

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).

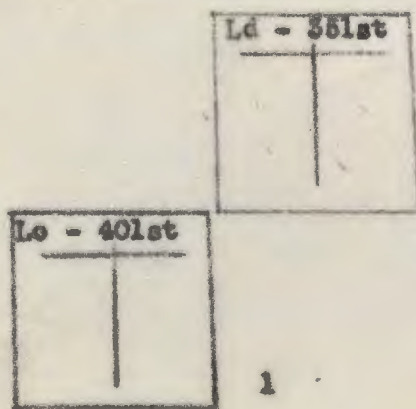
1. Nineteen (19) aircraft took off for the mission of 4 January 1944. Only 10 ships bombed the target. Eight (8) ships, 42-31069, 42-39988, 42-31511, 42-31072, 42-37833, 42-31034, 42-39837 and 42-31226 returned early. Four (4) of these report mechanical difficulties. Three (3) failed to find and join 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 G 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

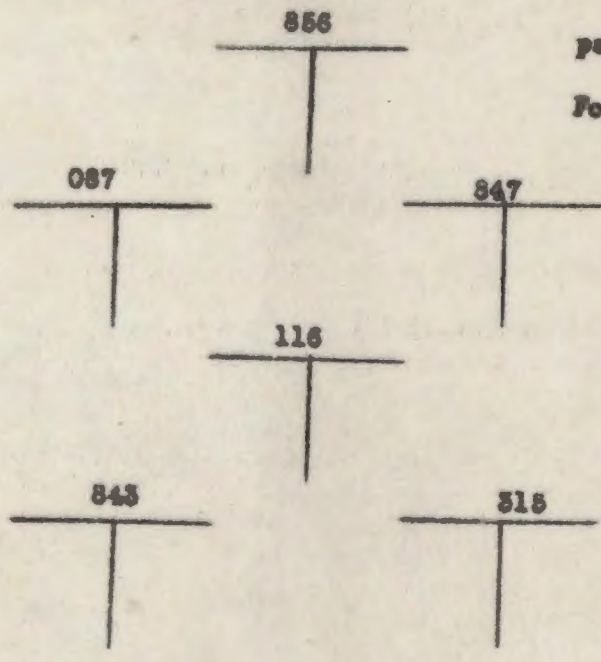
226 (Aborted)

069 (Aborted)

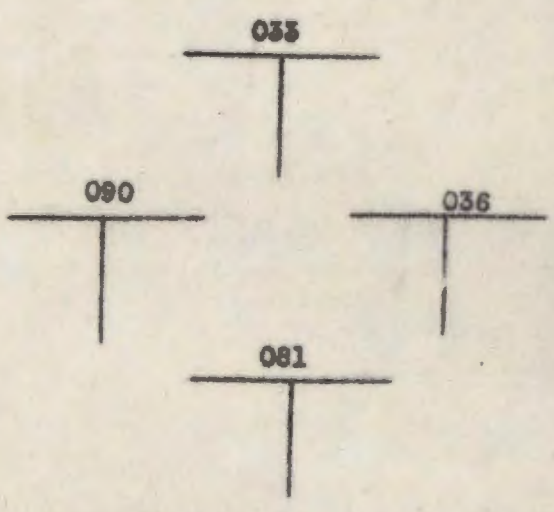
843

315

072 (Aborted)



par 3 of narrative report.  
Formation over target.



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*.....18  
 Number of Sorties.....18 "  
 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 Target	Bombing	Number	Size	Type	Fusing Nose Tail
Target of 401st	- 10	10	147	250	British Incendiary	Instantaneous
Total Bombs on Target			147	250	British Incendiary	x x
Other Bomb Expenditures			28	250	"	x x
Bombs Expended in Lost A/C			16	250	"	x x
Bombs Returned			97	250	"	x x
Total (Loaded on A/C T.O.)			288	250	British Incendiary	Instantaneous

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

Combat Flight Leader: MAJOR MARTIN 4 January 1944  
 (Date)  
 Deputy Flight Leader: LT. GODDMAN  
 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

SHEAHAN

Call	A/C#
L	1090

LEW

Call	A/C#
F	7833

SHOTTS

Call	A/C#
C	1081

STELZER

Call	A/C#
G	1226

ROHNER

Call	A/C#
<del>K</del>	<del>1059</del>

614th SQDN

PECK

Call	A/C#
O	1116

DAWES

Call	A/C#
G	9847

WALSH

Call	A/C#
L	9837

KIRKHUFF

Call	A/C#
X	1036

STIMSON

Call	A/C#
H	7843

SMITH, W.R.

