

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

MISSION No. **10**

Date: **31 DEC. 43**

TO: **COGNAC , FRANCE**

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)

E- -1

1 January 1944

SUBJECT: Leader's Narrative, Mission No 10, 31 December 1943.

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

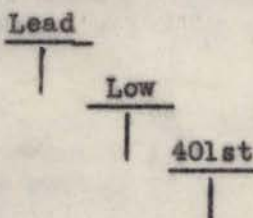
1. The 401st Group took off on schedule with twenty-four (24) aircraft. Two (2) returned early. Twenty-two (22) ships went out over enemy territory, twenty-one (21) bombed the target, one being lost prior to the IP.

2. Individual airplanes climbed to 10,000 feet after take-off and assembled over the Deenethorpe buncher. Two (2) groups of the 351st assembled in the same area and the Wing departed from the Deenethorpe buncher on time, the lead group at 8,000 feet and the low at 6,000 feet. At the departure point from the English Coast the Wing lead ship made one 360° turn to the right in order to depart on time in Division lead position.

3. The Wing flew a good formation after departure from the English Coast. The third element of the high squadron was moved to fill other group vacancies in the 94th Combat Wing.

4. The route flown from the enemy coast to the IP was considerably south of that briefed. However the Division leader had previously given instructions by phone that he would be some south so that the Wing would pass over the IP on course and thus avoid the flak installation at Bordeaux proper. While still over the overcast enroute from the IP to the primary target the Division leader gave instructions that the secondary target would be bombed.

5. The course flown took the Wing to the right of Bordeaux. In this area the Division lead ship was evidently lost (of which loss I was not aware until return to England). The overcast area ended just south of the Dordogne River and the Bombardier oriented himself as several miles west of Libourne. After passage over the Dordogne River the lead group called the low group and asked him to take the lead. At this time the Wing was already uncovered for bombing and the 401st Group was in number 3 position as shown below:



There seemed to be some indecision, for the lead group actually went in

on Cognac first. The low pulled across in front of us to the right, later made a 360° turn to the right and came in third for bombing. The 401st pulled to the left to keep uncovered as the low group came in front; the 401st bombed second. The 401st bombed the building area of the airrome with very good results. Eighteen (18) ships were in the group over the target.

6. A turn was made to the left, the lead group going out through the Saintes, Royan, Coubre Point area. The 401st did evasive action, skirting most of the flak in that area.

7. The 401st lost two aircraft due to enemy action. The first was hit by fighters approximately ten miles off the French Coast enroute to the IP for the primary target. The aircraft was flying right wing, second element, low squadron. The second airplane (left wing of the group lead ship) dropped back after bombing. The aircraft maintained altitude but kept dropping behind more and more. Evidently the aircraft lagged because of flak damage. When last seen it was behind us but had departed the coast. Later information revealed that the copilot's body was picked up south of the English Coast amid airplane wreckage.

8. Flak over the target area was intense and fairly accurate. Areas of fire were as follows: one through the overcast south of Bordeaux; Bordeaux area, one between Bordeaux and Cognac, Cognac, Saintes, mouth area of the Gironde, including flak boats. Fighter attacks on the Wing were fairly continuous.

9. Enemy fighters again attacked over the north portion of the Brest peninsula enroute back. The enemy followed our wing to within fifteen miles of the English coast. The 401st being in a close group and wing formation suffered no attacks. However low and lone aircraft were attacked viciously, several being destroyed.

10. Over England an overcast condition was found. After passage over Splasher 13 the Wing Leader called and asked the 401st to take lead position. The 351st groups consolidated into a single formation. Instructions were received over VHF diverting the formation to Mildenhall. The wing was lead over that point. There the 351st let down on a heading of 90° after a 360° turn to the left.

11. Continuous instructions were given the 401st Group over VHF during descent and until actual landing. The ceiling was given before descent and the actual ceiling (5,000') as soon as the leader broke through. Flares were fired continuously while beneath the overcast. Aircraft were told to land at any field they saw, to contact Darby etc. We transmitted our headings over VHF.

12. Crews of two aircraft bailed out, one because of gas shortage and one because instruments had been shot out and a descent could not

be made. Both crews were uninjured.

**WILLIAM T SEAWELL,  
Major, Air Corps,  
Group Leader.**

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

E-C-1

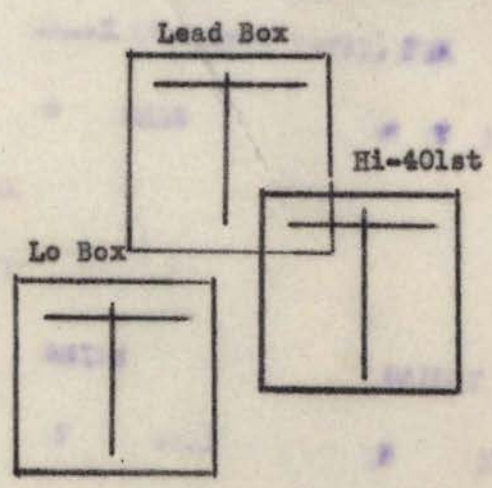
1 January 1944

SUBJECT: Operational Narrative, Mission No 10, 31 December 1943.

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

1. Twenty four (24) ships took off for the mission of 31 December 1943. Two ships, No 42-31033 and 42-31116 returned early because of mechanical difficulty. 22 ships flew to the target. Three of these ships filled in the lead box of the 351st Group. This left 19 ships in the 401st Group formation. One of these ships went down under fighter attack before reaching the target. 18 ships in the 401st Group bombed the target. Another ship left the formation after leaving the target and later went down three miles off St Catherine's Point. This ship apparently had been damaged by flak. Fighter attacks took place from approximately ten miles off the French Coast on the way into the target. They continued spasmodically for three more hours until 15 miles from the English Coast on the way home. No friendly fighters were seen by the 401st Group. Flak was intense and accurate in several places. Considerable difficulty was encountered in letting down after reaching England. The diversion message from Division was poorly worded. Also, the liason set on the 401st lead ship was not operating. 18 of the 20 returning ships landed at various fields in England. Two crews bailed out, crew members on both crews are safe. The ships crashed in open areas. The secondary target was bombed with good results.

- 2. Formation at takeoff (see attached formation sheet).
- 3. Formation over the target (see attached diagram).
- 4. The 401st Group was high box in the Wing formation:



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

GROUP FORMATION

Combat Flight Leader: MAJOR SEAWELL 31 December 1943  
Deputy Flight Leader: LT RUMSEY (Date)  
Group Call Sign: \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
Ground Control: \_\_\_\_\_

par 2 - Formation at takeoff

Lead 615  
SQDN

WHITE (SEAWELL)

Call O A/C# 1081

SPRECHER

Call K A/C# 1069

RUMSEY

Call A A/C# 1077

BIERS

Call B A/C# 1198

KAMINSKY

Call G A/C# 7809

GRINHAM

Call C A/C# 9904

lo 614  
SQDN  
FOSTER

Call F A/C# 1087

hi 612  
SQDN  
GARLAND

Call M A/C# 1089

KIRKHOFF

WALSH (Returned early) FOX

GARLAND

Call M A/C# 9816

Call O A/C# 1116

Call E K A/C# 1087

MC CREE

Call G A/C# 1034

MC DANAL

Call A A/C# 7770

MAUPIN

Call D A/C# 1068

KAUFMAN

SMITH

DAILEY

TANNER

Call J A/C# 9826

Call P A/C# 9881

Call N A/C# 1198

Call D A/C# 1202

SHOTTIS

Call G A/C# 1226

SPARES  
PIPER

Call L A/C# 1090

HESS

Call O A/C# 3507

STELZER (ret early) LAWRY

WHITE (SEAWELL)

O | 1091

LAWRY--SPRECHER

1064 CRUISE  
1069 AFTER TARGET

RUMSEY

A | 1077

BEERS

B | 1195

*(Dempsey)*

KAMINSKI

G | 7809

GRINHAM

C | 9904

KIRKHUFF

M | 9846

GARLAND

M | 1089

KAUFMAN

J | 9820

FOSTER

F | 1037

DAILEY

M | 1198

MC CREE

G | 1034

PIPER

L | 1090

MAUPIN

D | 1068

SMITH

F | 9881

SPRECHER

K | 1069

FOX

K | 1087

TANNER

D | 1202

POSITION ON CRUISE  
MOVED UP AFTER TARGET  
MC DANAL

A | 7770  
FELL AOUT BEFORE IP

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

AAF Station 128  
 1 January 1944

SUBJECT: Statistical Summary for Mission of 31 December 1943.

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

1. Statistical Summary of Aircraft Attacking, as follows:

Number of A/C Taking Off.....24  
 Unused Spares..... 2  
 A/C Taking Off Less Unused Spares.....22  
 Number of A/C Leaving England.....22  
 Number of Sorties.....22  
 Number of A/C Attacking.....20  
 Number of A/C Not attacking..... 2

Number of A/C Lost

To Flak - 1  
 To Flak & E/A - 1  
 To E/A - 0  
 Accident - 0  
 Unknown - 0  
 Crash - 2 (after crew bailed out over England)

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

Main Bombfall, Cognac, France.

