foster	John	L	0-885783	615th
	Sgt.	Monnes	Fred	(NMI)	18187401	615th
	Sgt.	Winard	Dale	W	18188803	615th
	Sgt.	Fianza	Peter	J	3882312	615th
	Sgt.	Bocowski	Stephen	R	38861339	615th
WG	Sgt.	Erupia	Salvatone	A	12133748	615th
WG	Sgt.	Durben	Francis	J	17154872	615th

Plane #						
P						
CO						
T						
T						
IG						
WG						
WG						

* Enter complete number of aircraft
 * Designate Engineer

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

21 January 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 21 JANUARY 1944

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

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

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

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

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

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

Arthur B. Street

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

OPERATIONAL ROUTE FORECAST

DATE January 21, 1944

PERIOD 1130-1730

Hq SOS USAPP 9-43/90M/15227

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

BASE ALTIMETER SETTING 30.21 TARGET SURFACE TEMP Plus 7 TARGET MEAN TEMP Minus 12
 TEMP. AT 20000 FT. Minus 32 TARGET SURFACE (PRESSURE-ALT) Minus 34

DECLASSIFIED PER NAID 245005
 BY 554 NARA DATE 3/5/11

HEADQUARTERS
STATION NO. 128
APO 634

21 January, 1944

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

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

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

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

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

- Defective Solenoid (1)
- Leaking Vickers Unit (1)

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

None Reported.

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

FILE

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

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

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

None

2. Battle Damage.

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

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

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

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

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

SUBJECT: Mission Summary Report. (continued)

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

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

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

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

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

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

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

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

SUBJECT: Mission Summary Report (continued)

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

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

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

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

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

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

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

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

ENG. FILE

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

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

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

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

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

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

b. One Vickers Unit had slight leak.

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

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

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

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

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

21 January 1944

SUBJECT: Battle Damage Report

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

1. The following is the battle damage report for the airplanes operated by this Squadron on the combat mission completed this date.

42-31511

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

42-39979

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

42-39765

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

(battle damage report cont'd)

- 42-31087 1. Flak hole in bottom of right wing
 near station 8.

- 42-40050 1. Flak hole in bottom of right wing
 near station 29.

- 42-37856 1. Negative battle damage.

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

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

21 January 1944

SUBJECT: Battle Damage Report

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

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

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6. Left windshield shattered by flak.

(battle damage report cont'd)

- 42-31087 1. Flak hole in bottom of right wing near station 8.

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- 42-37856 1. Negative battle damage.

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