Call	A/C#
C	1315

SPARES

~~KAMINSKI~~

CHAPMAN

Call	A/C#
_____	_____

~~CHAPMAN~~

KAMINSKI

Call	A/C#
K	1072
	<del>1069</del>

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 0938 hours at Cromer (city, splasher, Coordinates) Cromer- Splasher #5 52 55N 01 20E
  - j. Departed English Coast at 0951 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 120 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 53 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

<u>RED</u>	Route followed by	<u>401st Bomb. Gp. (H)</u>
<u>BLUE</u>	.. .. .	<u>COURSE BRIEFED</u>
---	.. .. .	_____
---	.. .. .	_____
---	.. .. .	_____



FLAK  
 HEAVY 4  
 LIGHT 4

COMBATS  
 FW 190 ○  
 ME 109 ⊙  
 JU 88 ⊙  
 ME 110 ⊙  
 DO 217 ⊙

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 LIGHT 4 ME 109 ⊙  
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 ME 110 ⊙  
 DO 217 ⊙

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FLIGHT PLAN

LT. GOODMAN

PILOT ~~XXXXXXXXXX~~

NAVIGATOR LT. F. P. FRAIGLI

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	DRIFT	TRUE HDNC.	VAR	MAG. HDNC.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
Base (x)					355	-7	348	311	359	122	25	12	0852				
Grantham (A)																	
52 55N 00 38W		10,000			79	-1	68	710	78	168	23	8 1/2	0902				
Boston (B)																	
52 59N 00 08W		14,000			147	71	148	710	158	188	28	8 1/2	0913				
Downham Market (C)																	
52 36N 00 23E		15,000			61	-13	48	"	58	156	40	15	0928	Begin Climb			
Cromer (Spl 5) (2)																	
52 55N 01 20E	320	24,000	150	172	68	-10	58	78	66	179	227	1:16	1044				
54 20N 07 15E	64K		-39														
"	320	24,000	"	187	82	-20	62	76	68	218	82	22 1/2	1106 1/2	I.P.			
54 31N 09 35E	77K		-43														
I.P.	"	"	"	187	119	-7	112	78	117	260	22	05	1111 1/2	Target "G"	3.77		
54 20N 10 08E															40.05		
Target	"	"	"	"	90	-18	72	78	77	228	18	05	1116 1/2				
54 20N 10 40E																	
"	"	"	"	"	300	-17	343	75	348	120	20	10	1126 1/2	Enemy Coast	1220		
54 40N 10 40E																	
"	320	19,000	155	184	264	719	283	76	289	132	204	1:33	1258 1/2				
54 20N 04 50E	71K		-61														
"	315	5,000	170	174	236	715	251	79	260	160	190	1:56	1354 1/2	IFF On.			
Cromer (Spl 5)	46K		-22														
"	310	4,000	155	180	250	713	263	710	273	120	75	37 1/2	1432	Home			
Base	34K		-5	140													
Cromer Spl #16	310	5,000	155	162	237	714	251	710	261	126	67	31	1425 1/2				
Base	320	Surface															
	320	5,000															
	40K						Splasher 16		345								
	320	10,000															
	50																
	320	15,000															
	80																
	320	20,000															
	100																
	320	25,000					"GEE" Normal	Stud #4	Indiana Stud III								
	110																
	320	30,000															
	110																

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /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			50	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			

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.
1110			77	85	En Coast on Course								
1125			"	"	A/E I.P.								
1128			"	"	Flak at 11 O'clock	Alter Course Flak accurate (Black)							
1133			124	129	Bombs away	A/C 90 M.H. and circling left	190 122	-51 24,300	172				
1141				289	Alter Course								
1144				288	Flak		140	-51 24,800					
1201				281	Enemy coast out Descending		150	-48 22,500					
1316			x	240	Gee 2.45 50 mi right of course 42.82		150	-22 13,000					
1320			x	235	Gee 2.49 42.84		150	-15 9,500	IFF on				
1332	223	f2	225	235	Gee 2.95 30 mi right of course 42.78		150	f5 9,500					
1344			x	235	Eng Coast 10 miles N. of Course								
1403			250	260	Base								
1419					Landed								
1426					Engine off								
					LOG CLOSED								