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Target of 401st-	18	17	204	500	M-43	1/10	1/40
Target of 351st-	3	3	36	500	M-43	1/10	1/40
Total Bombs on Targets			240	500	M-43	x	x
Other Bomb Expenditures			24	500	M-43		
Bombs Returned			-	-	-		
Total (Loaded on A/C T.O.)			264	500	M-43	1/10	1/40

KEN W. DAUBLE  
 1st Lt., AG  
 Air Statistical Officer



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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 31 December 1943

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 0726 hours.
  - b. Group formed at 0815 hours at 9400 feet.
  - c. Formed CBW at 1621 hours at 10,500 feet.
  - d. Began climb at 0945 hours. 11,600 to 17,200
  - e. Reached altitude at 1135 hours.
  - f. Weather encountered over England:
    - (1) Cloud 9-10 / 10ths
    - (2) Visibility Un-1 1/2 miles. Above Clouds
    - (3) Wind at altitude 350 degrees. 52 knots per hour.
  - g. Means of navigation over England.  
"Gee"
  - h. Means of checking Metro Winds  
"G" and Pilotage
  - i. Joined task force at 0941 hours at Portland Bill (city, splasher, Coordinates)
  - j. Departed English Coast at 0945 hours.  
Arrived at Enemy Coast at 1152 hours 44 087 01 19W

k. Fighter Rendezvous:

- (1) Going in: 1012 hours.
- (2) Coming Back: NONE hours.

l. Wind used for bombing:

- (1) 350 degrees.
- (2) 52 knots per hour.
- (3) How Determined:

**"g" and Pilotage Drift and timing ground objects.**

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

- (1) Reached IP at 1238 hours.
- (2) Mag heading over target 357 degrees.
- (3) Altitude over target 20,100 feet.
- (4) Time bombs away 1252 hours.
- (5) Method of target Identification and weather over target:

**Visual checks by pin-point pilotage**

**Clear over target**

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

**NONE**

o. Gee:

- (1) Coordinates of furthest fix 45 44N 08 58W.
- (2) Time 1125 hours.

p. Comments:

**Division lead did not pick strong wind and went 30 mi. south of course. Wing lead was given to me at return to English Coast.**

**RUFUS F. GAUSEY  
LEONARD G.  
Lead Navigator**



Target - COGNAC, FRANCE  
 (Secondary)  
 31 Dec. 43

**-LEGEND-**

**- BLUE TRACK OF FLIGHT PLAN**

**- RED TRACK of 401st Bomb. Gr. (H)**

**4 FLAK AREAS**

▲ Meager Flak

■ Heavy Flak

**HEIGHTS IN FEET**

Scale 1 : 2,890,000 (approx.) at 56°N.



# HEIGHTS IN FEET

Scale 1 : 2,890,000 (approx.) at 56°N.

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

FLIGHT PLAN

PILOT MAJOR WILLIAM T. SEAWELL NAVIGATOR LT. RUFUS F. CAUSEY

DATE 31 DECEMBER 1943

STATIONS	0600	ENGINES	0700	TAXI	0710	T.O.	0725
LEAVE BASE:	0826						
COAST OUT:	0945						
ENEMY COAST:	1158						
I.P.:	1158						
TARGET:	1207						
ENEMY COAST:	1218						
English Coast in	1508						

Call Sign 94th (Goldsmith 2-1)

VHF Code for Authentication (Quickwire)

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

WATCH \_\_\_\_\_ FAST SLOW RATE \_\_\_\_\_ SEC'S GAINING PER HOUR \_\_\_\_\_ LOSING

Tides - High 0716 1943 Low 0041 1325 94th Splasher 16 Oxygen 05:00

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
Base	345	8000	155	153	354	-2	352	A10	362	119	25	13 / 2	0826	Pick up Wing on Cas. 354
Grantham	35K		134										0841	
52 55N 00 38W	"	8000	155	153	277	A13	290	A11	301	135	18	08 / 2	0851	
Nottingham	"	"	"	"	202	A8	210	"	221	179	107	36 / 1	0928	Start Climb to 10000
52 58N 01 38W	"	"	"	"	202	A9	211	"	222	183	22	07 / 1	0936	START CLIMB TO 10000
Trombridge	340	8000	150	"	202	A9	211	"	222	183	22	07 / 1	0936	ZERO HOUR
51 19N 02 12W	A3K	10000	130	"	182	A6	188	"	199	199	192	29	0945	Start Climb to 15,000
51 / 13	"	10000	150	"	182	A6	188	"	199	199	192	29	0945	
50 59N 02 25W	"	10000	150	"	182	A6	188	"	199	199	192	29	0945	
Portland Bill	340	10000	"	160	196	A9	205	"	216	198	53	16 / 1	1002	
50 31N 02 28W	A8K	15000	"	"	"	"	"	"	"	"	"	"	"	
49 40N 02 50W	"	"	"	170	196	A11	207	"	218	204	167	44 / 1	1047	
"	360	15,000	155	170	144	-5	139	"	150	190	124	39 / 2	1128	Start Climb to 18,000
47 00N 01 00W	56K	"	134	"	"	"	"	"	"	"	"	"	"	
"	360	15,000	155	170	144	-5	139	A10	149	190	67	21 / 1	1150	
45 20N 02 33W	26K	"	134	"	"	"	"	"	"	"	"	"	"	
"	"	18000	130	170	73	-8	65	"	75	169	21	08	1158	IP
48 30N 00 48W	"	"	134	"	15	-2	13	"	23	154	22	09	1207	Target
Target	"	"	"	"	310	A7	317	A11	328	161	46	17 / 1	1225	Start Descent
44 50N 00 40W	"	"	"	"	315	A6	321	"	332	160	144	54	1319	
45 20N 01 30W	"	18000	150	179	16	-11	5	"	16	122	167	01:23	1442	Start Descent
47 00N 08 00W	340	15000	155	170	16	-10	6	"	17	123	53	26	1508	
49 40N 02 50W	56K	"	139	"	"	"	"	"	"	"	"	"	"	
Portland Bill	340	15000	160	160	16	-10	6	"	17	123	53	26	1508	
"	A3K	5000	139	"	2	-2	0	"	11	115	29	15	1528	
51 / 13	350	5000	155	144	37	-9	28	11	39	123	114	55	1618	
"	30K	"	134	"	"	"	"	"	"	"	"	"	"	
Base	"	"	"	"	"	"	"	"	"	"	"	"	"	
GEE NORMAL SOUTHERN CAROLINA SERIES #3 STUD "2" I.S. #1														
EASTERN WYOMING GRADE A SERIES 2 Stud 4 L.S. #1														
OVERCAST LET DOWN BUNCHER 401ST GROUP 360° Mag														

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
					ENGINE START 0656	T.O. 0726							
0749			250		Over field		148	9400					
0826			10		Turning to point B		150	10500					
0840			280		Point "A"		147	10700					
0851			320		Point "B" on time		152	11000					
0854			220		Point "C" one mile to right		151	11000					
0858			218		"B" 52 40N 01 22W		150	11200					
0901											25	7	
0910		350 40K	215		52 02N 01 44W (Gee Wind)			11500		200	53	16	
0920			220		"G" 51 30N 01 58W								
0932			220		Point "D" 4 min early		150	11600					
0935			240		"G" 50 47N 02 26W		145	11200					
0940					360° at point L 5 min early		150	12600					
0945					Over Point "Z"								
0956			220		"G" 50 04N 02 54W	Turn to lose time	150	12500					
1006			200		49 30N 03 03W "G"		145	14,800					

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1010			205		"G" 49 14N 03 09W		149	16300	170	205			
1012			205		Enemy Coast 8/10 Clouds		150	16500					
1029			195		"G" 48 13N 03 32W	10/10 clouds	160	16700					
1034			195		Enemy Coast Out 47 47N 03 53W		150	16800					
1050			143		"G" 47 05N 04 06W		155	17100	171	205			
1055		005 40K	145		"G" Wing Large Breaks in clouds ecc.								
1112			135		OK "G" 46 04N 03 08W (173000)		155	17100	10/10				
1120			135		<del>XXXXXXXXXXXXXXXXXXXX</del> OK 45 44N 02 53W ("G") Lop (Chain of South Carolina		152	17000	10/10				
1135			141		Within 50 miles shore	Still 10/10 as far as can see	155	19500					
1147			146				155	19500	184				
1152			80		Over enemy coast	Only partial break "G" 44 05N 01 19W							
1158			80		Single engine plane goes down	in flames 10 miles from coast							
1203			80		One shot down from 5 o'clock high	44 10N 05 02W							
1206			00		Unable to see	Going to 2nd Target							
1209			00		Plane (fighter) down	Probable for tail Gunner (Gould)							
1214			20		B-17 in high squadron	smoking (still holding formation)							
1225			0		Slightly right of Bourdeaux	Clear ahead, in rear, and to right							
1229			15		Libourne 5 miles right		152	20000	10/10 cloud				Primary
		350 52	350		Pilotage wind	Bomb run (Cognac) Cognac Airport							
1252			347		Bombs away (Bullseye)	Flak thick and accurate	152						
1300			347		3 huge bursts of red flak	million silver pieces floating down							
					B-17, low, (approx 12,00)	with engine fire							
1302			290		Royan (approx 15 flak boats sighted)	tried for pictures							
1303			290		Coast out 45 43N 01 15W		160	19,000					
1308			285		Left wing ship fell far behind								
1325			317		Picking up "G" on "C" Lop								
1327		350 48	320		"G" 46 03N 02 13W		100	19,000					
1410			335		Belle Island 15 right		150	17000					
1425			345		Lorient 5 mi left		150	16200					
1502			5		Fighters and light flak got B-17	48 50N 03 09W	150	16000					4 chutes seen
1530			340		6 fighters ganged up on low B-17	Two engines smoking and plane disappeared below							
					low scattered clouds	No Chutes May have ditched							
1558			5		Eng Coast 50 38N 02 35W		150	11400					
1610			5		Spl #13 (Given wing lead at 1626)								
1612					193 peeled off to land (Low Gas)	(51 03N 02 20W)							
1750					WILDENHALL								
					LANDED 1756	ENGINE KILLED 1802							
					<u>LOG CLOSED</u>								

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

E-F-1

1 January 1944

SUBJECT: Group Bombardier's Narrative, Mission No 10, Cognac, France,  
31 December 1943.

