

REPORT OF OPERATIONAL
DAY

MISSION No. **11**

Date: **4 JAN. 44**

TO: **KIEL , GER.**

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)

4 January 1944

SUBJECT: Leader's Narrative, Mission No 11, 4 January 1944.

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

1. On the Mission of 4 January 1944, I was Deputy Leader of the 401st Bomb Group. Take off and assembly of Group was made before day light. Assembly with Wing and Division was normal. We departed the English coast in wing formation on time. Enroute to target we were flying low box. Going across water our Group gradually fell behind.

2. The course was flown as briefed. Half way across the water our Group Leader called the high box leader to ask him to cut down his speed so that we could catch up. Contact with high box leader was not made. The high box deputy answered and tried to relay the message without success. Shortly afterwards the 401st Leader began to lose air speed. I was flying his No 2 position and was over running him at this time with an airspeed of 140 M.P.H. He immediately called me by VHF to take the lead. My Navigator gave our position as 10 minutes from the Enemy coast. We were flying over an undercast and the Bombardier was in doubt if we could do visual bombing. We immediately advanced our power to over take the high box lead 5 minutes from target.

3. Over the target the high box was composed of twelve ships. We had eleven ships drop their bombs on the target. One was from another Group. Ten ships were 401st ships. Our bombs were dropped on the lead box. When the turn off the target was made one element in our low squadron was thrown out of position. They left formation and all three ships returned safely.

4. The return to England was normal. We split with the Wing upon reaching the English Coast.

JAMES F. GOODMAN
1st Lt. Air Corps,
Deputy Leader

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

E-C-1

4 January 1944

SUBJECT: Operational Narrative, Mission No 11, 4 January 1944

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

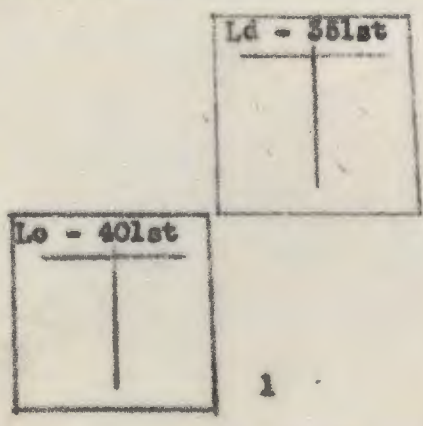
1. Nineteen (19) aircraft took off for the mission of 4 January 1944. Only 10 ships bombed the target. Eight (8) ships, 42-31069, 42-39993, 42-31511, 42-31072, 42-37833, 42-31034, 42-39837 and 42-31226 returned early. Four (4) of these report mechanical difficulties. Three (3) failed to find and join the formation after a late take-off. One (1) had turret and oxygen trouble due to crew ignorance. All abortives will be investigated. One ship, the Group Lead, 42-31089, fell out before reaching the target. This is presumed to be caused by mechanical failure as the ship ditched before reaching the English Coast. Eight crew members are safe; one died and one was not recovered after the ditching. All other ships, including abortives, returned to the home base.

Bombing was on PFF and hits were not observed. Cloud cover was 8/10 to 10/10.

No enemy opposition was encountered and flak was meager and inaccurate. It is believed the use of chaff is proving very effective. Friendly fighter cover was provided.

When the lead ship dropped out, the deputy took over the lead. The group was then comprised of 10 ships. After 'Bombs Away' the low squadron was forced into the top of the overcast and one element broke away from the formation. It flew home with the Triangle 'P' Group. The remaining ships (7) flew home with the 351st lead box.

- 2. Formation at takeoff and during cruise (see attached diagram).
- 3. Formation over the target (see attached diagram).
- 4. The 401st Group was low box in a two group wing.



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

089 (Ditched

Pertains to par 2 of
narrative - formation
at take-off and on cruise.

998 (Aborted

856

511 (Aborted

087

034 (Aborted

033

116

090

833 (Aborted

847

837 (Aborted

081

036

226 (Aborted

069 (Aborted

843

315

072 (Aborted

856

par 3 of narrative report.

Formation over target.

087

847

118

843

318

033

090

036

081

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

AAF Station 128
4 January 1944

SUBJECT: Statistical Summary for Mission of 4 January 1944.

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

1. Statistical Summary of Aircraft Attacking, as follows:

Number of A/C Taking Off.....19
Unused Spares..... 0
A/C Taking Off Less Unused Spares.....19
Number of A/C ~~leaving England~~ Dispatched.....13
Number of Sorties.....18 11
Number of A/C Attacking.....10
Number of A/C Not Attacking..... 3

Number of A/C Lost

To Flak -0
To Flak & E/A -0
To E/A -0
Accident -0
Unknown -1
Crash -0

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

Main Bomb Fall, Kiel, Germany

Aircraft		Bombs				
Over	Bomb-	Num- ber	Size	Type	Fusing	
Target	ing				Nose	Tail
Target of 401st - 10	10	147	250	British Incendiary	Instant- aneous	
		147	250	British Incendiary	x	x
Total Bombs on Target		28	250	"	x	x
Other Bomb Expenditures		16	250	"	x	x
Bombs Expended in Lost A/C		97	250	"	x	x
Bombs Returned						
Total (Loaded on A/C T.O.)		288	250	British Incendiary	Instant- aneous	

KEN W. DAUBLE
Capt., A.O.
Air Statistical Officer

Combat Flight Leader:

MAJOR MARTIN

4 January 1944

Deputy Flight Leader:

LT. GODDMAN

(Date)

Group Call Sign:

Fighter Call Sign

Ground Control:

612th SQDN

GARLAND

Call	A/C#
M	1089

BINGHAM

Call	A/C#
C	9993

GOODMAN

Call	A/C#
B	7856

SMITH

Call	A/C#
D	1511

WEST

Call	A/C#
K	1087

KELLY

Call	A/C#
G	1034

613th SQDN

RIEGLER

Call	A/C#
B	1033

614th SQDN

PECK

Call	A/C#
O	1116

SHEAHAN

Call	A/C#
L	1090

LEW

Call	A/C#
F	7833

DAVES

Call	A/C#
G	9847

WALSH

Call	A/C#
L	9837

SHOTTS

Call	A/C#
C	1081

KIRKHUFF

Call	A/C#
X	1036

STELZER

Call	A/C#
G	1226

ROHNER

Call	A/C#
K	1059

STIMSON

Call	A/C#
H	7843

SMITH, W.R.

Call	A/C#
C	1315

SPARES

~~KAMINSKI~~

~~CHAPMAN~~

Call	A/C#

~~CHAPMAN~~

Call	A/C#
K	1072 1069

TRIMBLE

Call	A/C#

FERDYN

Call	A/C#

WYSOCKI

Call	A/C#

CHRISTIANSON

Call	A/C#

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 4 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 0736 hours.
- b. Group formed at 0905 hours at 11,000 feet.
- c. Formed CBW at 0925 hours at 14,000 feet.
- d. Began climb at 0946 hours.
- e. Reached altitude at 1048 hours.
- f. Weather encountered over England:
 - (1) Clouds 5/10ths
 - (2) Visability 2 miles.
 - (3) Wind at altitude 320 degrees. 65K knots per hour.
- g. Means of navigation over England.

Pilotage "GEE"

- h. Means of checking Metro Winds

Gee Fixes and Headings

- i. Joined task force at 0935 hours at Cromer (city, splashier, Coordinates) Cromer- Splasher #5 52 55N 01 20E
- j. Departed English Coast at 0931 hours.
Arrived at Enemy Coast at 1110 hours

r. **Fighter Rendezvous:**

- (1) Going in: 0951 hours.
- (2) Coming Back: _____ hours. (All the way)

1. Wind used for bombing:

- (1) 320 degrees.
- (2) 88 MPH knots per hour.
- (3) How Determined:

Metro

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

- (1) Reached IP at 1126 hours.
- (2) Mag heading over target 129 degrees.
- (3) Altitude over target 24,500 feet.
- (4) Time bombs away 1133 hours.
- (5) Method of target Identification and weather over target:

PTF 9/10 (Over Target) 10/10

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

Fluxgate Compass Oscillated too much

o. Gee:

- (1) Coordinates of furthest fix 55 30N
03 20E.
- (2) Time 1003 hours.

p. Comments:

Took over lead 20 miles from Enemy Coast

F.P. FRAICLI SIGNATURE
2nd Lt, A C
Lead Navigator

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary KIEL, GERMANY
 Secondary _____
 Last Resort _____

TRACK CHART
 DATE 1-4-44

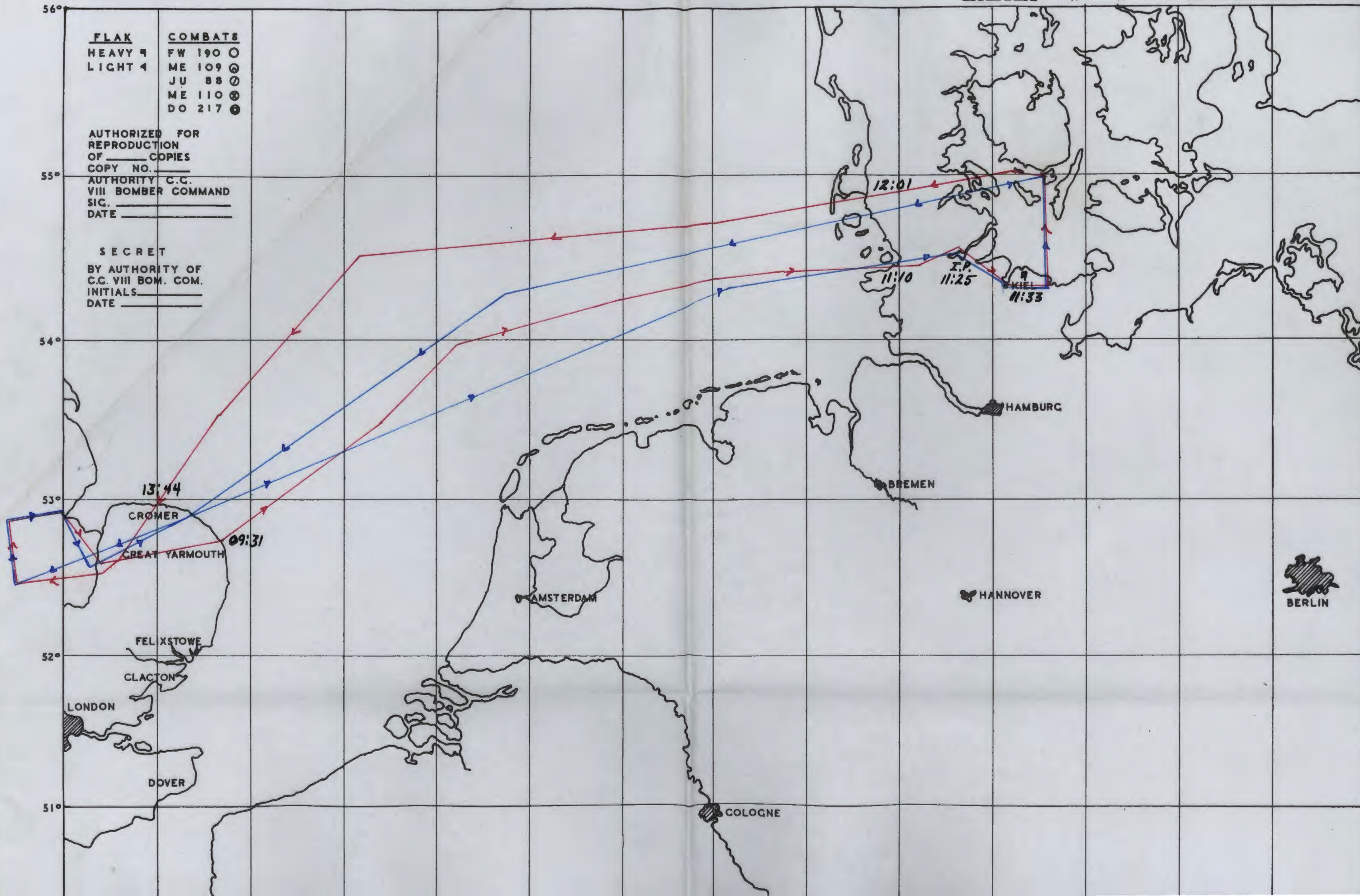
RED Route followed by 401st Bomb. Gp. (H)
BLUE COURSE BRIEFED