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-3 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 B-29

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>210</u>	* Mag Head Ordered <u>117</u>
			*Mag Head 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>SR</u>	**Type of r Train Release	<u>Salvo</u>
	xActual	Individual Returned	
*Actual Range	<u>16,000</u>	x Point of Impact	<u>Not Seen</u>
xTan Drop Angle	*Est <u>225 .65</u>	** Airplane Type	<u>B-17 G</u>
	xActual	No.	<u>42-37856</u>
XDisc Speed	<u>145</u>	xTrail	<u>70</u>
		** Pilot	<u>Lt. E. E. 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>520</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



U.S. D.  
 A.C. Form  
 12 E Modified  
 25-9-43 8 BC APO 684

COMBAT BOMBING FLIGHT RECORD<sup>1</sup>

BOMBARDIER<sup>2</sup> 2nd Lt. J. Anderson DATE 4 January 1944  
 PILOT<sup>2</sup> 2nd Lt. J. Goodson TAKE OFF 0730  
 NAVIGATOR<sup>2</sup> 1st Lt. J. Farrell LANDED 1412  
 ORGANIZATION 401st AIRPLANE B-17D  
                     Squadron                      Group

OBJECTIVE<sup>3</sup> SEA FRONT

AIMING POINT (MPI) SEA AREA

INITIAL POINT 34 31N 09 30W

METHOD OF ATTACK<sup>4</sup>  
                     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 777 COMPOSITE GROUP

RANGE SIGHTING ONLY, GROUP COMPOSITE GROUP

BOMBS, TYPES AND SIZES 2000 L. B. (SCRIPPS)

NUMBER OF BOMBS LOADED 10 RELEASED 10

FUZZING, NOSE II TAIL

SYNCHRONIZATION<sup>5</sup>  
                     On                      Fast                      Slow

INFORMATION AT RELEASE POINT<sup>6</sup>

Altitude of target 0  
 True Altitude above target 22,700  
 Ind. Altitude 24,000  
 Pressure altitude of target -200  
 Altimeter setting 29.20  
 M.I.A.S. 100  
 M.A.S. 210  
 M.S., Est. 200 Actual 200  
 Wind Direction, Metro 70 Actual 70  
 Wind Velocity, Metro 70 Actual 60  
 M.S. 100 Trail 71 ATF 42  
 M.A.N. D.A. Est. 0.60 Actual

MAG. HEAD, Order 117 Actual 120  
 True Heading 125  
 Drift, Est. 8 N Actual  
 True Track  
 Actual Range 12,500  
 B.S. Type BT  
 Time of release 1130  
 Length of Bombing Run 777  
 Intervalometer setting 500  
 C-1 Pilot Yes  
 A-5 Pilot  
 Manual PILOT

TYPE OF RELEASE<sup>7</sup>

Individual Train Salvo **X** Jettisoned Returned

POINT OF IMPACT LE S. EN<sup>8</sup>

**NOT SEEN**

NAVIGATION DATA:<sup>9</sup>

MEAN TEMP.

METRO

ACTUAL

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000						
24000		<b>330</b>		<b>84</b>		<b>-44</b>
26000						<b>-51</b>
28000						
30000						