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

1. Twenty two aircraft loaded with 264x500 #M-43 GP bombs entered enemy territory. One aircraft was lost at IP; three aircraft bombed with the 351st Group, dropping 36x500 M-43 GP bombs; one aircraft was lost after leaving the target but did drop bombs with our Group, and one aircraft emergency salvoed after leaving target. It is known that 17 of our aircraft dropped 204x500 M-43 GP bombs on the target.

2. Aircraft 42-31089's bombs would not release; the toggle switch, Bombardier salvo handle and Pilot's A-3 release failed to function over the target. During rote out bombs finally released over a coastal flak area; crew reports that bombs hit in and around flak gun placements.

Aircraft 42-31193 had to salvo bombs over target as toggle switch failed to function.

Aircraft 42-31202 toggled six bombs and salvoed six over the target; the toggle switch failed after releasing six.

The above malfunctions have been reported to Armament.

3. Bombing of the target as shown in the pictures leaves no doubt as to the excellent results accomplished.

4. The method used to get a good group bomb pattern was as follows: The Lead Bombardier synchronized at the top of the target; at the release point the Lead Bombardier salvoed his bombs. At this instant Bombardiers in the other aircraft began toggling. Results as shown by pictures prove the above method to make a fair bomb pattern.

JULIUS PICKOFF,  
Captain, Air Corps,  
Group Bombing Officer.

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

E-F-6  
APO 634  
1 January 1944

SUBJECT: Lead Bombardier's Narrative, Mission No. 10, Cognac, France.

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

1. Landfall was made several miles below the briefed point on the French Coast and the groups uncovered here, proceeding to the I P. From the vicinity of the I P, it was evident that the primary target was at least partially covered with clouds. Bordeaux was mostly under cloud cover when we came over it and the airdrome there could not be seen. We then received instructions to proceed to the secondary target. The three groups remained uncovered and turned toward the target from Montendre. Before this the target could be spotted by huge smoke clouds from bombs being dropped by another division.

2. At the I P, the low group turned about 30 degrees to the right of the course to the target (putting us second group in the wing), and later they turned in behind us.

3. Heavy flak was visible over the target but as we were not getting any on the approach, we went straight in. The head-wind was much greater than anticipated, making the run very slow. I found I was getting a tangeant of .3 or less and knew the rate of closure was very slow, so I made a few evasive turns as we came into the flak area. Since I was already synchronized, I was able to look the target over well to choose the final aiming point. The far side of the field beyond the east-west runway was completely covered with smoke and the buildings in that area were not visible. The hangars on the near left side of the field as we approached from the south, were untouched, so I moved my crosshair on to the one at the north end and refined the synchronization. A few seconds later, I salvoed as the indices passed, then closed the doors and called the pilot to turn. The impacts bracketed the target first, with the last bombs going right up the center of the pattern and making direct hits on the hangars.

ARNOLD C. KUENNING  
Captain, Air Corps,  
Lead Bombardier (High Group)



BOMBARDIER'S LOG

TARGET COGNAC, FRANCE \*ELEVATION 100 feet TAKE OFF 0745

DATE 12, December 1943 ESCORT \_\_\_\_\_

DESCRIPTION AND REMARKS-----

For true altitude of secondary subtract -76 from true alt of Primary

*Pressure Altitude of Target	-326	**Type & Size of Bombs	12 X 500 M-43 GP
*Altimeter Setting	29.92	**No. of Bombs Loaded	12 *Fuzing: Nose <u>1/10</u> Tail <u>1/100</u>
*Ind. Altitude	19,100	**Initial Point	Ordered <u>44 30N 00 48W</u> Actual _____
*True Altitude above Target	19,100	xLength of Run	90 sec.
x Air Speed (MPH)	CLAS 150	TAS * Mag Head	202 23 *Mag Head Actual 357
*Ground Speed	*Est 177 **Actual 125	x Time of Release	1252 $\frac{1}{2}$ **No of Bombs Released 12
Drift	*Forecast 2R xActual 1L	**Type of r Train Release	Individual <u>_____</u> Salvo <u>X</u> Returned <u>_____</u>
*Actual Range	8236	x Point of Impact	At MPI
xTan Drop Angle	*Est .45 *Actual .29	** Airplane Type	B-17G No. 42-31091
XDisc Speed	147 xTrail 50	** Pilot	MAJOR W. T. SEAWELL
**Time of Fall	35.14	** Navigator	LT. R. F. CAUSEY
**B.S. Type and No.	M-9	** Bombardier	CAPT A. C. KUENNING

MERCURY

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual
	*Est	xActual	*Est	x Actual	*	x
1000						
3000						
5000	360		20		2	
10000	360		25		-3	
15000	360		30		-13	
20000	360	350	30	70	-24	-20
22000	360		35		-36	
24000						
26000						
28000						
30000						

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

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER<sup>2</sup> CAPT. A. C. KUENNING DATE 12-31-43

PILOT<sup>2</sup> MAJOR W. T. SEAWELL TAKE OFF 0745

NAVIGATOR<sup>2</sup> LT. R. F. CAUSEY LANDED 1756

ORGANIZATION 401st AIRPLANE B-17G  
 Squadron Group

OBJECTIVE<sup>3</sup> BORDEAUX, CHANGED TO COGNAC

AIMING POINT (MPI) HANGERS AT AIRPORT

INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK<sup>4</sup> \_\_\_\_\_  
 Individual Flight Squadron X Group Wing

NUMBER OF ATTACKING A/C IN GROUP 18 COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:  
 DEFLECTION AND RANGE SIGHTING, GROUP LEADER COMPOSITE GROUP \_\_\_\_\_  
 RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 12 X 500 M-43 GP

NUMBER OF BOMBS LOADED 12 RELEASED 12

FUZING, NOSE 1/10 TAIL 1/100

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

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

Altitude of target	<u>100ft.</u>	MAG. HEAD, Order	Actual <u>357</u>
True Altitude above target	<u>19,100</u>	True Heading	<u>6</u>
Ind. Altitude	<u>19,000</u>	Drift, Est.	<u>2R</u> Actual <u>1L</u>
Pressure altitude of target	<u>-326</u>	True track	_____
Altimeter setting	<u>29.92</u>	Actual range	_____
.I.A.S.	<u>150</u>	B.S. Type	<u>M-9 (Mercury)</u>
.A.S.	<u>202</u>	Time of release	<u>1252<math>\frac{1}{2}</math></u>
.S., Est.	<u>177</u> Actual <u>125</u>	Length of Bombing Run	<u>90 sec</u>
Ind Direction, Metro	<u>360</u> Actual <u>350</u>	Intervalometer setting	<u>Min.</u>
Ind Velocity, Metro	<u>26</u> Actual <u>70</u>	C-1 Pilot	<u>Yes</u>
.S.	<u>147</u> Trail <u>50</u> ATF <u>35.14</u>	A-5 Pilot	_____
AN. D.A. Est.	<u>.45</u> Actual <u>.29</u>	Manual PILOT	_____

TYPE OF RELEASE<sup>7</sup> Individual X Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN<sup>8</sup> AT MPI

NAVIGATION DATA:<sup>9</sup>

MEAN TEMP. METRO \_\_\_\_\_ ACTUAL \_\_\_\_\_

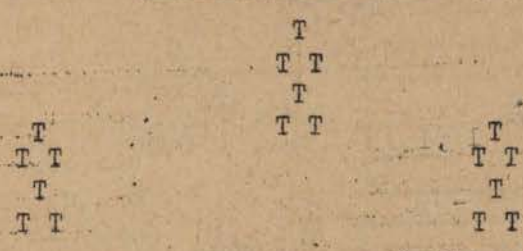
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000	360		20		2	
10000	360		25		-3	
15000	360		30		-13	
20000	360	350	30	70	-24	-20
22000	360		35		-36	
24000						
26000						
28000						
30000						