FLAK
 HEAVY 4
 LIGHT 4

COMBATS
 FW 190 0
 ME 109 2
 JU 88 0
 ME 110 8
 DO 217 6

AUTHORIZED FOR
 REPRODUCTION
 OF _____ COPIES
 COPY NO. _____
 AUTHORITY C.C.
 VIII BOMBER COMMAND
 SIG. _____
 DATE _____

SECRET
 BY AUTHORITY OF
 C.C. VIII BOM. COM.
 INITIALS _____
 DATE _____



HEAVY 4 FW 190 ○
LIGHT 4 ME 109 ○
JU 88 ○
ME 110 ○
DO 217 ○

AUTHORIZED FOR
REPRODUCTION
OF _____ COPIES
COPY NO. _____
AUTHORITY C.C.
VIII BOMBER COMMAND
SIG. _____
DATE _____

SECRET
BY AUTHORITY OF
C.C. VIII BOM. COM.
INITIALS _____
DATE _____



LT. GOODMAN
PILOT ~~XXXXXXXXXX~~ NAVIGATOR LT. F. P. FRAJOLI DATE 4 January 1944

STATIONS	0615	ENGINES	0705	TAXI	0820	T.O.	0735
LEAVE BASE:	0838	(0900)					
COAST OUT:	0928						
ENEMY COAST:	1057						
I.P.:	1106						
TARGET:	1111						
ENEMY COAST:	1200						

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

WATCH _____ FAST SLOW RATE _____ SEC'S GAINING PER HOUR _____ LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT.	TRUE HDNC.	VAR	MAG. HDNC.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.			
Base (x)					355	-7	348	211	359	122	25	12	0852				
Grantham (A)																	
52 55N 00 38W Boston (B)		10,000			79	-1	68	110	78	168	23	8 1/2	0902				
52 59N 00 08W Downham Market (C)		14,000			147	1	148	110	158	188	28	8 1/2	0913				
52 36N 00 23E Cromer (Spl 5) (Z)		15,000			61	-13	48	"	58	156	40	15	0928	Begin Climb			
52 55N 01 20E 54 20N 07 15E	320 64K	24,000 -39	150	172	68	-10	58	110	66	179	227	1:16	1044				
" 54 31N 09 35E	320 77K	24,000 -43	"	187	82	-20	62	110	68	218	82	22 1/2	1106 1/2	I.P.			
I.P. 54 20N 10 08E	"	"	"	187	119	-7	112	110	117	260	22	05	1111 1/2	Target "G"	3.77	40.05	
Target 54 20N 10 40E	"	"	"	"	90	-18	72	110	77	228	18	05	1116 1/2				
" 54 40N 10 40E	"	"	"	"	380	-17	343	110	348	120	20	10	1126 1/2	Enemy Coast	1220		
" 54 20N 04 50E	320 71K	19,000 -41	155	184	264	119	283	110	289	132	204	1:33	1258 1/2				
" Cromer (Spl 5)	315 66K	5,000 -22	170	174	236	115	251	110	260	160	150	1:56	1354 1/2	IFF On.			
" Base	310 34K	4,000 -5	155	140	250	113	263	110	273	120	75	37 1/2	1432	Home			
Cromer Spl #16	310 35	5,000	155	142	237	114	251	110	261	126	67	31	1425 1/2				
Base	320 30	Surface															
	320 40K	5,000															
	320 50	10,000															
	320 80	15,000															
	320 100	20,000															
	320 110	25,000															
	320 110	30,000															

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. G.S.	DIS. TO RUN	TIME	E.T.A.
					START ENGINES 0705 TAXI 0715 TAKE OFF 0736								
0850					A/E at Grantham								
0905					Alter Course at Boston								
0908					Gee 6.38 42.89		150	-20 11,500					
0917			50	60	Gee 7.57 42.38 On Course		150	-22 12,100					
0925			58	60	Gee 6.18 5 mi south of Course 41.24		150	-27 14,300					
0933			55	65	Gee 5.28 0931 Eng Coast Out 40.68		150	-27 15,250					
0946			30	40	Gee 4.55 4 mi south of course 41.10		150	-30 16,700					
0951			30	40	Fighter escort		155	-32 17,500					
1003			30	40	Gee 3.80 41.18 4 mi left of course		"	"			44	48	1051
1010			30	40	Gee Out		"						
1026			51	60	Climbing		145						
1034			57	65	Climbing (1036 - B-17 Aborting)		150	-40 21,600	IFF Off				
1038			68	75			150	-40 22,000					
1048			77	85	Two other wings sighted ahead		140	-42 23,600	Took over Lead				

[illegible]

SIGNED

NAVIGATOR

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

E-P-1

4 January 1944

SUBJECT: Group Bombardier's Narrative, Mission No 11,
Kiel, Germany.

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

1. Ten (10) of our aircraft crossed over the target; these ten aircraft dropped a total of 147x250# British incendiary bombs at the target.

2. Aircraft 42-31081 had one bomb bay door stick, one side opened; bomb bay door indicator light showed the doors open. At the release point the Bombardier toggled the bombs; the bombs released on one side and failed to release on the right side as that door was closed. The Pilot pulled the A-5 emergency release; the bombs released but the door failed to open; it was then necessary for the Bombardier to enter the bomb bay and spring the door.

Aircraft 42-37856 salvoed 16 bombs as the toggle switch failed to work.

Aircraft 42-31087 toggled 8 bombs; 7 had to be salvoed; one bomb was returned as the rack failed to release.

3. Cloud coverage was 10/10 over the target. All bombs were released on the lead PFF ship of the wing.

JULIUS PICKOFF,
Captain, Air Corps,
Group Bombardier.

HEADQUARTERS
401st BOMBARDMENT GROUP (H)
OFFICE OF THE OPERATIONS OFFICER E-F-6

4 January 1944

SUBJECT: Lead Bombardier's Narrative, Mission No 11,
Kiel, Germany.

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

1. Lead Bombardier's Narrative not necessary, PFF equipment
used.

JULIUS PICKOFF,
Captain, Air Corps,
Group Bombardier.

BOMBARDIER'S LOG

TARGET KIEL GERMANY *ELEVATION 0 TAKE OFF 0736
 DATE 4 January 1944 ESCORT P-33

DESCRIPTION AND REMARKS-----

*Pressure Altitude of Target	<u>-180</u>	**Type & Size of Bombs	<u>250 British I.B.</u>
*Altimeter Setting	<u>30.18</u>	**No. of Bombs Loaded	<u>18</u>
*Ind. Altitude	<u>24000</u>	**Initial Point	<u>Ordered 54 31N 09 35E</u>
		Actual	
*True Altitude above Target	<u>22700</u>	xLength of Run	<u>8 min.</u>
		xTime of Run	<u>1125 - 1133</u>
x Air Speed (MPH)	CIAS <u>150</u>	TAS <u>218</u>	*Mag Head
		Ordered	<u>117</u>
		Actual	<u>129</u>
*Ground Speed	*Est <u>285</u>	x Time of Release	<u>1133</u>
	**Actual	**No of Bombs Released	<u>18</u>
Drift	*Forecast <u>0R</u>	**Type of r Train	<u>Individual</u>
	xActual	Release	<u>Salvo</u>
		Returned	
*Actual Range	<u>16,000</u>	x Point of Impact	<u>Not Seen</u>
xTan Drop Angle	*Est <u>125 .65</u>	** Airplane Type	<u>B-17 G</u>
	xActual	No.	<u>42-37856</u>
XDisc Speed	<u>155</u>	xTrail	<u>.70</u>
		** Pilot	<u>Lt. E. P. Goodman</u>
**Time of Fall	<u>42</u>	** Navigator	<u>Lt. F. P. Fraioli</u>
**B.S. Type and No.	<u>B-9</u>	** Bombardier	<u>Lt. Andersen</u>

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual
	*Est	xActual	*Est	x Actual	*	x
1000						
3000						
5000						
10000						
15000						
20000						
22000						
24000	<u>320</u>		<u>64</u>		<u>-44</u>	<u>-51</u>
26000						
28000						
30000						