METHODS OF BOMBING<sup>10</sup>

T  
 T T  
 T  
**PPP**  
 T T T  
 T T  
 T  
 T T

COMPOSITE GROUPS<sup>11</sup>

T  
 T T  
 T  
 T T  
 T T  
 T T  
 T  
 T T

Bombardier making complete sighting operation - - -



Bombardier making range operation only - - -



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



OMBARDIERS INDIVIDUAL PLOT

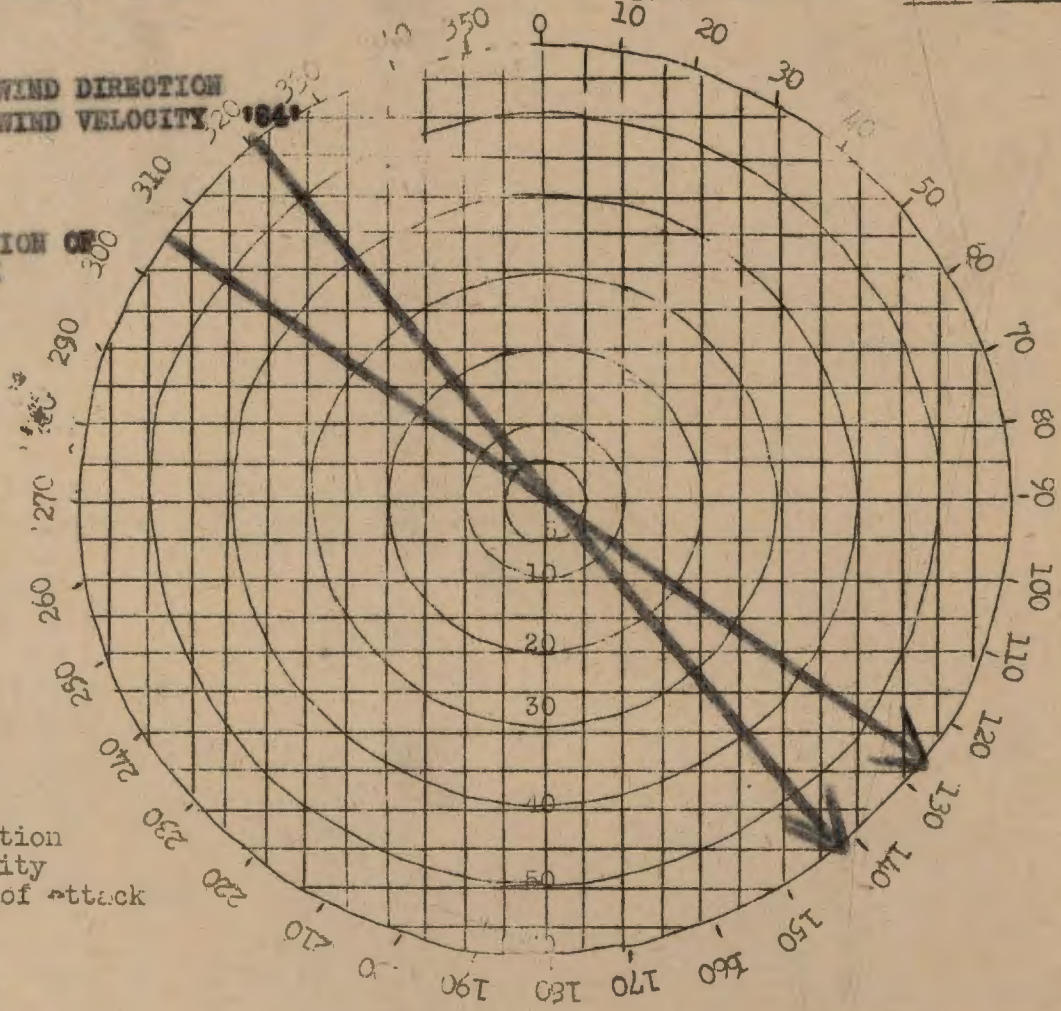
GROUP 401st  
TARGET WEST GERMANY  
METHOD OF BOMBING FTT  
ALTITUDE 24,000



TOTAL BOMBS CARRIED 160  
TOTAL BOMBS AT TARGET \_\_\_\_\_  
TOTAL BOMBS HITTING TARGET \_\_\_\_\_  
TOTAL ACCOUNTED FOR \_\_\_\_\_  
TOTAL UNACCOUNTED \_\_\_\_\_

WIND DIRECTION 300  
WIND VELOCITY 20

DIRECTION OF ATTACK 300



1001  
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. P

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

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. P

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. A

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. A

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 10  
 Returned early 8  
 Attacking target 10  
 Lost 1 (in crash)

	Size	Quantity	Fusing
II - Bomb: Initial Load (total)	250# Brit. Incendiary	288	
Expended (on target)	Same	147	Same
(jettisoned)	Same	28	Same
(in crash)	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		200
Upper Turret	"	24		405
Lower Turret	"	24		395
Radio Gun	"	12		190
Left Waist	"	12		220
Right Waist	"	12		220
Tail Guns	"	24		390
Totals		148		2505