METHODS OF BOMBING<sup>10</sup>



COMPOSITE GROUPS<sup>11</sup>



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

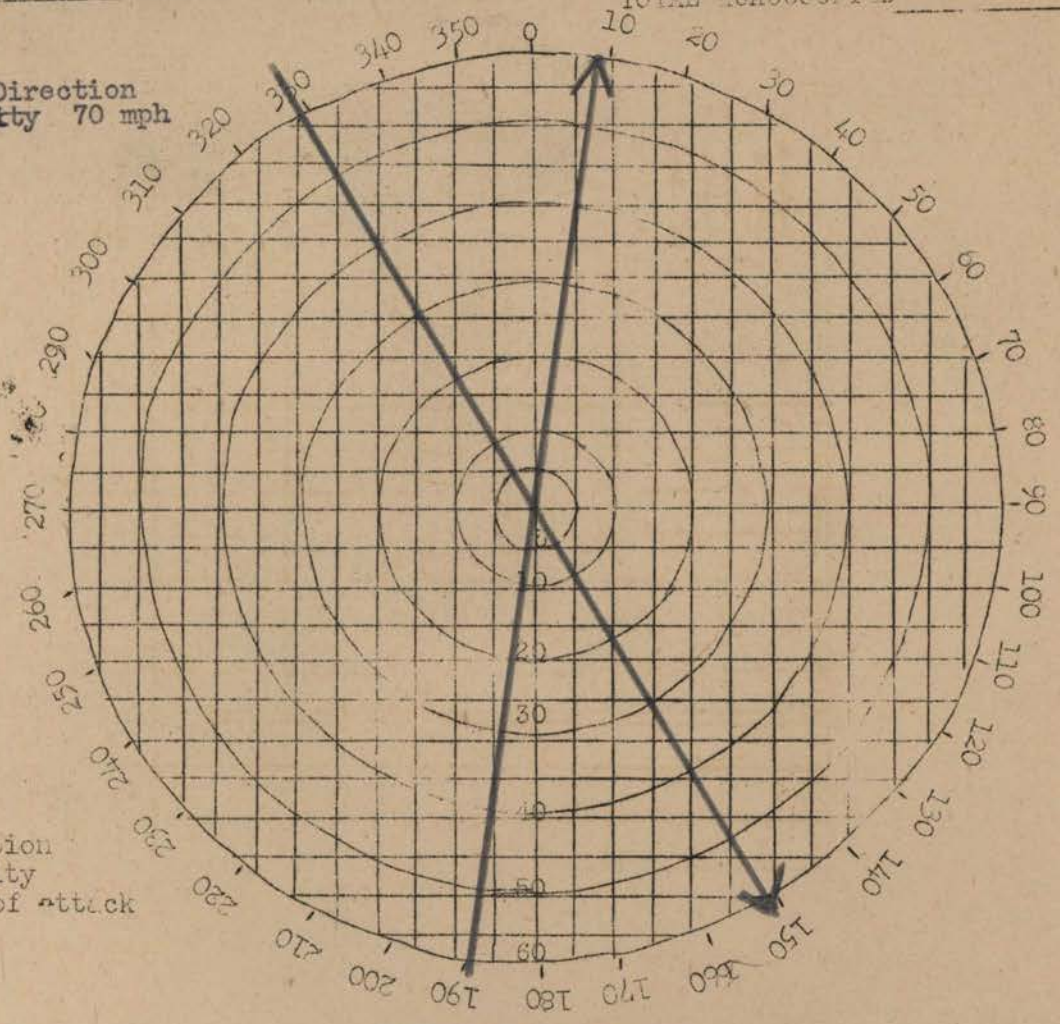
CARRIERS INDIVIDUAL PLOT

GROUP 401st  
TARGET COGNAC  
METHOD OF BOMBING Leader sight for R. & D  
ALTITUDE 19,000



TOTAL BOMBS CARRIED See Remarks  
TOTAL BOMBS AT TARGET \_\_\_\_\_  
TOTAL BOMBS HITTING TARGET \_\_\_\_\_  
TOTAL ACCOUNTED FOR \_\_\_\_\_  
TOTAL UNACCOUNTED \_\_\_\_\_

Wind Direction \_\_\_\_\_  
Velocity 70 mph



Wind Direction  
Wind Velocity  
Direction of attack

DIRECTION OF ATTACK

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

Remarks:

- A total of 18 A/C bombed with the 401st.
- 17 A/C dropped 204 X 500 M-43 GP Bombs over the target (Cognac).
- One A/C emergency salvoed after leaving tgt, as bombs would not release at target.
- Three (3) Aircraft bombed with the 351st.

HEADQUARTERS  
STATION NO. 128  
APO 634

1 January, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-31033 returned early account of broken oxygen lines.

b. Airplane No. 42-31116 returned early for the reason that the turbo oil supercharger regulator line came loose.

2. Battle Damage.

a. 42-31226 - Numerous flak holes through skin of wings, no structural damage. Flak damage to left side of Chin Turret, fairing torn; Small flak hole in under side of fuselage, near nose section; Small flak hole in fuselage, to right of escape hatch; Flak hole in right bomb bay door; Two small flak holes through left horizontal stabilizer; Flak hole through right horizontal stabilizer; near leading edge; Flak hole through right elevator; Flak hole through vertical stabilizer; Small flak hole in skin of fuselage, in front of pilot's windshield; Flak hole in # 1 ring cowl; Flak damage to de-icer boot and skin of leading edge, left wing, between # 1 and # 2 engines; Flak hole in # 4 ring cowl.

b. 42-3507 - Numerous flak holes in skin of wings, structural damage to internal members. Flak hole through underside and out top of fuselage and into vertical stabilizer, damaging control cable. Cal. 30 hole through left side of fuselage, to rear of waist position. Cal 30 hole through left side of fuselage into radio compartment, damaging radio equipment; Chin turret fairing cracked by flak; Flak hole through left bomb bay door, # 5 bulkhead damaged, flap control rod broken; Two small flak holes in top of fuselage, above radio compartment; Flak hole in leading edge of vertical stabilizer, bulkhead damaged. Cal.30 hole through right horizontal stabilizer, near leading edge; # 2 ring cowl damaged; by flak; Right landing light lens cracked by flak.

c. 42-31090 - Plexiglas section of Upper Turret broken by flak; Flak hole in # 3 ring cowl; 2" flak hole in top of right horizontal stabilizer, near tip, light internal damage.

d. 42-39820 - 2" X 4" flak hole in leading edge of left wing, near fuselage.

SUBJECT: Mission Summary Report. (continued)

e.42-39846 - Small flak hole in right side of fuselage, below trailing edge of horizontal stabilizer; Small flak hole in right side of fuselage, to rear of waist position; Two small flak holes through left elevator.

f.42-37809 - Left aileron torn by flak; Flak hole in under side of right wing, near tip; Two small flak holes in top of right wing to left of # 4 nacelle:

g.42-31069 - Right tire cut and damaged by flak; Two flak holes in # 1 ring cowl.

h.42-31091 - Several flak holes in # 3 nacelle. Mixture control cable cut and several cables frayed; Vacuum Separator in right wheel well hit by flak; Flak hole in left side of Upper Turret; Small flak hole in under side of left wing, to left of # 1 nacelle; Flak hole in top of fuselage, behind pilot's compartment; Small flak hole in top of right wing, near trailing edge; Flak hole in top of fuselage, to right of radio hatch.

i.42-31077 - Flak hole through skin of left wing, near tip; Flak hole in under side of left wing, near trailing edge; Flak hole in # 2 ring cowl; Flak holes in # 1 and # 3 nacelles; Flak hole in under side of fuselage, near nose section; Flak hole through left Bomb Bay Door, oxygen line cut, vacuum line to de-icer boots severed, electric wiring cut; Cal 30 holes through upper part of fuselage, to rear of radio compartment; Two small flak holes in top side of right wing, near trailing edge; Small flak hole in leading edge of leftwing, to left of # 1 engine; Cal 30 hole in right side of fuselage, forward of waist position.

<u>TOTAL NO OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK &amp; FIGHTER</u>
9	0	9	7	2

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

HEADQUARTERS  
401ST BOMBARDMENT GROUP  
Office of the Statistical Officer

AAF Station 128  
1 January 1944

SUBJECT: Armament Mission Report, Mission of 31 December 1943.

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

1. Abortives Due to Armament Failures

- a. A/C 1089 - Failed to drop bombs on assigned target due to bombay door failure.
- b. A/C 1037 - Jettisoned bombs. Bomb rack malfunction.

2. Other Malfunctions:

- a. Interrogations of all crews still in abeyance. Will submit report to supplement this mission report when all information is available.

For the Group Armament Officer:

KEN W. DAUBLE  
1st Lt., AC  
Statistical Officer

S E C R E T

Form OO-Amm-2A

MISSION REPORT - AMMUNITION

AAF Station No. 128

Date of Mission 31 December 1943

Group 401st Bomb Group

Type Aircraft B-17G

I - Aircraft: Departed 22  
 Returned early 0  
 Attacking target 20  
 Lost 4

	Size	Quantity	Fusing
II - Bomb: Initial Load (total)	<u>500 lb.</u>	<u>254</u>	<u>1/10 - 1/100</u>
Expended (on target)	<u>500 lb.</u>	<u>240</u>	<u>Same</u>
(jettisoned)	<u>500 lb.</u>	<u>12</u>	<u>Same</u>
Returned			
Unaccounted for	<u>500 lb.</u>	<u>12</u>	<u>Same</u>

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
<u>Chin Turret</u>	<u>.50</u>	<u>22</u>		<u>945</u>
<u>Left Nose</u>	<u>"</u>	<u>5</u>		<u>135</u>
<u>Right Nose</u>	<u>"</u>	<u>8</u>		<u>350</u>
<u>Upper Turret</u>	<u>"</u>	<u>22</u>		<u>1095</u>
<u>Lower Turret</u>	<u>"</u>	<u>22</u>		<u>1310</u>
<u>Radio Gun</u>	<u>"</u>	<u>11</u>		<u>650</u>
<u>Left Waist</u>	<u>"</u>	<u>11</u>		<u>810</u>
<u>Right Waist</u>	<u>"</u>	<u>11</u>		<u>905</u>
<u>Tail Guns</u>	<u>"</u>	<u>22</u>		<u>2300</u>
<u>Totals</u>		<u>134</u>		<u>8500</u>

S E C R E T

(over)



S E C R E T

Total A/C Reported by gun position:

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

Cal..50 8500 rds.

Total expended from active A/C:

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

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

Expended A/C lost or missing:

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

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

Group totals:

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

Cal..50 8500 rds.

V - Remarks:

Section I and II are complete. Complete information is not available for section IV as yet.