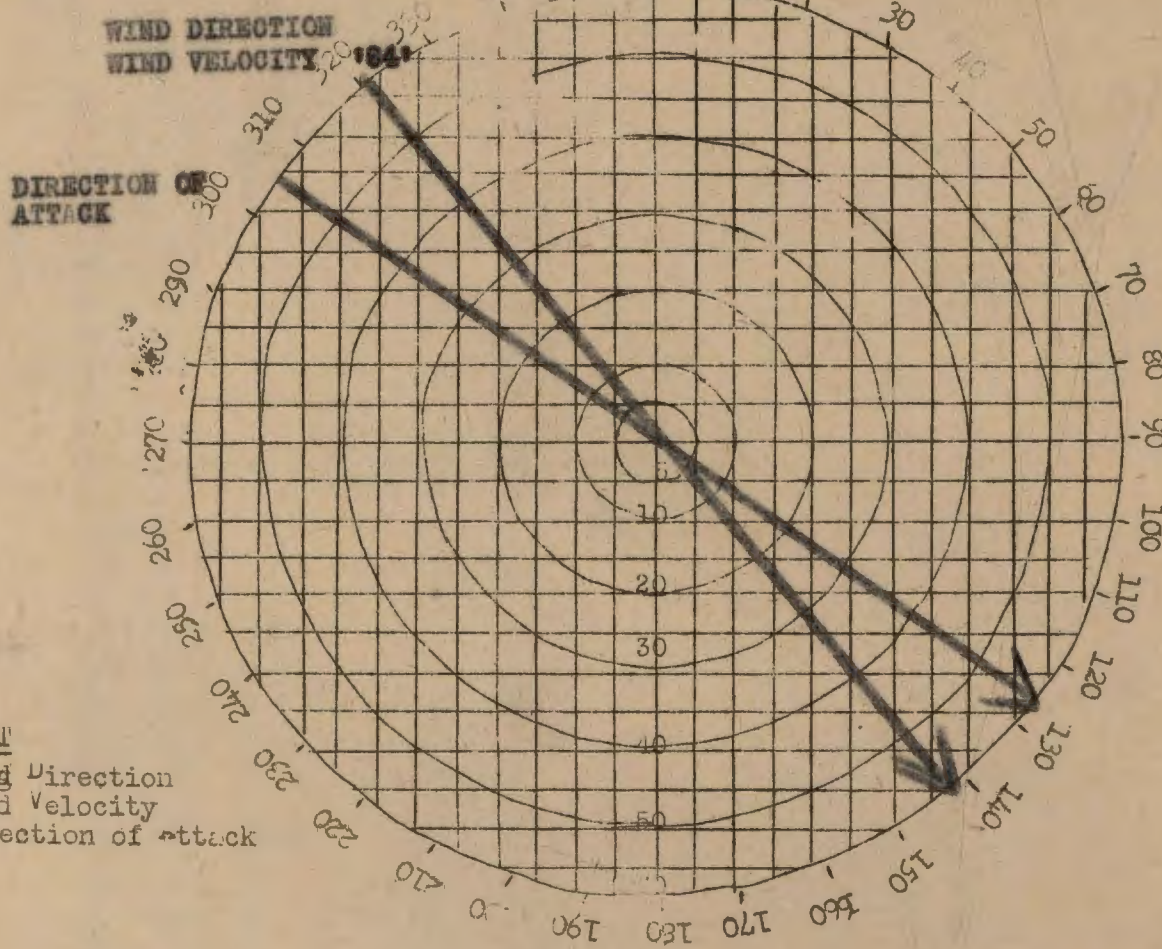
* FILL IN BEFORE TAKE OFF. ** FILL IN AFTER LANDING xFILL DURING FLIGHT

Altitude of target		MAG. HEAD. Order	217	Actual	229
True Altitude above target	22,700	True Heading	323		
Ind. Altitude	24,000	Drift, Est.	8 R	Actual	
Pressure altitude of target	22,000	True Track			
Altimeter setting	29.15	Actual Range	22,000		
I.I.A.S.	150	B.S. Type	W-1		
I.A.S.	210	Time of release	1103		
I.S., Est.	200	Length of Bombing Run	177		
Wind Direction, Metro	290	Intervalometer setting	110		
Wind Velocity, Metro	70	C-1 Pilot	Yes		
I.S.	150	A-5 Pilot			
Trail	71	Manual PILOT			
AN. D.A. Est.	255				

OMBARDIERS INDIVIDUAL PLOT

GROUP 401st
 TARGET WIL. GERMANY
 METHOD OF BOMBING FT
 ALTITUDE 24,000

TOTAL BOMBS CARRIED 160
 TOTAL BOMBS AT TARGET 147
 TOTAL BOMBS HITTING TARGET 1
 TOTAL ACCOUNTED FOR 148
 TOTAL UNACCOUNTED 12



WIND
 Direction
 Wind Velocity
 Direction of Attack

(For Comb use form as
 thousand foot concentric
 circles..... For practice
 use form as one hundred
 foot concentric circles)

- 10 A/C crossed the target
- 10 A/C carried 160 X 250 I.B. (British)
- 10 A/C released 147 X 250 I.B. at the Target
- 1 A/C returned one (1) Bomb
- 12 Bombs failed to release at release point and were salvaged later

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

A.P.O. 634,
4 January 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-31034 returned early for the reason that it was unable to catch up with formation. Late takeoff due to fins on bombs being loose.

b. Airplane No. 42-39993 returned early for the reason that it was unable to catch up with formation. Late take-off due to plane taxiing off perimeter track into mud.

c. Airplane No. 42-39837 returned early on account of runaway supercharger.

d. Airplane No. 42-31511 failed to complete mission for the reason that Ball Turret Gunner was unable to get into turret. 612th Armament reports no malfunction existed on post flight check up.

e. Airplane No. 42-31072 returned early because Pilot was unable to change prop pitch in flight. Ground run-up and subsequent test flight reveal no malfunction.

f. Airplane No. 42-31226 failed to complete mission because of failure of No. 4 Engine.

g. Airplane No. 42-31069 returned early because of leak in oil dilution valve, causing gas to run into oil tank, overflowing oil tank. Prop feathering motor burned out in flight and prop could not be feathered.

h. Airplane No. 42-37833 returned early for the reason that it was unable to catch up with formation. Late take-off due to bomb bay door motor failure.

2. Battle Damage.

a. 42-31090 - Two flak holes through left wing, outer panel, rear spar cracked and other internal members damaged. 5" rip in skin on under side of right horizontal stabilizer, near fuselage. Small flak hole in right side of fuselage, near Station No. 7. Wing and Stabilizer change necessary.

SUBJECT: Mission Summary Report (Continued)

b. 42-31081 - 2" flak hole through vertical stabilizer, near center. Slight flak damage to right side of vertical stabilizer, beneath rudder. 3" flak hole in leading edge of right horizontal stabilizer, de-icer boot torn.

c. 42-31315 - 5" rip in top of right elevator, caused by flak.

d. 42-31116 - Small flak hole in bottom of left wing, between No. 1 and No. 2 engines, near leading edge.

e. 42-31036 - 2" rip in top of right aileron, near tip. 2" flak hole in No. 3 Ring Cowl, No. 1 Rocker Box damaged.

f. 42-39847 - Three flak holes in under side of right wing, slight internal damage.

g. 42-37843 - Small flak hole in under side of left wing, outer panel. Flak hole in No. 1 Nacelle, behind supercharger. Two flak holes in under side of No. 2 Nacelle. Small flak hole in top of right wing, outer panel.

h. 42-37856 - Flak hole in bottom of left wing, between No. 1 and No. 2 Nacelles.

i. 42-31087 - Two flak holes in under side of right wing, to right of No. 4 Nacelle, No. 5 Tokyo Tank damaged. Flak hole in under side of right wing, between No. 1 and No. 2 Nacelles. Flak hole in No. 4 Ring Cowl. Wing change necessary.

<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>
9	0	9	9

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

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

A.P.O. 634,
4 January 1944

SUBJECT: Armament Narrative, Mission No. 11, 4 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 4 January 1944.

- a. One ball turret gun solenoid became inoperative.
- b. One turret was cutting off in Azimuth.

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

S E C R E T

Form OO-Amm-2A

MISSION REPORT - AMMUNITION

AAF Station No. 128 : Date of Mission 4 January 1944

Group 401st Bomb Group (H)

Type Aircraft B-17G

I - Aircraft: Departed 19
Returned early 8
Attacking target 10
Lost 1 (in crash)
Size 250# Brit. Quantity 288 Fusing Same

II - Bomb: Initial Load (total) Incendiary
Expended (on target) Same 147 Same
(jettisoned) Same 28 Same
(incrash) Same 16 Same
Returned Same 97 Same
Unaccounted for _____

III - Flares: Landing, bombing & photoflash carried _____
Expended (type & amt) _____

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

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..30	Cal..50
Chin Turret	.50	24		400
Left Nose	"	5		85
Right Nose	"	12		300
Upper Turret	"	24		405
Lower Turret	"	24		395
Radio Gun	"	12		190
Left Waist	"	12		220
Right Waist	"	12		220
Tail Gun	"	24		390
Totals		149		2505

S E C R E T

(over)

SECRET

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 _____ rds.

2505

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 _____ rds.

Expended A/C lost or missing:

Cal..30 _____ rds.

Cal..50 _____ rds.

7155

Group totals:

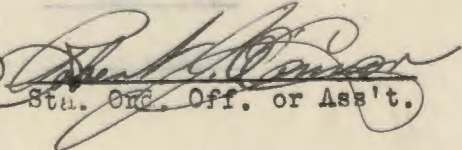
Cal..30 _____ rds.

Cal..50 _____ rds.

9660

V - Remarks:

One A/C carried "Nickles". (Returned early)

(Signed) 

Sta. Eng. Off. or Ass't.

SECRET

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

(J-A-2)

4 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 11.

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

1. USE OF VHF SET.

CHANNELS A, B, & D AVAILABLE. ROUTINE FORMATION MESSAGES ON CHANNEL A. NO TRANSMISSIONS ON CHANNELS B & D.

2. VHF/DF BEARINGS.

NONE OBTAINED.

3. HF/DF BEARINGS.

856 - 1 QDM FROM POLEBROOK
 034 - 1 QDM FROM POLEBROOK
 833 - 1 QDM FROM POLEBROOK
 837 - 4 QDM'S FROM POLEBROOK

4. MF/DF FIXES.

NONE.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

PLANE	SPLASHERS	MULTI-GROUPS	BUNCHERS
034	NOT USED	NOT USED	DEENETHORPE
087	4, 5, 7	A, B, C, D	DEENETHORPE
081	4, 5, 6, 7	NOT USED	DEENETHORPE
033	5	NOT USED	DEENETHORPE
090	4, 5, 6	A, B	DEENETHORPE
315	4, 5, 16	NOT USED	DEENETHORPE
488	5	NOT USED	DEENETHORPE
036	5, 6, 16	B, C	NOT USED
843	4, 5, 6	NOT USED	DEENETHORPE

7. USE OF "GEE".

PLANE	NORMAL TRANS	MAXIMUM RANGE OBTAINED	
		XF NO 1	XF NO 2
033	5358N 0408E	5445N 0420E	NOT USED
856	5358N 0404E	DID NOT USE	NOT USED

COMMUNICATIONS REPORT, OPERATIONAL MISSION 11, 4 JAN 44.

7. USE OF "GEE" CONTD.

116	5400N	0415E	NOT USED	NOT USED
847	5344N	0343E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION G AVAILABLE. NOT USED.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
315	COMPASS - NO GOOD ON LOOP AND ANTENNAE. INTERPHONE - JUMBLED AND NOISY.
116	COMPASS - NAVIGATOR'S CONTROL BOX DOESN'T WORK.
847	COMPASS - SEEKING 60 DEGREES BOTH WAYS, NO RECEPTION ON LOOP. INTERPHONE - PILOT'S SWITCH BAD, BALL TURRET RECEIVES POORLY.
033	LIAISON - LOW VOLUME ON RECEIVER.
036	INTERPHONE - PILOT'S MIKE BUTTON OUT.
087	INTERPHONE - JUMBLED AT ALTITUDE.
856	VHF - OUT. INTERPHONE - CHECK PUSH BUTTON IN TAIL.

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.

STATION INOPERATIVE DURING FIRST PART OF MISSION.
TROUBLE CLEARED UP BEFORE THE RETURN OF THE AIRPLANES
BUT NO HOMINGS WERE OBTAINED.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 11, 4 JAN 44.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED.