S E C R E T

(over)

**S E C R E T**

Total A/C Reported by gun position:

Cal..30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

**2505**

Total expended from abortive A/C:

Cal..30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

Expended A/C lost or missigg:

Cal.30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

**7155**

Group totals:

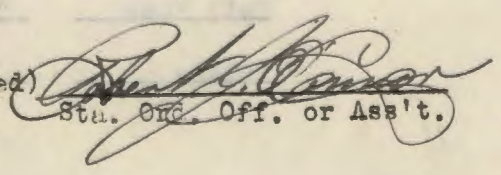
Cal..30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

**9680**

V - Remarks:

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

(Signed)   
Sta. Off. or Ass't.



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.
116 847	COMPASS - NAVIGATOR'S CONTROL BOX DOESN'T WORK. 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. INTERPHONE - PILOT'S MIKE BUTTON OUT.
036	INTERPHONE - JUMBLED AT ALTITUDE.
087	VHF - OUT.
856	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)

SHIP NO 856  
 NO OF QDM'S 1  
 NO OF FIXES 0  
 NO OF SOS'S 0

DATE 1 - 4 - 44

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION G(C09) 356KCS  
 CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN JDJB

TIME 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 1-0-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 X145-1304A- 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

15 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 (N), 2nd Lt. Floyd C. Howe (H), T/Sgt. Anthony V. Spacek (TTG), T/Sgt. Bert S. Stimel 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 salvaged 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 salvaging of all guns, ammunition and other equipment which could be thrown out, T/Sgt. Stimel (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 Gamille, 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 windlayers 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.

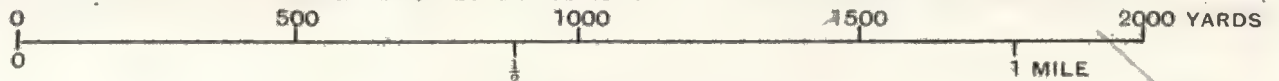


Target No.  
3 (a) 4

FRIED. KRUPP GERMANIA  
WERFT A.G.

KIEL  
(GERMANY)

Illustration No.  
3 (a) 4/10



(1 : 12,500)

approx.

Photographed 15 September 1941  
Issued December 1942

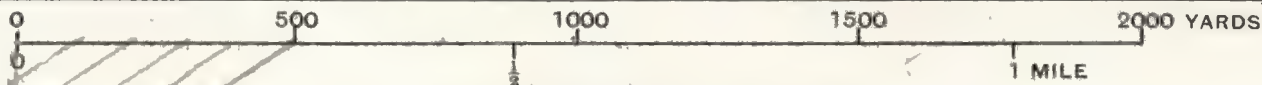


Target No.  
3 (a) 4

FRIED. KRUPP GERMANIA  
WERFT A.G.

KIEL  
(GERMANY)

Illustration No.  
3 (a) 4/10



(1 : 12,500)

approx.

Photographed 15 September 1941  
Issued December 1942



SS Form 90

S-2 STATISTICAL REPORT

Mission of 4 Jan. 1944

Time of Preparation 1700

Target Kiel

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 X
- (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.B.
- (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 9
  - (b) Major \_\_\_\_\_
  - (c) Salvage \_\_\_\_\_

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*W. D. O. 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 X 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 25,000 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. - USG 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 GROUP

DATE 4/1/48

F 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 overcast. 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. S. R. Clooney*

24,300 feet

Bombs away ---- 1153

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) INDIVIDUAL 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.	<del>0-3533227</del>	"
**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	"
TGC -	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	<del>Anderson</del>	M. Donald	0-735233	"
RO	-S/Sgt.	Graham	James	J.	<del>0-16099737</del>	"
**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 *altered*

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.	Pinolis	Emanuel	B.	12154654	"

\*\* Enter complete number of aircraft  
 Designate Engineer

DUTY RANK LAST (NAME) FIRST (NAME) 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.	<del>0-32583791</del>	"
**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	Alferd	J.	32492617	"

\*PLANE # 42-39993

*aborted*

P	-	2nd Lt.	<del>Tanner</del> 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.	<del>0-12172565</del>	"
**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

1-3

**619 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	"
RWG -	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	"
RWG -	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	"
RWG -	S/Sgt.	Owens	Garland	(NMI)	18155256	"

\*\* Enter complete number of aircraft  
 Designate Engineer

DUTY RANK LAST (NAME) FIRST (LAST) A. S. N.