Caliber	Expended	Lost or Missing	Total
Cal..30	_____	_____	_____
Cal..50	_____	_____	_____
Cal..30	_____	_____	_____
Cal..50	_____	_____	_____
Cal..30	_____	_____	_____
Cal..50	_____	_____	_____
Cal..30	_____	_____	_____
Cal..50	_____	_____	_____
Cal..30	_____	_____	_____
Cal..50	_____	_____	_____
Cal..30	_____	_____	_____
Cal..50	_____	_____	_____
Cal..30	_____	_____	_____
Cal..50	_____	_____	_____
Cal..30	_____	_____	_____
Cal..50	_____	_____	_____

(Signed) David. Capt. a.d.  
Sta. Ord. Off. or Ass't.

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

(J-A-5)

2 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATION MISSION NO 10.

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

1. USE OF VHF SET

CHANNELS "A" "B" & "D" WERE AVAILABLE. ROUTINE FORMATION MESSAGES ON CHANNEL "A". SHIPS 193 & 034 MONITORED CHANNEL "B", HEARD TARGET INSTRUCTIONS. SHIPS 069 & 202 MONITORED CHANNEL "D" FROM ZERO PLUS 30 MINUTES TO ZERO PLUS 290 MINUTES, HEARD FIGHTER CALLS.

2. VHF/DF BEARINGS

SHIP 198 RECEIVED 4 HOMINGS FROM DEENETHORPE  
 SHIP 064 RECEIVED 1 HOMING FROM DEENETHORPE

3. HF/DF BEARINGS

SHIP 069 RECEIVED 4 QDM'S AND SHIPS 077 & 193 RECEIVED 1 QDM EACH. ABSENCE OF RADIO OPERATOR'S LOGS MAKES IT IMPOSSIBLE TO DETERMINE AT PRESENT STATION FROM WHICH THEY WERE RECEIVED.

4. MF/DF FIXES

SHIP 193 OBTAINED 1 FIX FROM SECTION E.

5. DISTRESS ACTION TAKEN

INFORMATION NOT AVAILABLE AT PRESENT.

6. RADIO BEACONS USED

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
034	5-6-9-11-13-15	B-C	DEENETHORPE
089	13	NOT USED	DEENETHORPE
198	11-13	NOT USED	NOT USED
820	6-11-13-16	NOT USED	DEENETHORPE
077	NOT USED	NOT USED	DEENETHORPE
193	5-13-15-16	C-B-F	DEENETHORPE
069	13-15-16	B-C	DEENETHORPE
091	13	NOT USED	NOT USED

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 10, 31 DEC 43.

7. USE OF "GEE"

<u>PLANE</u>	<u>NORMAL TRANSMISSION</u>	<u>MAXIMUM RANGE OBTAINED</u>	<u>XF NO. 1</u>	<u>KR NO. 2</u>
077	4540N 0020W		NOT USED	NOT USED
089	4540N 0020W		NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS

NOT USED.

9. USE OF MF/DF SECTION

SECTION E AVAILABLE. SHIP 193 OBTAINED A FIX.

10. BREACHES OF RADIO DISCIPLINE

INFORMATION NOT AVAILABLE AT PRESENT.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
069	NAVIGATOR AND TAIL GUNNER MIKE SWITCHES OUT.
090	COMMAND SET ANTENNA OFF. VHF TRAILING WIRE ANTENNA MOTOR INOPERATIVE. COMPASS - SIGNAL WEAK.
034	COMPASS - CHECK. SPUN 25 DEGREES WITH COMPASS OFF. NOISE ON INTERPHONE SYSTEM.
087	LIAISON RECEIVER WEAK. INTERPHONE SYSTEM NOT WORKING AT ALTITUDE. BOMBARDIER MIKE CORD OUT.
089	TAIL GUNNER MIKE OUT. CHECK BATTERIES IN FREQUENCY METER.
091	LIAISON TRANSMITTER PLATE CURRENT DIAL IS OUT.
193	VHF BURNED OUT - CAUGHT FIRE.
226	COMMAND ANTENNA SHOT AWAY.
809	CHECK COMMAND SET TRANSMITTER. COMPASS OUT.
507	LIAISON SET TRANSMITTER OUT. DYNAMOTOR OUT. TAIL GUNNER MIKE BUTTON OUT.

12. ABORTIVES DUE TO COMMUNICATIONS

NONE.

13. INFORMATION ON MEACONING

834 REPORTED SPLASHERS 5-6-9-11-13-15 MEACONED AT ALL TIMES ON AT LEAST ONE FREQUENCY.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO. 10, 31 DEC 43.

14. OTHER COMMUNICATIONS DIFFICULTIES

193 REPORTED SPLASHERS 5-13-15-16 SOUNDED JAMMED.  
069 REPORTED DIFFICULTY IN IDENTIFICATION OF SPLASHERS  
13-15-16.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON

089 REPORTED TROUBLE WITH DEENETHORPE BUNCHER. REPORT  
DID NOT SPECIFY NATURE OF TROUBLE.  
820 REPORTED INTERFERENCE FROM ANOTHER STATION WITH  
DEENETHORPE BUNCHER.  
077 COULD GET BUNCHER CALL SIGN BUT NO DEFINITE HEADING.  
193 REPORTED NO SUCCESS WITH DEENETHORPE BUNCHER.  
091 COULD NOT PICK UP BUNCHER.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION

DEENETHORPE VHF/DF STATION WAS IN OPERATION ENTIRE  
MISSION. SHIPS ABLE TO CONTACT STATION WERE HEARD TO  
COME IN LOUD AND CLEAR.

17. REMARKS

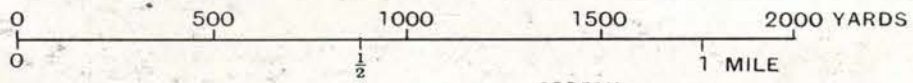
DEFICIENCIES BEING INVESTIGATED & CORRECTED.  
THIS REPORT INCCOMPLETE BECAUSE PLANES LANDING AT OTHER  
BASES HAVE NOT YET RETURNED TO THIS BASE.

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

Target No.  
S. 851

AIRFIELD — BORDEAUX/MERIGNAC (FRANCE)

Illustration No.  
S. 851/7



Photographed 28 May 1943

(1 : 18,000)

approx.

Issued September 1943



A.I.3c (1)

TYPE A

Illustration No.  
S. 851/7

DECLASSIFIED PER NND 795003 BY JN DATE 2/19/11

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

1 January 1944.

SUBJECT: Comments of Crews Participating in the Bordeaux Raid  
31 December 1943.

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

1. Lts. Whitney and Grinham say that wing leader took them over flak area after passing secondary target. Should never go up wind over target.
2. Major Seawell stated that low group in wing crossed over coming into secondary target trying to come in. Major Seawell wasn't advised by deputy leader of wing until too late to take over and get all planes down.
3. Major Martin states that better weather prediction is needed for return. Capt Garland and T/Sgt. Stimmel said that airdromes for diverted landings were so abbreviated that they couldn't ascertain what places they meant. Capt. Garland-"Why don't they supply us with some pilot's flak suits". Whole crew-"People at Downham Market were most hospitable and did everything possible to make us comfortable".
4. Lt Shotts said that there was no fighter escort. Wing leader at mouth of Girond lead wing over heavy flak area so Shotts left 351st group and rejoined the 401st. Lt. Maher said that air traffic control system of R.A.F. was perfect and also the treatment at Newmarket.
5. Lt. Levy suggests binoculars for the bombardier and co-pilot so as to positively identify friendly aircraft going down. Trucking situation at this base should be improved
6. Sgt. Angeli said that a first aid kit should be on every parachute harness. Lt. Bryant thinks that crews should be furnished with winter flying boots inasmuch as all the line crews have them. Lt. Rowe-"Why can't the 613th have an enclosed truck for a change?". Lt. Hess says that enlisted men are badly in need of flying coveralls. At present they are wearing issued fatigue clothes. Also, windows should be cleaned with cloths that won't smear the windows. On this mission the gunners had great difficulty in seeing.

7. Sgt. DiPierro said that wing did not send message but once concerning diversion landings. My radio interrupted and couldn't get whole message since they didn't repeat.
8. Lt. Dempsey says that this group does not know how to fly wing formation
9. Lt. Piper says that leadership of this mission was poor. Lt. Coventry says that raids should be shorter or days longer because of danger of formation flying under existing visibility. All gunners would like more tracer ammunition.
10. Lt. Tanner is of the opinion that the message that field was closed in should have been given earlier. Crew criticized the briefing of target-say that it was too short and not enough emphasis.
11. Capt. Maupin-"Group leader should let his ships know more about what is going on as far as weather is concerned. If he can't contact the other ships, deputy leader should. This should be done as far off the coast as possible. At time when group leader should have been contacting other group ships about weather there was a communication on VHF between Ragweed White and Ragweed Red. Otherwise whole mission was exceptionally well led.
12. Lt. Sprecher-"Poor formation". Crews say turret, nose and windshield had not been cleaned. The officers of this crew hadn't even beds in their B.O.Q. the night before the mission and had to sleep on the floor
13. Lt Kaufman says that the group rendezvous was very poor and it wasn't until they reached splasher 13 that they found the formation

W. B. FRY  
Major, Air Corps  
Group S-2 Officer.

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

D-I-4

1 January 1944.

SUBJECT: Narrative of Bordeaux Mission, 31 December 1943.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), Station 128.