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

1 INCL:

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

JAMES J. GRAHAM
(RADIO OPERATOR'S NAME)DATE 1 - 4 - 44SHIP NO 856
NO OF QDM'S 1
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 G(CQ9) 356KCS
CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN JDJBTIME 0737 WATCH OPENED. NAME JAMES J. GRAHAM
COMPASS OK COMMAND OK LIAISON OK
INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0710			ENGINES START
0723			TAXI
0736			TAKE OFF- IFF ON - DETONATOR PLUG IN- IFF OK
0800			VE 7MT 7MT 7MT-1-VVVVVV-X445-0804A----AR
0830			VE 7MT 7MT 7MT-3-VVVVVV-X445-0834A----AR
0835			IFF CHECKED- OK
0900			VE 7MT 7MT 7MT-7-VVVVVV-X445-0904A----AR
0905			IFF- OK
0930			VE 7MT 7MT 7MT-9-VVVVVV-X445-0934A----AR
0935			IFF- OK
1000			VE 7MT 7MT 7MT-4-X445-1004A----AR
1015			TEST FIRED GUN- OK
1011			NAVIGATOR CALLED- 100 MILES FROM COAST- IFF OFF
1030			VE 7MT 7MT 7MT-VVVVVV-X445-1034A----AR
1056			LEADER ABORTED- NOW LEAD SHIP
1056			31 MINUTES
	JHLQ	7MT	R-NR 1- INT 137 MINUTES
	7MT	JHLQ	IMI
	JHLQ	7MT	INT C- 137 MINUTES
	7MT	JHLQ	ETA POINT ZERO PL4S 37 MINUTES AAA1045KK
	JHLQ	7MT	R-AR
1130			7MT 7MT 7MT-7-VVVV-X445-1134A-AR
1133			BOMBS AWAY
WATCH STOPPED			
	JDJB	7MT	R-K-
	7MT	JDJB	R-NR 1-O-Y-GR-BT DX-BT 1133A-K
	JDJB	7MT	R-AR
	KYHG	7MT	R-K
	7MT	KYHG	NR 1-Y-GR 5-BT JPP VQYO COPA DORR BT 1138K
	KYHG	7MT	R-R-NR 1 AR
	PWQR	7MT	R-K
	7MT	PWQR	NR 1-Y-GR 3 BT RFOR QE BT 1140K
	PWQR	7MT	R NR 1 AR
	7MT	KYHT	X259-K
	7MT	KYHT	X259-K
	KYHT	7MT	R-K
	7MT	KYHT	R- NR 1- GR 2 BT DW WA DWWA ORQE BT X445- 1133K
	KYHT	7MT	R-NR 1 AR
1215			CALLED TO GET THE TIME
1217	WKBJ	7MT	R-K
	7MT	WKBJ	NR 1 -Y-GR 2 - BT RFOR QE BT 1140A K
	WKBJ	7MT	R-AR

RADIO OPERATOR'S LOG CONTD

TIME	TO	FROM	REMARKS
1221	WKBJ	7MT	IMI NR 1- TOO IMI IMI NR 1 TOO K
1226	7MT	JHLQ	X259-K
	JHLQ	7MT	R-K
	7MT	JHLQ	NR 1 - OP-Y-GR 2 BT RFOR QEBT 1215AK
	JHLQ	7MT	IMI TOO IMI TOO K
	7MT	JHLQ	NR 1- OP-Y-GR2 BT RFOR QE BT 1215 K
			PILOT CALLED
1255	DZ8	JDJB	IMI WEATHER- K
			NO ANSWER FROM DZ8
1300			7MT 7MT 7MT - 9-VVVVVV X445-1304A- AR
	XNCC	DZ8	UPYI G NL-G A-HRL BT 1300A K
1320			IFF TURNED ON- OK
	XNCC	DZ8	NR 1 GR 3 BT UPYG NL RLX NR 1-F- GR 3- BT UPYG
			NL GA HRLB
1324	7MT	LPZV	X259 K
		7MT	IMI K
1325	AA	7MT	
1329	DZ8	JDJB	IMI WEATHER- K
1334	XNCC	DZ8	NR 1-F-GR 3 BT UPYG NL GA HR LX BT 1300A-K
1340	LPM	7MT	R-R-NR 2 (AS-
1343	DZ8	JDJB	INT- VIS- CIELING K
	JDJB	DZ8	R- NR 2-F-GR 3 BT UTYG CD GA HR LX BT 1345A
			NR 2-F-GR 3 BT UT YG CD GA HR LX BT 1345-A-K
1352	DZ8	JDJB	QDM INT K
	JDJB	DZ8	-R-K
	DZ8	JDJB	R- B-----B-----
	JDJB	DZ8	R-QDM-269 269 1355K
	DZ8	JDJB	R-AR
1356			IFF CHECKED-OK- DET PLUG REMOVED
		7MT	NR 1-FF-GR 4- BT UT GF BJ BB VOMQ YS NZ BT 1400A
1407			OVER BASE
1418			LAND- IFF OFF
1426			DES AREA
1426			ENGINES OFF
1427			EQUIPMENT CHECKED
1430			OFF WATCH

S/SGT J.J. GRAHAM

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 834
U. S. ARMY

D-D-1

13 January 1944.

SUBJECT: Supplementary Report on Kiel Mission, 4 January 1944.

TO : Commanding General, 1st Bombardment Division, APO 834.
Attention: A-2 Section.

1. The following supplemental report on the Kiel Mission flown 4 January 1944, as taken from the interrogation of the 401st Group Leader who ditched in the North Sea 17 miles off the English coast, is submitted for your information.

The crew consisted of Capt. William C. Garland (Pilot), Major Malcolm K. Martin (CP), 2nd Lt. Edward P. Nolte (W), 2nd Lt. Floyd C. Howe (B), T/Sgt. Anthony V. Spacek (TG), T/Sgt. Bert S. Stimmel ROG, Sgt. Thomas D. McNab, Jr. (BTG), Sgt. John L. Parratt (LWG), Sgt. Ralph D. Newton (RWG) and 2nd Lt. Erle G. Owens (TG) and had A/C No. 1089, taking off from base at 0735 hours.

The A/C, leading the group formation, left the English coast about 10 miles south of course on schedule. At a point between Heligoland Island and the German coast, with the German coast in sight, No. 4 engine caught on fire. The other 3 engines did not furnish sufficient power to allow the A/C to remain in the formation and at 11 o'clock it was decided to turn back. The bomb load of 18 X 250 English Incendiaries was salvoed at this point. When the A/C was 84 miles from the English coast, No. 3 engine went out of commission. The A/C was steadily losing altitude and preparations were made for ditching. Lt. Owens directed the salving of all guns, ammunition and other equipment which could be thrown out, T/Sgt. Stimmel (ROG) was unable to tune in his MPDF transmitter and sent his position at 1230 hours over MPDF. Lt. Nolte continued to take fixes and other members of the crew took positions in the radio room for ditching. There were no seat pack cushions available so parachutes were used for cushions. When the A/C hit the water at approximately 1245 hours there were 3 distinct bumps, one of which threw Lt. Owens and Sgt. Spacek through the radio compartment door into the bomb bay. They were slightly cut about the face. Water poured into the radio compartment to a height of about knee deep almost immediately.

Lt. Owens then pulled the handle for the dinghies, but neither one came out. Lt. Owens and Lt. Nolte then pulled out the left dinghy on which the plate covering the dinghy compartment had stuck, and a wave knocked Lt. Nolte off the fuselage. He and Lt. Owens then got in the left dinghy. Sgt. McNab pulled out the right dinghy and tossed it to Sgt. Parratt who was near the tail holding onto the stabilizer. He held the dinghy while Sgt. Spacek got in. Sgt. McNab then swam and climbed in and then Sgt. Parratt got in.

back

In the cockpit the left window slammed shut and locked and Major Martin and Capt. Garland got out through the right window. Capt. Garland hung on to the right dinghy and Major Martin inflated an individual dinghy which he hung on to until a wave knocked him off. When it floated past the tail, Sgt. Spacek grabbed it and held it until Major Martin could again get to it. Capt. Garland and Sgt. Stimmel then got into the right dinghy, Sgt. Stimmel having used an individual dinghy until that time.

Lt. Howe and Sgt. Newton remained on top of the fuselage and when last seen Lt. Howe was standing on the fuselage near the radio room and Sgt. Newton was sitting on top of the fuselage with legs through the radio hatch. About that time a powerful wave knocked both Lt. Howe and Sgt. Newton into the water and broke the right dinghy loose from the tail of the ship. Sgt. Newton was not seen again and Lt. Howe was last seen swimming about half way between the A/C and the dinghy.

When Capt. Garland decided to ditch he saw three mine sweepers in the sea below him and when the plane hit the water about 17 miles from the English coast it was almost directly in the course of these boats, then heading toward the English coast. The mine sweepers were about half to three quarters of a mile from the place where the plane ditched. Waves were about twenty feet high and the day was described as one of the roughest ever seen in the North Sea.

About 45 minutes later or 1330 hours, the British mine sweeper, Monique Camille, with the use of a grappling hook picked up Lt. Howe and in the next 15 minutes rescued Sgt's. Parratt, McNab, Stimmel and Spacek, Capt. Garland and Major Martin. In the meantime the British mine sweeper, Typhoon, rescued Lt's. Nolte and Owens. Efforts were made to revive Lt. Howe but he died without regaining consciousness. The rescue work in itself was an extremely difficult job. A rope was dropped to the dinghy containing the five men and onto which Major Martin had been holding the entire time. As the huge waves would throw the dinghy up to the top of the rail, members of the crew would pull the numbed airmen out of the dinghy. It required several attempts to get each man out. Major Martin, Capt. Garland and Sgt. Spacek were each dropped 3 times before they could be pulled into the rescue craft. While the rescue work was in progress a destroyer cut around the group in an effort to block the waves. Lt. Nolte and Lt. Owens were picked up by the Typhoon in a similar manner. All of the members of the crew were extremely high in their praise of the emergency treatment given them by the British seamen and each expressed their thanks to Skipper J. E. Green and the Skipper of the Typhoon. They did everything they possibly could to make the airmen comfortable and gave them warm clothing, cigarettes, rum and food.

The Americans were then taken to the British Naval hospital at Grimsby where they received further medical treatment and were held until noon the following day. Their treatment at the hospital could not have been better and they praised the cordial hospitality and the interest everyone took in them.

Capt. Garland was emphatic in his praise for the crew and "the perfect job" each man did. Discipline, he said, was excellent, every man did exactly what he was supposed to do and previous instructions in the event of ditching were followed out without a slip-up. Members of the crew likewise could not say enough for the manner in which Capt. Garland handled the entire procedure, such as ditching the ship in the minelayers course, the excellent job of landing it in the water and the overall direction of the crew during the crucial period. It was estimated that the A/C remained afloat from 5 to 15 minutes after hitting the water. Capt. Garland pointed out further that the Radio Operator did a wonderful job under extremely difficult conditions and used his own initiative in contacting HPDF when his MPDF transmitter would not tune up.

Capt. Garland said the new style flak helmet saved him from being knocked out when his head hit the dash at the impact of ditching. All members of the crew pointed out the value of the individual dinghy. They suggested that the harness could be better fitted and suggested a demonstration of this equipment to all flying personnel to show its worth.

The sea was too rough for the air-sea-rescue to rescue them.

Some meagre flak far to the right and in front of the A/C was encountered by the crew in the vicinity of Heligoland Island.

GORDON R. CLOSWAY,
1st Lt., A.C.,
Interrogating Officer.

Target No.

3 (a) 4

FRIED. KRUPP GERMANIA
WERFT A.G.

KIEL
(GERMANY)

Illustration No.

3 (a) 4/10

0 500 1000 1500 2000 YARDS
0 1 MILE

(1 : 12,500)

approx.

Photographed 15 September 1941

Issued December 1942

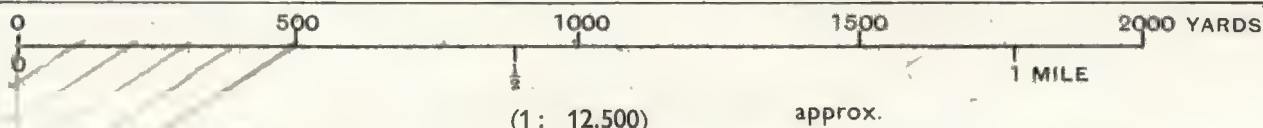


Target No.
3 (a) 4

FRIED. KRUPP GERMANIA
WERFT A.G.