\*PLANE # 42-31069 *Aborted*

P	- 2nd Lt.	Rohner	Ronald	R.	0803692	613 th 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 *did not abort*

P	- 2nd Lt.	Lew	Sandy	(NMI)	0746381	613 th Sq.
CP	- 2nd Lt.	Preist	Gordon	S.	0751758	"
N	- 2nd Lt.	Schleper	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	613 th 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 -  
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 BT -  
 TG -  
 LWG -  
 RWG -

Enter Complete number of Aircraft  
 Designate Engineer

43

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

~~4 January~~ 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 # 42-31118

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.	CRANDALL, WILLIAM G.			0801119	"
B	2nd Lt.	GERRIG,	GEORGE,	C.	0678940	"
RO	S/Sgt.	Stanforth,	Joseph	R	15195089	"
**TT	T/Sgt.	Novoselich	George		55381019	"
BT	S/Sgt.	Urich	Lawrence	C.	19096322	"
TG	S/Sgt.	Tullie, Albert T.			31149829	"
LWG	S/Sgt.	LeBailly	Arthur		32461439	"
RWG	T/Sgt.	Kolass,	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.	PFAPFMAN, JACK		L.	0749739	"
RO	-T/Sgt.	Timme	Glenn	A.	32581704	"
**TT	-S/Sgt.	Kukurin,	Earl	E.	33301983	"
BT	-Sgt.	Melia	Paul	S.	32896521	"
TG	-Sgt.	Lesage,	Alfred		18069963	"
LWG	-S/Sgt.	Sandford	Franko	W.	4458488	"
RWG	-Sgt.	Mancuso, Carmo I.			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.	Hanser	Eugene	A.	16053118	"
**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	R.	18169545	"

\*\* Enter complete number of aircraft designate Engineer



\*PLANE # 42-39036

P	-	2nd Lt. KAUFMAN	RICHARD	H.	0802121	614th
CP	#	2nd Lt. BERGERSON,	CLIFFORD	C.	07485299	"
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-	"
IWG	-	S/Sgt. Graves,	Glenn	W.	38085660	"
RWG	-	S/Sgt. HATHAWAY	Walter		32476518	"

\*Plane # 42-31315

P	-	2nd Lt. SMITH	WALLACE	R.	0801313	614th
CP	-	<del>2nd</del> 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	"
BT	-	Sgt. McKendry	Daniel	C.	13114386	"
TG	-	S/Sgt. Sundberg	David	C.	6878362	"
IWG	-	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	"
I	-	2nd Lt. PORTER	GUY	R.	0748098	"
RO	-	S/Sgt. Zappala	Vincent		32578092	"
BT	-	S/Sgt. Stallcup,	Mose	H.	36186641	"
IT	-	Sgt. Collie	Perry	O	36427682	"
TG	-	Sgt. Brgoch	Ludvick	J.	19180643	"
IWG	-	Sgt. Cartmill	Charles	L	35560963	"
RWG	-	Sgt. Layland	John	M.	37457551	"

\*PLANE #

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

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 *aborted*

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	-2nd Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
CP	-2nd Lt.	<del>Mallon</del>	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 # \_\_\_\_\_

- J -
- 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 <del>10000</del> 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.	<del>8</del> 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. at 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 <del>at English Coast.</del>  Nil High Cloud.
ICING		25000 FT. MODERATE CLEAR ICE IN CUMULUS CLOUD.		
VISIBILITY	1-3 Miles	<del>Good</del> 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 TARGET MEAN TEMP. Minus 22  
 TEMP. AT 24,000 FT. = 44 TARGET SURFACE (PRESSURE-ALT) 195

DECLASSIFIED PER NARA DATE 3/5/11

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

A.P.O. 634,  
4 January 1944

SUBJECT: B-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 Guage Out (1)  
Superchargers Out (1); Oxygen System Out (1)  
Bomb Bay Door Retracting Mechanism Out (1)

2. The following Armanent 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 Armanent 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