1. 22 A/C were dispatched to attack Bordeaux Air Field this date which had been determined to be a base for enemy coastal and sub-contact planes. One ship bombed the P/T. The remainder, because of cloud coverage, went on to bomb A/D at Cognac. 13 planes known to have bombed Cognac; 2 bombed target of opportunity; 2 returned early. A/C #1116 had broken oil line in #3 engine; A/C #1033 had oxygen leak in B.T. Target bombed visually, weather CAVU, MPI destroyed. Hits made on runways and buildings. Dense smoke and flares observed. Photos substantiate hits. Bombing excellent. All returned A/C landed away because of weather and shortage of gas.

2. 50-75 E/A seen, FW-190 - ME-109 attacks heavy. 19 claims made for this group.

3. Friendly fighter support scarce and poor.

4. Flak heavy and intense over target and Gurnsey Islands. Very accurate.

5. Our A/C reported missing, #064 found with CP body at Isle of White. Wreckage in water, no word of remainder of crew. A/C #770 hit by 5 ME-109's over target, #3 engine on fire, went out of sight through clouds. 3 chutes reported opened.

6. Two known killed, CP, A/C #064; RO, A/C #202; one wounded seriously, RO, A/C #507; 19 missing.

7. One A/C heavy battle damage; 9 slightly damaged.

8. Two A/C #1068 and #1198 returned over England, crews bailed out, all safe. A/C #1068 lost all instruments. Crashed near Ware. A/C #1198 out of gas, crashed near Kimboldton.

9. Crew observations, as to new enemy tactics, gun installations, shipping, smoke screens, rockets, new phenomena in flak, etc. - excellent.

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



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

1 January 1944.

SUBJECT: Comments of Crews Participating in the Bordeaux Raid  
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6. Sgt. Angeli said that a first aid kit should be on every parachute harness. Lt. Bryant thinks that crews should be furnished with winter flying boots inasmuch as all the line crews have them. Lt. Rowe-"Why can't the 613th have an enclosed truck for a change?". Lt. Hess says that enlisted men are badly in need of flying coveralls. At present they are wearing issued fatigue clothes. Also, windows should be cleaned with cloths that won't smear the windows. On this mission the gunners had great difficulty in seeing.

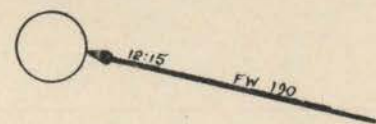
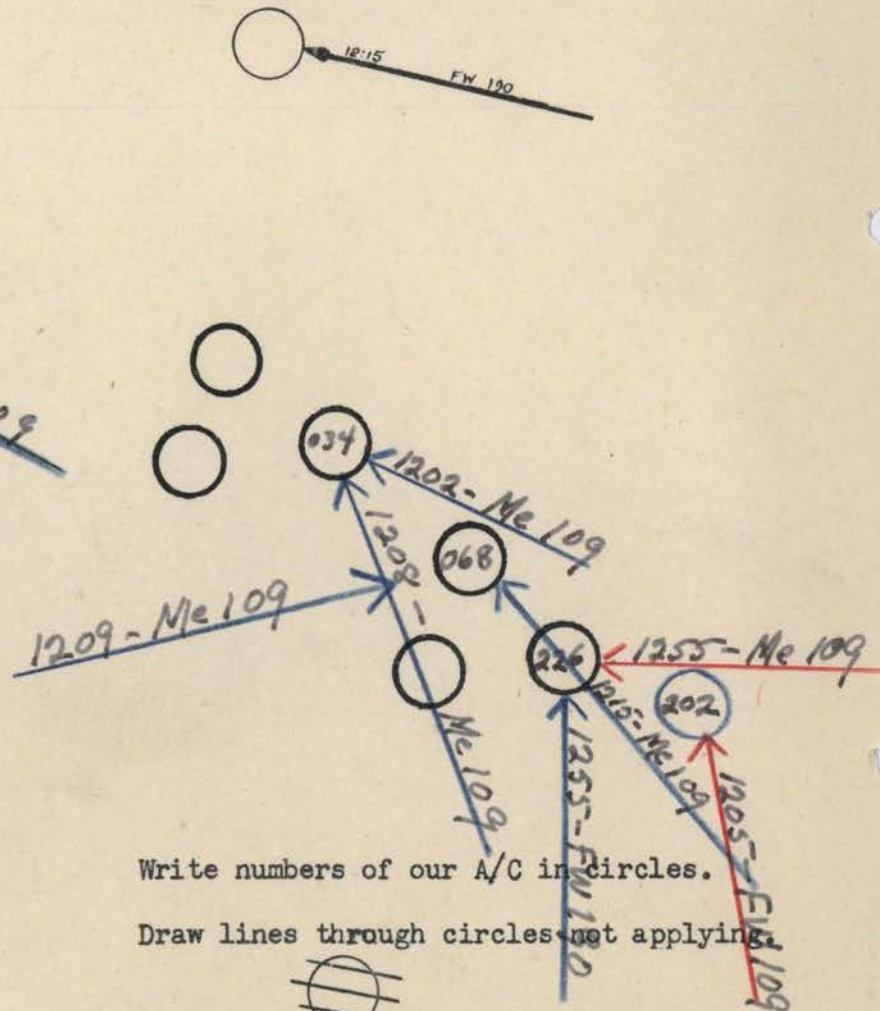
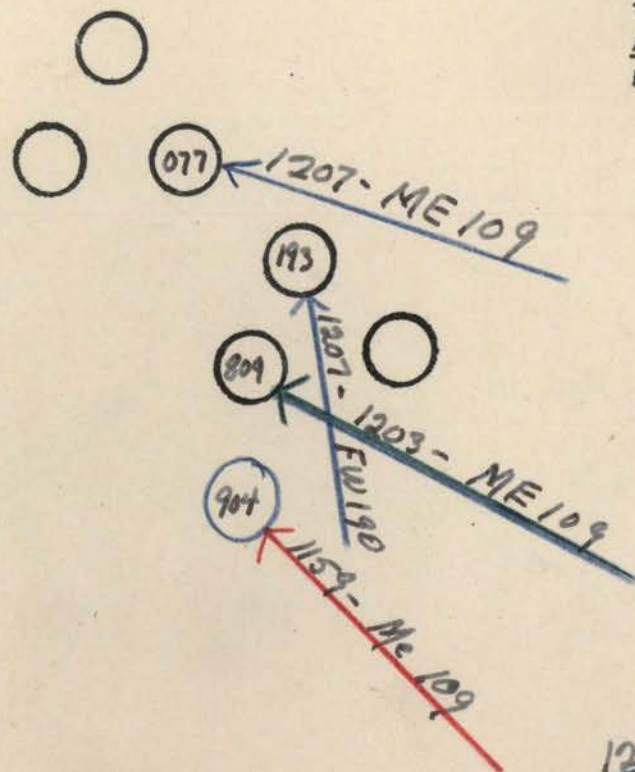
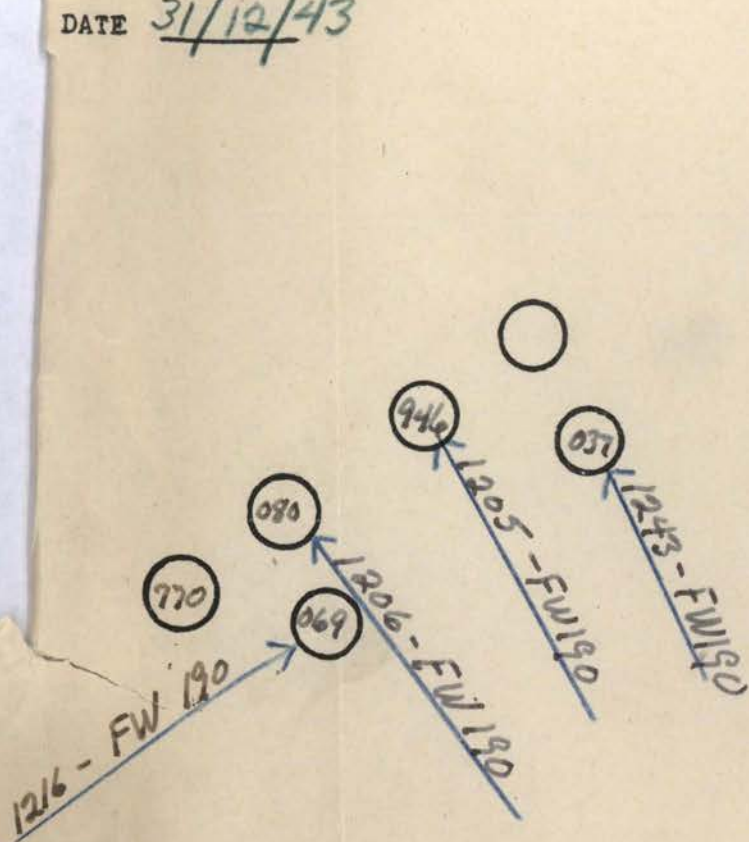
7. Sgt. DiPierro said that wing did not send message but once concerning diversion landings. My radio interrupted and couldn't get whole message since they didn't repeat.
8. Lt. Dempsey says that this group does not know how to fly wing formation
9. Lt. Piper says that leadership of this mission was poor. Lt. Coventry says that raids should be shorter or days longer because of danger of formation flying under existing visibility. All gunners would like more tracer ammunition.
10. Lt. Tanner is of the opinion that the message that field was closed in should have been given earlier. Crew criticized the briefing of target-say that it was too short and not enough emphasis.
11. Capt. Maupin-"Group leader should let his ships know more about what is going on as far as weather is concerned. If he can't contact the other ships, deputy leader should. This should be done as far off the coast as possible. At time when group leader should have been contacting other group ships about weather there was a communication on VHF between Ragweed White and Ragweed Red. Otherwise whole mission was exceptionally well led.
12. Lt. Sprecher-"Poor formation". Crews say turret, nose and windshield had not been cleaned. The officers of this crew hadn't even beds in their B.O.Q. the night before the mission and had to sleep on the floor
13. Lt Kaufman says that the group rendezvous was very poor and it wasn't until they reached splasher 13 that they found the formation

W. B. FRY  
Major, Air Corps  
Group S-2 Officer.

COMBAT DUPLICATION CHECK FORM

GROUP 401  
 DATE 31/12/43

Show direction, approx. time and type E/A of each attack with arrow.  
 Above with ~~red~~ arrow - Below with green - Level with black, red



If actual formation is completely different from position of circles turn page over and prepare diagram on back.