KIEL
(GERMANY)

Illustration No.
3 (a) 4/10



Photographed 15 September 1941
Issued December 1942



SS Form 90

S-2 STATISTICAL REPORT

Mission of 4 Jan. 1944

Time of Preparation 1700

Target Kiol

Telephoned to A-2 1745

(1) Designation of Group 401st

(2) Total No. of A/C
airborne, incl. spares 19 (SPARES 0)

(3) Total No. of A/C
Dispatched **13**

(4) No. of A/C Attacking 10

(5) No. of A/C Dispatched
but not Attacking 3

Due to:

(a) Mechanical Failure 2

(b) Weather

(c) Enemy Action
(lost before target)

(d) Other 1

(6) No. of A/C Lost 1

Due to:

(a) Anti-aircraft fire

(b) Enemy fighters

(c) Flak and fighters

(d) Accident

(e) Reasons Unknown	1
---------------------	---

(7) Times of Attack 1133

(8) Altitudes of Attack 24,300'

(9) Bombs on Each Target (a) 155 (b) Size 250 (c) Type British I.R.

(10) Personnel Casualties 2 Type:

(a) Number Killed **1**

(b) Number Wounded

(c) Number Missing 1

(11) A/C Suffering Battle
Damage 9

Category:

(a) Minor

(b) Major

(c) Salvage

REMARKS:

Lt. D.V. McCallum
Lt. D.V. McCallum
Preparing, Officer

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

D-D-5

4 January 1944.

SUBJECT: Hot News Report.

TO : Headquarters, 1st Bombardment Division, APO #634.

1. There was no Hot News reported on today's mission to Kiel, by this Group.

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

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

4 January 1944.

SUBJECT: Final Claims Report.

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

1. No combat claims were made by crews of the 401st Bomb Gp (H).
on the mission of 4 January 1944.

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

TO: C.O. 1ST BOMB DIV. (*three 94th wing*)

FROM: C.O. 401ST BOMB GP (H)

TELETYPE NARRATIVE

1. FIFTY (50) BOXES OF EIGHT (8) PARCELS EACH OF USG 21 LEAFLETS WERE DROPPED BY A/C NO. 226 WHICH TURNED BACK APPROXIMATELY AT ENEMY COAST. ALTHOUGH NOT ACTUALLY PENETRATING ENEMY TERRITORY, THE AIRPLANE COMMANDER DROPPED ALL THE LEAFLETS INASMUCH AS THE DIRECTION OF THE WIND INDICATED THEY WOULD BLOW OVER ENEMY TERRITORY.
2. BOMBING WAS DONE BY MEANS OF PFF INASMUCH AS CLOUD COVERAGE OVER TARGET WAS 8/10 to 10/10, AND AN EFFECTIVE SMOKE SCREEN WAS OPERATING. CREWS ALL REPORTED RESULTS AS UNOBSERVED.
3. NO ENEMY AIRCRAFT ENCOUNTERS WERE REPORTED. ONLY ONE OR TWO ENEMY AIRCRAFT WERE OBSERVED IN THE DISTANCE.
4. FLAK WAS FIRST ENCOUNTERED AT 1130, 5 MINUTES BEFORE THE TARGET. IT WAS MODERATE TO INTENSE AND A FAIR TO GOOD FOR ACCURACY. SOME ESPECIALLY LARGE GREYISH-WHITE BURSTS WERE OBSERVED AND SOME BURSTS WERE SEEN TO EXPLODE AS HIGH AS 30,000 FEET. AFTER BOMBS WERE AWAY, GENTLE LEFT TURN MADE OVER ENEMY'S EAST COAST WHERE MEAGRE FLAK, INACCURATE, WAS OBSERVED ABOUT 1140. THIS WAS BELIEVED TO HAVE COME FROM FLAK SHIPS IN KIEL BAY. SMOKE SCREEN WAS IN OPERATION ON BOTH SIDES OF KIEE FJORD; MUCH SMOKE, MINGLING WITH COULD COVER, OPERATED EFFECTIVELY TO OBSCURE TARGET AND PREVENT OBSERVATION OF RESULTS OF BOMBING.
5. CLOUD COVER OF 8/10 to 10/10 WAS ENCOUNTERED ON BOTH THE ROUTE OUT AND THE ROUTE BACK, AS WELL AS OVER THE TARGET; HOWEVER, OVER THE TARGET AREA, THE TOPS WERE CONSIDERABLY LOWER AND A SLIGHT BREAK WAS EVIDENT AT THE TARGET.
6. FOUR (4) SHIPS, DESCRIBED BY CREWS AS A LIGHT CRUISER AND 3 MERCHANTMEN WERE OBSERVED IN KIEL BAY.
7. FRIENDLY FIGHTER SUPPORT APPARENTLY KEPT ENEMY AIRCRAFT AWAY FROM FORMATION. FRIENDLY FIGHTERS WERE OCCASIONALLY OBSERVED, BUT NEVER AT CLOSE RANGE, ALTHOUGH THEY WERE PRESENT AND AVAILABLE IF NEEDED. SOME CREWS OBSERVED DOGFIGHT OR TWO AT GREAT DISTANCE. ONE CREW OBSERVED A MAN FALLING OUT OF A B-17 OF THE LOW SQUADRON OF THE 351st GROUP AT 1043 HOURS. ALTITUDE OF THE OBSERVING SHIP WAS 23,000 FEET. THIS WAS 10 to 15 MILES BEFORE LANDFALL ON ROUTE IN.

FROM: DPE

TO : HQ, 1st. BOMBARDMENT DIVISION

NO TACTICAL ANALYSIS SUBMITTED SINCE NO E/A ATTACKS REPORTED, FOR MISSION OF
4 JANUARY 44.

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

D-D-5

4 January 1944.

SUBJECT: Comments of Crew Members Participating in Kiel Mission this date.

TO : C. O., 401st Bombardment Group (H), APO 634. (Thru: Col. Rogner and Major Brooks.)

1. The following comments of crew members participating in the Kiel Mission this date as taken from the Intelligence Interrogation Forms, are submitted for your information:

- a. A/C #116. Capt. Peck suggests that incendiary bullets be loaded with armor piercing bullets. They are available on the field, he says and are known to be effective.
- b. A/C #1090. Several members of the crew stated they were not told they were on Stand-by. Sgt. Silverstein believes the ammunition in his gun was faulty. Sgt. O'Mara said the heater blocked the cover assembly on right tail gun. Sgt. Justice reported the right ball turret gun as out of commission. Lt. Sheehan said the briefing on assembly was inadequate.
- c. A/C #9847. Lt. Dawes said the Lead Group of the 94th Combat Wing was too fast all the way with the result that we never caught up with them.
- d. A/C #1087. Lt. McKinnon said the formation over the field was a "rat race".
- e. A/C #7856. Sgt. Graham said no one informed him that a K-20 camera was in the A/C and he didn't know it was there until they returned over the home base.
- f. A/C #9036. The entire crew suggested that we should go to the target in a Wing formation instead of individual Groups and urged elimination of the "rat race" in the target area. They reported A/C #116 as still salvoing bombs. Lt. Kaufman and F/O Pedro recommend hand chargers on all chin turrets as they are installed on A/C #036. Lt. Kaufman suggests firing a rocket flare at regular intervals after ships have taken off to keep pilots of our Group oriented with our field.
- g. A/C #1315. The entire crew said the formation was poor and all planes seemed to appear "every man for himself". If fighters had attacked they would have had a field day, crew members said. Binoculars are wanted by members of the crew.

- h. A/C #7843. Lt. Pfaffman, bombardier, doesn't like British I.B.'s. Lt. Laule criticized flying too small formations in Combat Wing as was done today. Sgt. Sanford suggests briefing on procedure after bail-out over England.
- i. A/C #1038. Sgt. Kerr said the tail gunner's windows were frosted over at take-off.

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

S E C R E T

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

D-D-1

4 January 1944.

SUBJECT: Nickles (Leaflets) Operations by 401st Bombardment Group (H).

TO : Commanding General, 1st Bombardment Division, APO 634.
(Attn: Lt. Roslonski, A-2 Section).

1. The following leaflet operation was carried out over Kiel, Germany, 4 January 1944:

No. of boxes carried - 50
No. of parcels carried - 400
Leaflet Code No. - USC 21
No. of parcels dropped - 400
Boxes destroyed or lost - 0
Leaflets destroyed or lost - 0
Carrying A/C - No. 226

2. The A/C carrying the nickles lost two engines at enemy coast and was forced to turn back. Since it was at 22,000 feet and a strong wind was blowing toward enemy territory, the nickles were dropped at this point.

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

S E C R E T

401st GROUPDATE 4/1/48F L A K R E P O R T

1. Route followed: Left enemy coast 20 miles South of Cromer which was South of briefed route. Route to I.P. was South of briefed route. After bombs away return was slightly North of briefed route, ~~reaching~~ reaching English Coast about 10 miles North of Cromer.

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

9/10 undercast. Fairly persistent contrails.

3. No. of A/C over Target:

10

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?

Violent evasive action from I.P. to bomb run.

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

120° Mag.

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

90 seconds

7. Turn after bombing.

Gentle turn to left.

8. Position of group in relation to other Groups:

401st was low box of 94th Combat Wing. 351st Group led 94th Combat Wing.

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 first encountered at 1130, 3 minutes before target. It was moderate to intense and fair to good for accuracy. Some especially large greyish-white bursts were observed and some bursts were seen to explode as high as 30,000 feet. After bombs away gentle left turn made over enemy's east coast where meagre flak, inaccurate, was observed about 1140. This was believed to have come from flak ships in Kiel Bay.

10. Any other Comments, Phenomena, etc.

(See attached sheet)

H. G. R. Clooney

24,300 feet

Bombs away ---- 1133

856

1087

315

036

843

116

033

847

1090

1081

All Flak damage minor.

ADDITION TO FLAK REPORT:

10. There was considerable conflict in Flak reports from the crews participating in Kiel Mission, 4 January 1944. A few crews reported the flak as intense and accurate, whereas the others said the flak was meagre to moderate and inaccurate. Some crews thought the windows were very effective. The fact remains that nine (9) of ten (10) ships in the 401st Group which attacked the target received flak damage although all of it was extremely minor.

High bursts were generally white and low bursts generally black. One crew reported unusual bursts apparently aimed at wing ahead of 94th Combat Wing. They first appeared like a parachute and then lengthened out below like the figure of a man and ~~were~~ being greyish white in color. Two B-17s in the Wing ahead were seen to explode when bursts like these were seen near them. Approximately 25 bursts of this nature were seen. They occurred in bursts of 4.

One crew said flak was of barrage and continuously pointed type. Some rocket flak of the inverted mushroom type was reported. One red flash was seen.

One crew reported three (3) ground rockets with light to red small bursts. This had a zig-zag course coming up leaving a white smokey trail and was good for deflection.

H. S. R. Clooney

C O N F I D E N T I A L

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

AAF STATION #128
30 January 1944

SUBJECT: DITCHING OF AIRCRAFT.

TO : COMMANDING GENERAL, 1ST BOMBARDMENT DIVISION, (ATTENTION: A-5).