Write numbers of our A/C in circles.

Draw lines through circles not applying

Block out our missing A/C in Red.



Missing

401st GROUP

DATE 31 Dec 43

F L A K R E P O R T

1. Route followed: E Coast (48°53'N - 03°10'W) SSW to (47°50'N - 03°40'W) to (44°20'N - 01°20'W) to (44°30'N - 0°30'W) to (45°50'N - 0°15'W) to (45°37'N - 01°00'W) to (47°45'N - 03°40'W) to 48°45'N - 03°00'W To English Coast.

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

No clear visibility

3. No. of A/C over Target:

None at alt. flown - light contrails at 24,000 Ft.

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?

Mild S-turns

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

6°T

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

90 Seconds

7. Turn after bombing.

Sharp turn to left.

8. Position of group in relation to other Groups:

Second Group over target.

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.

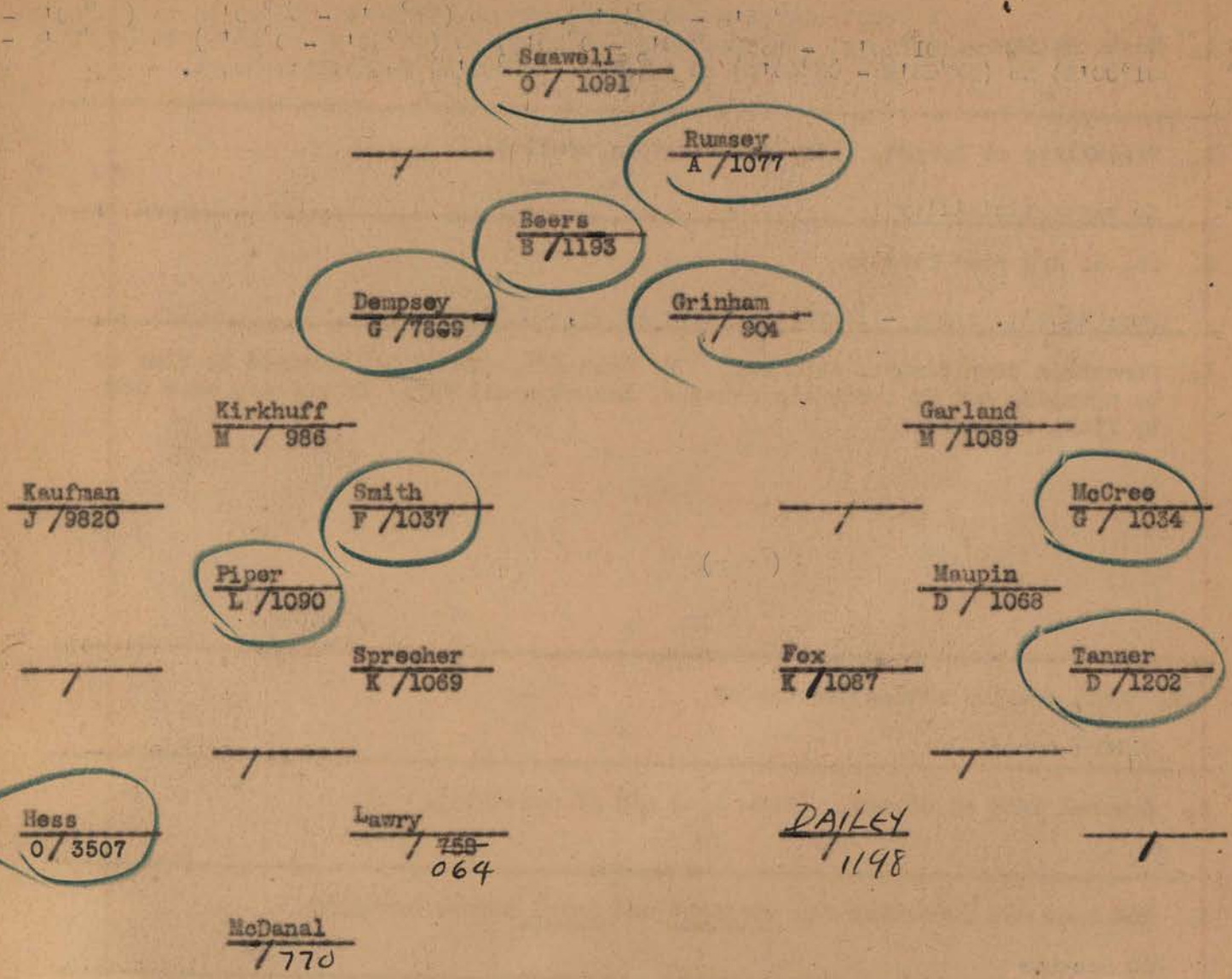
Meg. flak at E. coast good for altitude and deflection. Med flak from 20 miles south Bordeaux to a point 5 miles east, good for alt and deflection. Meg flak to Cognac where it was mod to intense and extremely accurate. At enemy coast going out both shore batteries and flak ships (5) were encountered, moderate and accurate. All bursts black except at bomb release line at Cognac where 3 red bursts occurred, at one time. Other points mentioned as meg. and accurate were: "Close to Lorient" "Guernsey Island" "St Andre" "Montevadre" "Royan" "Paimpal" "Guonde River" "Mouth of Sudre River" "(44°25'N - 01°15'W)" "Buras Franc"

10. Any other Comments, Phenomena, etc.

Just past Cognac a very large burst which dissolved into black streamers or trails. These also burst interspersed with red about 1 red to 12 black. No rocket trail was seen before first large burst.

Altitude Lead Ship

20,000'



1. Lt. Shotts flew #2 of 2 El Hi. Sq. 351 Lead Group.
2. A/C 9881 - Capt Foster jettisoned bombs before target.
3. Lt. Mohner #4 - 2 El Hi. Sq. - lead Group of 351.
4. A/C 770 was lost and A/C 064 was lost.
5. a/c 1198 crashed in England

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

31 December 1943

WEATHER INTERROGATION SUMMARY FOR MISSION OF 31 DECEMBER 1943

TAKE-OFF: 0725. 3/10 stratus, base 3000'. Visibility 2 miles. Surface wind 290 degrees at 11 mph.

ROUTE OUT: 8-10/10 cumulus, tops 10,000'. 1-2/10 cirrus at about 25,000'.  
Visibility 20 to 25 miles.

TARGET: 1252. 10/10 cumulus, tops 8-10,000' over primary target. 0-3/10 cumulus, tops 8000', to N, S, and E of primary target and over secondary target. Visibility 20 to 25 miles.

RETURN ROUTE: 8-10/10 cumulus, becoming 5-7/10 over channel, tops 8-10,000'. 1-2/10 cirrus at about 25,000'. 8-10/10 altostratus and altocumulus over Eastern England, bases 6000'. Visibility 20 to 25 miles.

BASE AT TIME OF DIVERSION: 10/10 altostratus and altocumulus, base 6-7,000'.  
Visibility 800 yards. Surface wind 250 degrees at 13 mph.

REMARKS: Heavy, persistent contrails from P-47s at 22-25,000'. No contrails from bombers at 18,000'. Icing in the form of clear ice at 8,000' while coming down through altostratus over Eastern England.

*Arthur B. Street*

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

# OPERATIONAL ROUTE FORECAST

DATE DEC 31, 1943

PERIOD 0730-1700 Hours

Hq SOS USAPP 9-43/90M/15227

	A Bases to English coast	B English coast to Target to English Coast.	C English coast to Bases	D
WEATHER	Partly Cloudy with Haze	Partly cloudy becoming cloudy with Haze.	Partly cloudy with Haze	
CLOUDS	1-3/10 stratocumulus base 2-3000 Ft. tops 4-5000 Ft.	1-2/10 Stratocumulus Base 2-3000 Tops 4-5000 Ft. becoming 6-8/10 Stratocumulus base 2000 Tops 4-6000 Ft. by Mid Channel decreasing on landfall to 4-5/10 Cumulus in Target Area base 2000 Tops 6-8/10 8000 Ft. 1-3/10 High Cirrus Above 25000 Ft. in Target Area. Similar on Return.	1-3/10 Stratocumulus 2Base 2-3000 Ft. Tops 4-5000 Ft.	
ICING	3 Surface and at 2000 Ft. Light Rime	2000 Ft. rising to 6000 Ft. and lowering on return moderate Rime.	2000 Ft. Light Rime	
VISIBILITY	4 1-2 Miles but locally 12-15000 Yds. Becoming 1-2 Miles at coast.	3-5 Miles	1-2 Miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Bases to 43 North 350 25	43 North to 44 North 010 15	Temperature Plus 5	
5000 FT	350 35	360 20	2	
10000 FT	340 50	360 20	Minus 3	
15000 FT	340 65	360 30	13	
20000 FT	340 75	360 30	24	
25000 FT	340 85	360 35	36	
30000 FT	340 95	360 40	48	