1. QUESTIONNAIRE REGARDING DITCHING OF MULTI-SEATER AIRCRAFT ARE
AS FOLLOWS:

- (A) B-17G.
- (B) 42-31089 SC-PATHETIC M.
- (C) 612TH 401ST 94TH.
- (D) AAF #128
- (E) 4 JANUARY 1944.
- (F) 1245 HRS.
- (G) 15 MILES OFF GRIMSSY.

2. WEATHER CONDITION AT SCENE OF LANDING.

- (A) ROUGH 20 FT. HIGH.
 - (II) WAS THERE A SWELL
 - CREST TO CREST 60 FT.
 - CREST TO TROUGH 20 FT.
 - (III) WAVES WITH OR ACROSS SWELL, WITH.
- (B)
- (C) WITH WAVES.
- (D) LIGHT GOOD-VISIBILITY 8 MILES.
- (E) 10/10 OVERCAST-2000 FT.
- (F) SLEET SQUALLS-LOCALIZED.

3. CONDITION OF AIRCRAFT BEFORE LANDING.

- (A) NOSE SMASHED-NO OTHER DAMAGE NOTICED.
- (B) DO NOT REMEMBER.

(3) CONT'D.

- (C) I KNOW OF NO WAY TO JETTISION FUEL ON B-17 TYPE AIRCRAFT.
- (D) NONE AT IMPACT.
- (E) NO.
- (F) NONE.
- (G) NO. 1 AND PARTIAL POWER IN NO. 2.
- (H) EVERYTHING NOT BOLTED DOWN.
- (I) CLOSED.
- (J) UP.
- (K) 2 1/2 ENGINES OUT.

4. CONDITION OF CREW BEFORE DITCHING.

(A) CAPT. W.C. GARLAND	NO	NO	NO
(B) MAJOR M.K. MARTIN	NO	NO	NO
(C) 2ND LT. E.L. NOLTE	NO	NO	NO
(D) 2ND LT. F.C. HOWE	NO	NO	NO
(E) T/SGT. A.V. SPACEK	NO	NO	NO
(F) T/SGT. B.W. STIMMEL	NO	NO	NO
(G) S/SGT. J.L. PARRATT	NO	NO	NO
(H) S/SGT. R. NEWTON	NO	NO	NO
(I) 2ND LT. E.G. OWENS, JR	NO	NO	NO
(J) S/SGT. T.D. MCNAB	NO	NO	NO
(K)			

5. METHOD OF LANDING.

- (A) 500 FT.
- (B) 1/2.
- (C) 105 M.P.H.
- (D) 90 M.P.H.
- (E) POWER USED UNTIL WE HIT WATER.
- (F) YES.
- (G)

(5) CONT'D.

- (H) NO. (A) NO. (B) NO. (C) YES.
- (I) YES.
- (J) CRAB AND DROPPED WING.
- (K) FLOWN IN.
- (L) YES WINDOW SHIELD FROZEN OVER INSIDE AND OUT LANDING
MADE BY LOOKING OUT SIDE WINDOW.
- (M) NO.
- (N) TAIL SLIGHTLY DOWN.
- (O) LEVEL.
- (P) LEFT.
- (Q) RIGHT.
- (R) NO.
- (S) YES TO THE LEFT, ALMOST 60 DEGREES.
- (T) SLIGHT.
- (U) VIOLENT.

6. RADIO DRILL.

- (A) YES. A.
- (B) YES.
- (C) YES.
- (D) BOTH.
- (E) LIAISON SET WOULD NOT HOLD A MAXIMUM TUNING AND WOULD NOT
INCREASE OVER 130 VOLTS, EITHER ON TRAILING WIRE OR FIXED
ANTENNA, CONTACTED HF/DF AT POLEBROOK WITH FIXED ANTENNA.
- (F) SET WOULD NOT HOLD TUNING. A. NO. B. NO. C.
- (G) YES. 1230 HRS.
- (H) NO-GEE FIX POSITION XMTED.
TO WHOM D28 POLEBROOK. ACKNOWLEDGED YES. WHEN 1240.
- (I) NO.

7. BEHAVIOR OF AIRCRAFT ON IMPACT.

- (A) YES.
- (B) I DO NOT KNOW - A WAVE COVERED THE SHIP.

(7) CONT'D.

- (C) NOSE SMASHED.
- (D) YES.
- (E) NOSE - CAMERA WELL.
- (F) COCKPIT-WAISTDEEP, RADIO ROOM-KNEE DEEP.

8. BEHAVIOR OF AIRCRAFT AFTER LANDING.

- (A) YES.
- (B) LEVEL.
- (C) 10 OR 15 MINUTES.
- (D) NOSE AND CAMERA WELL.
- (E) NO.
- (F) YES.
- (G) NOSE.
- (H) WAVES WASHED CREW MEMBERS FROM WING AND FUSELAGE AS QUICKLY AS THEY CRAWLED OUT.

9. EFFECT OF IMPACT ON CREW.

INJURY SUSTAINED.

- (A) SAFETYBELT ONLY NO SHOULDER BELT, BRACED. NONE FLAK
HELMET PREVENTED INJURY.
- (B) SAFETYBELT ONLY NO SHOULDER BELT, BRACED. NONE.
- (C) AT TABLE NONE.
- (D) RADIO ROOM SEATED ON FLOOR. NONE.
- (E) RADIO ROOM SEATED ON FLOOR. NONE.
- (F) RADIO ROOM SEATED ON FLOOR. SMASHED DOOR BLOODY NOSE.
AND LANDED IN BOMB-BAY.
- (G) RADIO ROOM SEATED ON FLOOR. NONE.
- (H) RADIO ROOM SEATED ON FLOOR. BLOODY NOSE.
- (I) RADIO ROOM SEATED ON FLOOR. NONE.
- (J) RADIO ROOM SEATED ON FLOOR. SMASHED DOOR NONE.
AND LANDED IN BOMB-BAY.
- (K) MEMBERS SHOULD BE SEATED AND BRACED.

10. ESCAPE FROM AIRCRAFT.

- (A) RADIO HATCH (1). RIGHT WINDOW IN COCKPIT (2). LEFT WINDOW
IN COCKPIT JAMMED.

(10) CONT'D.

- (B) P-2, CP-2, N-1, B-1, RO-1, FE-1, RWG-1, LWG-1, BTG-1, TTG-1, OTHER NONE.
- (C) INDIVISUAL AND REGULAR.
- (D) YES - RO, AND B.
- (E) WASHED FROM FUSELAGE BY WAVES.
- (F) AFTER GETTING OUT OF SHIP.
- (G) YES.

11. DINGHY DRILL.

- (A) YES.
- (B) NO - RAFTS PULLED OUT BY HAND.
- (C) NO - RAFTS INFLATED BY HAND.
- (D)
- (E) NO- (1) WAVES WASHED LEFT DINGHY, LT. OWENS AND LT. NOLTE OFF WING. THEY WERE NEVER ABLE TO RETURN TO AIRPLANE. MAJOR MARTIN WAS IN WATER, CLINGING TO INDIVIDUAL DINGHY. CAPT. GARLAND, SGT'S, SPACEK, PARRATT, MCNAB, WERE IN LARGE DINGHY. SGT. STIMMEL IN SMALL DINGHY. OTHERS WASHED OVERBOARD.
- (F) YES.

12. RESCUE.

- (A) 1 HR. AND 5 MINUTES.
- (B) NONE.
- (C) YES.
- (D) YES.
- (E) NONE AT TIME.
- (F) FLARE PISTOL AND EMERGENCY RADIO.
- (G) NO (A) NONE. (B) NO WE WERE IN SIGHT OF SHIPS.
- (H) NOT TRIED.
- (I) NONE.
- (J) NO.
- (K) NO.
- (O) BRITISH MINE SWEEPER - 1 HR. AND 5 MINUTES.

(12) CONT'D.

(Q) NO.

13. TRAINING.

(A) NO.

(B) DAY 375. NIGHT 125.

(C) NO.

(D) 20.

(E) NO. NONE AVAILABLE.

(F) YES.

(H) YES.

(I) 26 APRIL 1943, SINCE GROUP WAS ORGANIZED.

(J) NO.

14. REMARKS OR RECOMMENDATIONS.

(A) AIR/SEA RESCUE SERVICE UNABLE TO GET OUT BECAUSE OF
ROUGH SEA. PILOT DITCHED BY MINE SWEEPERS RETURNING
TO ENGLAND. WET DRILL NO GOOD UNLESS CREW MEMBERS
HAVE ON FULL EQUIPMENT.

(SIGNATURE)

(NAME & RANK OF INTERVIEWER)

(ORGANIZATION)

(DATE)

5-3

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

4 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 # 42-31089

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	Garland	William	C.	0-24892	612th
CP -	Maj.	Martin	Malcolm	K.	0-424978	"
N -	2nd Lt.	Nolte	Edward	P.	0-683296	"
B -	2nd Lt.	Howe X	Floyd	C.	0-734692	"
RO -	T/Sgt.	Stimmel	Bert	W.	0-3533227	"
**TT -	T/Sgt.	Spacek	Anthony	V.	32378819	"
BT -	Sgt.	McNab	Thomas	D. Jr.	12095352	"
LWG -	Sgt.	Parratt	John	L.	13100644	"
RWG -	S/Sgt.	Newton X	Ralph	D.	33274765	"
TG -	2nd Lt.	Owens	Erle	G.	0-679108	"

*PLANE # 42-37856

P	-1st Lt.	Goodman	James	F.	0-665678	612th
CP	-2nd Lt.	Ramsey	Robert	J.	0-681191	"
N	-2nd Lt.	Fraioli	Frank	P.	0-683234	"
B	-2nd Lt.	Anderson	Anderson M. Donald		0-735233	"
RO	-S/Sgt.	Graham	James	J.	0-16099737	"
**TT	-S/Sgt.	DeWees	Foster	E.	35188513	"
BT	-S/Sgt.	Farmer	John	O.	6861113	"
TG	-Sgt.	Smith	William	D.	19122676	"
LWG	-Sgt.	Henderson	Pete	D.	38213690	"
RWG	-Sgt.	Markle	Burton	A.	32592715	"

*PLANE # 42-31034 *aborted*

P	-2nd Lt.	Kelly	William	J.	0-802205	612th
CP	-2nd Lt.	Coyne	Daniel	J.	0-684694	"
N	-2nd Lt.	VanDyke	George	R.	0-683350	"
B	-2nd Lt.	Troy	Ephraim	F.	0-673754	"
RO	-S/Sgt.	VanDuren	Paul	R.	12165646	"
**TT	-S/Sgt.	Johnson	Marris	W.	35494817	"
BT	-Sgt.	Stengel	Percy	J.	36276698	"
TG	-Sgt.	Garity	John	B.	16155719	"
LWG	-Sgt.	Peacock	George	P.	6573365	"
RWG	-Sgt.	Pinilla	Emanuel	B.	12154654	"

** Enter complete number of aircraft
 Designate Engineer

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
------	------	-------------	-------	------	--------	----------

*PLANE # 42-31511*aborted*

P	-	2nd Lt.	Smith	Stuart	E.	0-802795	612th
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	-	S/Sgt.	McGawley	Fred	E.	38321224	"
**TT	-	T/Sgt.	Carr	Maurice	A.	16035656	"
BT	-	Sgt.	Davies	Leonardo	F.	32506396	"
TG	-	Sgt.	Parker	Harry	C.	39034361	"
LWG	-	Sgt.	Seicchitano	Frank	J.	32489249	"
RWG	-	S/Sgt.	Hopkins	Calvin	W.	32078946	"

*Plane # 42-31087

P	-	2nd Lt.	West	George	E.	0-802628	612th
CP	-	2nd Lt.	McKinnon	Douglas	H.	0-752008	"
N	-	2nd Lt.	Nutter	Lloyd	A.	0-752502	"
B	-	2nd Lt.	Montgomery	Thomas	B.	0-686111	"
RO	-	S/Sgt.	Andrus	Robert	L.	0-32583791	"
**TT	-	S/Sgt.	Russell	Francis	L.	17154673	"
BT	-	S/Sgt.	Womble	John	L.	34355686	"
TG	-	S/Sgt.	Lefkin	Michael	(NMI)	32496129	"
LWG	-	Sgt.	Russell	Hugh	D.	15019006	"
RWG	-	Sgt.	Morini	Alfred	J.	32492617	"

*PLANE # 42-39993*aborted*

P	-	2nd Lt.	Tanner Bingham	George	F.	0-679033	612th
CP	-	2nd Lt.	Hoad	Francis	W.	0-685332	"
N	-	2nd Lt.	Tomlinson	Harvey	G.	0-688132	"
B	-	2nd Lt.	Lott	Eugene	F.	0-686092	"
RO	-	S/Sgt.	DiPierro	Cosimo	A.	0-12172565	"
**TT	-	S/Sgt.	Gibson	Earl	C.	15086940	"
BT	-	Sgt.	Johns	Carl	W.	37248950	"
TG	-	Sgt.	Yeatts	Lawson	K.	34450732	"
LWG	-	Sgt.	Severson	Marvel	T.	37426585	"
RWG	-	Sgt.	Dunn	Johnny	K.	35391705	"

*PLANE # _____

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

* Enter Complete number of Aircraft
** Designate Engineer

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

4 January 1944

SUBJECT: Loading List.

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

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

*PLANE # 42-31081

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	1st Lt.	Shotts	Bryan	M.	0667578	613th Sq.
CP -	2nd Lt.	Maher	William	P.	0753837	"
N -	2nd Lt.	Savage	William	F.	0441712	"
B -	2nd Lt.	Briarton	Henry	R.	0681518	"
RO -	T/Sgt.	Reedy	Robert	L.	36373210	"
**TT -	T/Sgt.	Swofford	Leland	L.	14064116	"
BT -	S/Sgt.	Rieger	Harvey	W.	37121385	"
TC -	S/Sgt.	Iseminger	John	(NMI)	14084579	"
LWG -	S/Sgt.	Sonichsen	Donald	H.	36703732	"
RWC -	S/Sgt.	Jones	William	F. JR.	38397179	"

*PLANE # 42-31226

P -	2nd Lt.	Stelzer	Robert	L.	0461320	"
CP -	2nd Lt.	Johnson	Wendell	T.	0687036	"
N -	2nd Lt.	Hobbs	Herbert	L.	0688441	"
B -	2nd Lt.	Warren	Robert	(NMI)	0685898	"
RO -	S/Sgt.	Hecker	Donald	A.	36522865	"
**TT -	S/Sgt.	Pack	Jesse	O.	38222601	"
BT -	Sgt.	Black	James	P.	39300495	"
TC -	Sgt.	Nicely	John	M.	13156041	"
LWG -	Sgt.	Rice	Edwards	J.	16096299	"
RWC -	Sgt.	Holland	Thomas	H.	38211220	"

*PLANE # 42-31033

P -	1st Lt.	Riegler	William	(NMI)	0728732	"
CP -	2nd Lt.	Cushman	Thomas	R.	0680414	"
N -	2nd Lt.	Anderson	William	E.	0728329	"
B -	1st Lt.	Fesmire	Durward	W.	0515093	"
RO -	S/Sgt.	Lipa	Milton	G.	11071562	"
**TT -	T/Sgt.	Click	Leonard	W.	18129468	"
BT -	S/Sgt.	Jack	John	C.	15333173	"
TC -	S/Sgt.	Kerr	Robert	V.	19094519	"
LWG -	S/Sgt.	Ohanian	Nishan	(NMI)	11032287	"
RWC -	S/Sgt.	Owens	Garland	(NMI)	18155256	"

** Enter complete number of aircraft
 Designate Engineer

DUTY	RANK	LAST (NAME)	FIRST	(Last)	A. S. N.	613th Sq.
*PLANE # 42-31069 <i>Aborted</i>						
P	2nd Lt.	Rohmer	Ronald	R.	0803692	613th Sq.
CP	2nd Lt.	Leonard	Frank	W. Sr.	0687311	"
N	F/O	Johnson	Stanley	W.	T-61222	"
B	2nd Lt.	Smetana	Emil	(NMI)	0688496	"
RO	S/Sgt.	Moreale	John	P.	36631508	"
**TT	S/Sgt.	Surowski	Ray	L.	13128780	"
BT	Sgt.	Dickerson	Kenneth	G.	31188990	"
TG	Sgt.	Arbogast	Homer	F.	17127220	"
LWG	Sgt.	Berker	Clifford	E.	35368934	"
RWG	Cpl.	Kelsen	Harold	J.	12182527	"

*Plane # 42-37833 <i>Did not go aborted</i>						
P	2nd Lt.	Lew	Sandy	(NMI)	0746381	613th Sq.
CP	2nd Lt.	Preist	Gordon	S.	0751758	"
N	2nd Lt.	Schlieper	Roger	F.	0689664	"
B	2nd Lt.	Kelly	John	J.	0732822	"
RO	Sgt.	Johnson	Alvin	A.	36188975	"
**TT	S/Sgt.	Thayer	Bliss	(NMI)	11055078	"
BT	Sgt.	Franklin	P	H.	36633189	"
TG	Sgt.	Hibbs	E	A	16088190	"
LWG	Sgt.	Robinson	M.	D	35277805	"
RWG	Sgt.	McCarthy	William	A.	32479218	"

*PLANE # 42-31090						
P	2nd Lt.	Sheahan	William	G.	0746438	613th Sq.
CP	2nd Lt.	Ogden	Elliott	B.	0687202	"
N	2nd Lt.	Davis	Robert	O.	0808000	"
B	2nd Lt.	Conway	Douglas	M.	0685775	"
RO	S/Sgt.	Silverstein	Donald	W.	12156493	"
**TT	S/Sgt.	Rickey	Richard	W.	15054437	"
BT	Sgt.	Justice	Hazard	(NMI)	15340143	"
TG	Sgt.	O'Mara	John	W.	1506833	"
LWG	S/Sgt.	Falk	Seymour	(NMI)	17037059	"
RWG	Sgt.	Tomlinson	Roscoe	P	14159387	"

***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

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 # 42-31118

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	HECK,	JOHN	C.	024630	614th
CP -	2nd Lt.	THOMPSON	HARRY	C.	0684792	"
N -	2nd Lt.	CHANDALL, WILLIAM G.			0801119	"
B -	2nd Lt.	GERRIG,	GEORGE,	C.	0678940	"
RO -	S/Sgt.	Stanforth,	Joseph	R	15195089	"
**TT -	T/Sgt.	Novoselich	George		35381019	"
BT -	S/Sgt.	Urish	Lawrence	C.	19096322	"
TG -	S/Sgt.	Tullie, Albert T.			31149829	"
LWG -	S/Sgt.	LeBailly	Arthur		32461439	"
RWG -	T/Sgt.	Kolacz,	Henry	A.	32474596	"

*PLANE # 42-37343

P	-2nd Lt.	STIMSON,	ROUDINOT		0799493	614th
CP	-2nd Lt.	LAULO	EDWIN	W.	0748693	"
N	-2nd Lt.	O'NEAL	JOHN	E.	0671169	"
B	-2nd Lt.	PFAMMAN, JACK		L.	0749739	"
RO	-T/Sgt.	Timme	Glenn	A.	32581704	"
**TT	-S/Sgt.	Kukurin,	Earl	E.	33301983	"
BT	-Sgt.	Melia	Paul	S.	32896321	"
TG	-Sgt.	Lesage,	Alfred		13063963	"
LWG	-S/Sgt.	Sandford	Frankie	W.	4458488	"
RWG	-Sgt.	Mancuso, Carmen L.			32582542	"

*PLANE # 42-39847

P	-2nd Lt.	DAVES	WILLIAM	R.	0802731	614th
CP	-2nd Lt.	PRATT,	JOHN	D.	0748784	"
N	-2nd Lt.	SCHUBERG	JOHN	A.	0750222	"
B	-2nd Lt.	FITZGERALD,	ROBERT	C.	0679459	"
RO	-Sgt.	Hausser	Eugene	A.	18053118	"
**TT	-S/Sgt.	Norell	Oile	A.	36147173	"
BT	-S/Sgt.	LaFountain	Louie	M	36163420	"
TG	-Sgt.	Gentry, Ray		A.	34434724	"
LWG	-S/Sgt.	Teel	Oliver	E.	18160414	"
RWG	-Sgt.	Mooney,	William	A.	18169546	"

** Enter complete number of aircraft
Designate Engineer

*PLANE # 42-39036

P	-	2nd Lt. KAUFMAN	RICHARD	H.	0802121	614th
CP	-	2nd Lt. BERGERSON,	CLIFFORD	C.	07485229	"
N	-	2nd Lt. HARDING	JAMES	B.	0750168	"
B	-	F/O. PEDRO, O	ORLANDO	J.	T-1413	"
RO	-	T/Sgt. Mehalshick	Joseph		13128235	"
**TT	-	T/Sgt. Campbell	Tory	L.	39539988-	"
BT	-	S/Sgt. Brown	Harold	C.	31303404	"
TG	-	S/Sgt. Orphan, W	William	J.	11117687-	"
Wg	-	S/Sgt. Graves,	Glenn	W.	38085660	"
RWG	-	S/Sgt. HATHAWAY	Walter		32476518	"

*Plane # 42-31315

P	-	2nd Lt. SMITH	WALLACE	R.	0801313	614th
CP	-	2nd Lt. FAULHABER	DONALD	A.	T-121885	"
N	-	2nd Lt. CRANE	RENFRO	V.	0688629	"
B	-	2nd Lt. LEVEY,	JAMES	G.	0674688	"
RO	-	S/Sgt. Castronova,	Salvatore	L.	32550405	"
**TT	-	S/Sgt. Fair	Charles	H.	37211030	"
ET	-	Sgt. McKendry	Daniel	C.	13114386	"
TG	-	S/Sgt. Sundberg	David	C.	6878362	"
Wg	-	Sgt. Roberts,	Marion	E	14159491	"
RWG	-	S/Sgt. Gatzemeyer	Gerald	R	16109129	"

*PLANE # 42-39837

P	-	2nd Lt. WALSH	ROBERT	P	0804771	614th
CP	-	2nd Lt. TIMBERLAKE	ROBERT	H.	0687721	"
J	-	2nd Lt. MATRICIAN	MICHAEL		0690478	"
A	-	2nd Lt. PORTER	GUY	R.	0748098	"
RO	-	S/Sgt. Zappala	Vincent		32578092	"
TT	-	S/Sgt. Stallcup,	Mose	H.	36186641	"
IT	-	Sgt. Collie	Perry	O	36427682	"
IG	-	Sgt. Brgoch	Ludvick	J.	19180643	"
Wg	-	Sgt. Cartmill	Charles	L	35560963	"
Wg	-	Sgt. Layland	John	M.	37457551	"

*PLANE #

P -
 CP -
 J -
 A -
 RO -
 **TT -
 IT -
 IG -
 Wg -
 Wg -

Enter Complete number of Aircraft
 Designate Engineer

J-3

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

January 4, 1944

SUBJECT: Loading List.

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

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

*PLANE # 42-31072

shorted

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	-2nd Lt.	Kaminski	Vincent	(NMI)	0-803408	615th
CP	-2nd Lt.	Mallon	Richard	W.	0-883039	615th
N	-2nd Lt.	Hildinger	Lawrence	J.	0-734914	615th
B	-2nd Lt.	Gallagher	Joe	C.	0-879495	615th
RO	-Sgt.	Cheatham	Elmer	R.	14182350	615th
**TT	-Sgt.	Draginis	Donald	L.	16133104	615th
BT	-Sgt.	Cantin	Merlin	L.	19138375	615th
TG	-Sgt.	Asbell	William	R.	14182638	615th
LWG	-Sgt.	Powell	Gerald	J.	38415204	615th
RWG	-Sgt.	Loadholt	Jay	T.	14125585	615th

*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

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

4 January 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 4 JANUARY 1944

TAKE-OFF: 0735. Clear. Visibility 4 miles. Surface wind 300 degrees at 16-20 mph.

ROUTE OUT: Clear to English coast. 5-7/10 stratocumulus, tops 6000', to 4 degrees E; 8-10/10 cumulus, tops building from 8-10,000', to continental coast. 7-8/10 cumulonimbus, tops 24,000', over continent. Visibility unrestricted above clouds.

TARGET: 1133. 7-8/10 cumulonimbus, tops 24,000'. Visibility unrestricted above clouds.

RETURN ROUTE: Same as route out, except 2-3/10 stratocumulus, tops 4-6,000' at English coast becoming nil halfway to base.

BASES ON RETURN: 1400. Clear. Visibility 4 miles. Surface wind 340 degrees at 22 mph.

REMARKS: Moderate, non-persistent contrails at 21,000', becoming moderate persistent contrails at 22-25,000'. Winds aloft: Calculated by G-box, 15-17,000', 328 degrees, 64 knots; calculated by fix, 7500', 340 degrees, 55 knots; calculated by fix, 20,000', 346 degrees, 53 knots.

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

OPERATIONAL ROUTE FORECAST

DATE Jan 4, 1948

PERIOD _____

Hq SOS USAPP 9-43/90M/15227

	A Bases to English Coast	B English Coast to Target	C Target	D Target to Bases
WEATHER	Partly cloudy with Haze becoming cloudy to overcast with Rain showers	Cloudy to Overcast with Rain Showers	Cloudy to Overcast	Cloudy to overcast becoming Partly cloudy with Haze.
CLOUDS	2-4/10 Stratocumulus Base 2000 Tops 4000 Ft. increasing to 6-8/10 Vrble Building Cumulus base 2000 Tops 6-8000 Ft. Locally 10/10 Tops 10000 in Rain Showers at English Coast. Nil Medium Cloud Boring 3-5/10 Altocumulus Base 10000 Tops 10000 Ft. 8000 Nil high Cloud	6-8/10 Building Cumulus base 2000 Tops 8-10000 Ft. increasing to 8-10/10 at 5 Deg. East with tops 20-22000 with isolated tops to 25000 Ft. 4-6/10 Altcumulus associated with Cumulus Tops. Nil high Cloud.	8-10/10 8-10/10 Building Cumulus Base 2000 Tops 18-20000 Ft. 4-6/10 Altocumulus associated with Cumulus Tops. Nil high Cloud	8-10/10 Building Cumulus Base 2000 Tops 18-20000 Ft. Building to 20-22000 Ft. at 8 Deg. E. with isolated tops to 25000 Ft. Cumulus Decreasing west of 5 Deg E to 5-7/10 Building Cumulus Base 2000 Tops 6-8000 Ft. at English Coast and 3-5/10 Base 2000 Tops 4000 at Bases. 4-6/10 Altocumulus associated with Cumulus tops decreasing to 3-5/10 at English Coast. Nil High Cloud.
ICING	3	25000 FT. MODERATE CLEAR ICE IN CUMULUS CLOUD.		
VISIBILITY	4 1-3 Miles	Goodness 6 Plus at Surface Unrestricted above Cloud	6 Plus at Surface Unrestricted Above Cloud	Unrestricted above Cloud becoming 1-3 Miles at over England.
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	310 30 KNOTS	Temperatures. Plus 4		
5000 FT	310 35	Minus 7		
10000 FT	310 40	18		
15000 FT	320 55	29		
20000 FT	320 65	40		
25000 FT	320 80	45		
30000 FT	320 85	48		

BASE ALTIMETER SETTING 30.20

TARGET SURFACE TEMP. Plus 4
TEMP. AT 24,000 FT. - 44

TARGET MEAN TEMP. Minus 22
TARGET SURFACE (PRESSURE-ALT) - 195

DECLASSIFIED PER
BY 54 NARA
DATE 3/5/11
-MAD 24503

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

A.P.O. 634,
4 January 1944

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

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

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

Tail Wheel Retracting Mechanism inoperative (1)
Cylinder Head Temperature Gauge Out (1)
Superchargers Out (1); Oxygen System Out (1)
Bomb Bay Door Retracting Mechanism Out (1)

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

Solenoids Out (1); Turret Cuts off in Azimuth (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 Engineering Officer
Station 128

A.P.O. 634,
4 January 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-31034 returned early for the reason that it was unable to catch up with formation. Late takeoff due to fins on bombs being loose.

b. Airplane No. 42-39993 returned early for the reason that it was unable to catch up with formation. Late take-off due to plane taxiing off perimeter track into mud.

c. Airplane No. 42-39837 returned early on account of runaway supercharger.

d. Airplane No. 42-31511 failed to complete mission for the reason that Ball Turret Gunner was unable to get into turret. 612th Armament reports no malfunction existed on post flight check up.

e. Airplane No. 42-31072 returned early because Pilot was unable to change prop pitch in flight. Ground run-up and subsequent test flight reveal no malfunction.

f. Airplane No. 42-31226 failed to complete mission because of failure of No. 4 Engine.

g. Airplane No. 42-31069 returned early because of leak in oil dilution valve, causing gas to run into oil tank, overflowing oil tank. Prop feathering motor burned out in flight and prop could not be feathered.

h. Airplane No. 42-37833 returned early for the reason that it was unable to catch up with formation. Late take-off due to bomb bay door motor failure.

2. Battle Damage.

a. 42-31090 - Two flak holes through left wing, outer panel, rear spar cracked and other internal members damaged. 5" rip in skin on under side of right horizontal stabilizer, near fuselage. Small flak hole in right side of fuselage, near Station No. 7. Wing and Stabilizer change necessary.

SUBJECT: Mission Summary Report (Continued)

b. 42-31081 - 2" flak hole through vertical stabilizer, near center. Slight flak damage to right side of vertical stabilizer, beneath rudder. 3" flak hole in leading edge of right horizontal stabilizer, de-icer boot torn.

c. 42-31315 - 5" rip in top of right elevator, caused by flak.

d. 42-31116 - Small flak hole in bottom of left wing, between No. 1 and No. 2 engines, near leading edge.

e. 42-31036 - 2" rip in top of right aileron, near tip. 2" flak hole in No. 3 Ring Cowl, No. 1 Rocker Box damaged.

f. 42-39847 - Three flak holes in under side of right wing, slight internal damage.

g. 42-37843 - Small flak hole in under side of left wing, outer panel. Flak hole in No. 1 Nacelle, behind supercharger. Two flak holes in under side of No. 2 Nacelle. Small flak hole in top of right wing, outer panel.

h. 42-37856 - Flak hole in bottom of left wing, between No. 1 and No. 2 Nacelles.

i. 42-31087 - Two flak holes in under side of right wing, to right of No. 4 Nacelle, No. 5 Tokyo Tank damaged. Flak hole in under side of right wing, between No. 1 and No. 2 Nacelles. Flak hole in No. 4 Ring Cowl. Wing change necessary.

<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>
9	0	9	9

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

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

A.P.O. 634,
4 January 1944

SUBJECT: Armament Narrative, Mission No. 11, 4 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 4 January 1944.

- a. One ball turret gun solenoid became inoperative.
- b. One turret was cutting off in Azimuth.

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

AAF STATION 128
APO 634

ABORTIVE REPORT

DATE 4 January 1944

SQUADRON 615th AIRPLANE #42-31069 PILOT 2nd Lt. Rhoner CP Lt. Lenord

Pilot reported that Oil was coming out of No. #1 Engine and Prop. could not be feathered.

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

Oil Dilution valve leaking causing gas to run into oil tank, over flowing oil tank. Prop feathering motor burned out in flight.

R. W. Newman
ENGINEERING OFFICER

AAF STATION 128
APO 634

ABORTIVE REPORT

DATE 4 January 1944

SQUADRON 615th AIRPLANE #42-37833 PILOT 2nd Lt. Sandy Lew CP 2nd Lt. G.S. Priest.

PILOT'S STATEMENT:

Aborted from mission because of late take off, and recalled
by Group Operations.

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

ENGINEERING OFFICER

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

4 JANUARY 1944

SUBJECT: BATTLE DAMAGE REPORT

TO: GROUP ENGINEERING OFFICER, STATION 128, APO 634

1. THE FOLLOWING IS THE BATTLE DAMAGE REPORT FOR
THE AIRCRAFT OPERATED BY THE 612TH BOMBARDMENT SQUADRON (H)
FOR THE MISSION COMPLETED THIS DATE.

AIRPLANE NO.		BATTLE DAMAGE
42-31087	OUT	1. FLAK HOLE RIGHT WING, CENTER, 12" TO RIGHT OF #4 NACELLE. #5 TOKYO TANK CHANGE. 2. FLAK HOLE RIGHT WING, CENTER, 2" TO RIGHT OF #4 NACELLE. 3. FLAK HOLE #4 RING COWLING. (4 O'CLOCK) 4. FLAK HOLE 3# RIGHT OF #3 OIL COOLER. 5. SLIGHT TEAR IN TOP OF LEFT WING NEAR REAR OF #1 NACELLE (LOOKS LIKE SHELL CASING)
42-37856	OUT	1. FLAK HOLE BOTTOM OF LEFT WING 2" AHEAD OF #1 BOOSTER PUMP
42-31089		MISSING
42-31034	IN	ABORTED - NEGATIVE BATTLE DAMAGE
42-39837	OUT	ABORTED - BOTH MAIN LANDING GEAR TIRES BEING CHANGED. NEGATIVE BATTLE DAMAGE
42-39993	IN	ABORTED - NEGATIVE BATTLE DAMAGE
42-40050	IN	NO FLIGHT
42-31511	IN	ABORTED - NEGATIVE BATTLE DAMAGE
42-30227	OUT	SUB DEPOT
42-39765		LITTLE STAUNTON

Herbert O. Kimmel
HERBERT O. KIMMEL
1ST LT, AIR CORPS
ENGINEERING OFFICER