SE ALTIMETER SETTING 30.42 TARGET SURFACE TEMP. Plus 5 TARGET MEAN TEMP. - 4  
 TEMP. AT 18000 FT. - 20 TARGET SURFACE (PRESSURE-ALT) 326

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

31 December 19 43

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	Floyd	C.	0-734692	"
RO	- T/Sgt.	Stimmel	Bert	W.	35332272	"
**TT	- T/Sgt.	Spacek	Anthony	V.	32378819	"
BT	- Sgt.	McNab	Thomas	D. Jr.	12095352	"
TG	- <del>Sgt.</del> <i>SGT. MACE</i>	<del>Wade</del> <i>MACE</i>	<del>Jude</del> <i>KENNETH</i>	<del>S.</del> <i>I.</i>	<del>31152069</del>	<del>12165908</del>
LWG	- Sgt.	Parratt	John	L.	13100644	"
RWG-S	- S/Sgt.	Newton	Ralph	D.	33274765	"

\*PLANE # 42-31068

*wave 40*

P	- Capt.	Maupin ✓	Jere	W.	0-24750	612th
CP	- 2nd Lt.	Owens ✓	Erle	G.	0-679108	"
N	- Capt.	Haberer ✓	Walter	E.	0-409740	"
B	- Capt.	Woodhouse ✓	Ronald	(NMI)	0-415741	"
RO	- S/Sgt.	Graham ✓	James	J.	16099737	"
**TT	- S/Sgt.	DeWees ✓	Foster	E.	35188513	"
BT	- T/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

P	- Capt.	McGree	Donald	G.	0-348319	612th
CP	- 2nd Lt.	Currie	Donald	A.	0-805408	"
N	- 2nd Lt.	Shapiro	Aaron	(NMI)	0-128459	"
B	- 2nd Lt.	Winn	Toy	R.	0-679433	"
RO	- S/Sgt.	DiPierro	Cosimo	A.	12172563	"
**TT	- S/Sgt.	Gibson	Earl	C.	15086940	"
BT	- Sgt.	Graf	Cedil	L.	19188506	"
TG	- Sgt.	Surprise	Walter	L. Jr.	17129684	"
LWG	- Sgt.	Severson	Marvel	T.	37426585	"
RWG	- Sgt.	Amber	Joe	R.	36703821	"

\*\* Enter complete number of aircraft  
Designate Engineer



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

\*PLANE # 42-31198

P	-	2nd Lt.	Dailey	Scribner	C.	0-0801940	612th
CP	*	2nd Lt.	Stokes	Alexander	C.	0-0801578	"
N	-	2nd Lt.	Malone	John	L.	0-0805189	"
B	-	1st Lt.	Hutson	Wayman	T.	0-406409	"
RO	-	T/Sgt.	Hildreth	Arthur	W.	11055299	"
**TT	-	T/Sgt.	Flynn	William	B.	16046687	"
BT	-	S/Sgt.	Cook	George	P.	20429315	"
TG	-	S/Sgt.	Sanders	<del>Charles</del> Charles	W.	12190382	"
LWG	-	Sgt.	Callahan	Michael	J.	18150617	"
RWG	-	T/Sgt.	Hagen	Charles	T.	37315748	"

\*Plane # 42-31087

P	-	2nd Lt.	Fox	Gaston	M.	0-82737	612th
CP	-	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N	-	2nd Lt.	Wilson	Darrel	D.	0-750174	"
B	-	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO	-	S/Sgt.	Brandt	Duane	G.	39193489	"
**TT	-	S/Sgt.	Brown	Allen	D.	38294097	"
BT	-	Sgt.	Sabel	Jerome	(NMI)	12158528	"
TG	-	Sgt.	Judd	Loyde	J.	31152069	"
LWG	-	Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	-	Sgt.	Estess	Cecil	C.	34425600	"

\*PLANE # 42-31202

P	-	2nd Lt.	Tanner	John	R.	0-803901	612th
CP	-	2nd Lt.	McDaniel	Robert	P.	0-687317	"
N	-	2nd Lt.	Strom	Kenneth	L.	0-690690	"
B	-	2nd Lt.	Szungyi	John	P.	0-749656	"
RO	-	S/Sgt.	Licouris	William	(NMI)	39691322	"
**TT	-	S/Sgt.	Cable	Harvey	T.	39331286	"
BT	-	Sgt.	Norris	John	B.	14093939	"
TG	-	Sgt.	Staley	Phillip	C.	39151977	"
LWG	-	Sgt.	Dan <del>iel</del>	Edward	P.	39251499	"
RWG	-	Sgt.	Francis	Raymond	R.	39038724	"

\*PLANE # \_\_\_\_\_

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

\* Enter Complete number of Aircraft  
 \*\* Designate Engineer



2-3-

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

31 December 1943

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 # 42-31226

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	"
TG	S/Sgt.	Iseminger	John	(NMI)	14084579	"
LWG	S/Sgt.	Sonichsen	Donald	H.	36703732	"
RWG	S/Sgt.	Jones	William	F. Jr.	38397179	"

\*PLANE # 42-31033

P	2nd Lt.	Stelzer	Robert	L.	0461320	613th Sq.
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	"
TG	Sgt.	Nicely	John	M.	13156041	"
LWG	Sgt.	Rice	Edwards	J.	16096299	"
RWG	Sgt.	Holland	Thomas	H.	38211220	"

\*PLANE # 42-31064

P	2nd Lt.	Lawry	Donald	H.	0801998	613th Sq.
CP	2nd Lt.	Dockendorf	James	S.	0684698	"
N	2nd Lt.	Self	Harry	W.	0674804	"
B	2nd Lt.	Weiner	Bernard	(NMI)	0749604	"
RO	Sgt.	Peters	Lee	J.	19062572	"
**TT	T/Sgt.	Waterman	Fred	G.	32449446	"
BT	S/Sgt.	Roome	Charles	C.	36034929	"
TG	Sgt.	Wood	Hbrace	W.	18219478	"
LWG	Sgt.	Knutson	Robert	W.	17169741	"
RWG	S/Sgt.	College	Clarence	G.	33257076	"

\*\* Enter complete number of aircraft designate Engineer

\*PLANE # 42-31090

P	-	1st Lt.	Piper	Harry	L. Jr.	0740910	613th Bomb Sq.
CP	*	2nd Lt.	Hellmuth	George	J.	0748646	"
N	-	2nd Lt.	Coventry	James	A.	0678616	"
B	-	2nd Lt.	Gipson	Raymond	E.	0676254	"
RO	-	T/Sgt.	Musser	Benjamin	Z.	13095360	"
**TT	-	Sgt.	Bailey	James	M.	17016617	"
BT	-	Sgt.	Brandt	Gordon	F.	16095987	"
TG	-	S/Sgt.	DeVito	Michael	F.	12155471	"
LWG	-	S/Sgt.	Moore	Royce	W.	18051910	"
RWG	-	S/Sgt.	Kerr	Robert	V.	19094519	"

\*Plane # 42-3507

P	-	2nd Lt.	Hess	Chaites	E.	0802852	613th Bomb Sq.
CP	-	2nd Lt.	Mitchel	John	W.	0686264	"
N	-	2nd Lt.	Bryant	Charles	W.	0750235	"
B	-	2nd Lt.	Rowe	Robert	W.	0750095	"
RO	-	S/Sgt.	Santangelo	Mario	N.	32792053	"
**TT	-	S/Sgt.	Jarret	William	R.	35334215	"
BT	-	Sgt.	Gibson	Hardney	A.	13117804	"
TG	-	Sgt.	Rogers	Harold	E.	32487815	"
LWG	-	Sgt.	Floback	Henry	J.	37322190	"
RWG	-	Sgt.	Angeli	August	E.	39487815	"

\*PLANE # 42-30855

P	-	2nd Lt.	Rohner	Ronald	R.	0803692	613th Bomb Sq.
CP	-	2nd Lt.	Leonard	Frank	W. Sr.	0687311	"
N	-	F/O	Johnson	Stanley	W.	T-61322	"
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.	Barker	Clifford	E.	35368934	"
RWG	-	Sgt.	Reif	Lowell	A.	16111816	"

\*PLANE # \_\_\_\_\_

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

\* Enter Complete number of Aircraft  
 \* Designate Engineer

4-3

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

31 December 1943

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 # 42-39881

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	- Captain	FOSTER, JAMES H.			0438942	614th
CP	- F/O	SCHULZ, JOHN			T-363	"
N	- 2nd Lt.	CASAGRANDE, TEO J.			0675986	"
B	- 1st Lt.	CAMERON, THOMAS L.			0729625	"
RO	- S/Sgt.	Zappala, Vincent			32578092	"
**TT	- S/Sgt.	Stallcup, Mose H.			36186641	"
BT	- Sgt.	Collie, Perry O.			36427682	"
TG	- Sgt.	Brgoch, Ludvick J.			19180643	"
LWG-	- Sgt.	Cartmill, Charles L.			35560963	"
RWG-	- Sgt.	Layland, John M.			37457551	"

\*PLANE # 42-31116

P	- 2nd Lt.	CHAPMAN, ALVAH H.			0461727	614th
CP	- 2nd Lt.	WALSH, ROBERT P.			0804771	"
N	- 2nd Lt.	MATERICIAN, MICHAEL (NMI)			0690478	"
B	- 2nd Lt.	PORTER, GUY R.			0748098	"
RO	- S/Sgt.	Pyle, Robert B.			15355829	"
**TT	- S/Sgt.	Wilson, George S.			35407356	"
BT	- S/Sgt.	Spatilson, Bruno J.			33164854	"
TS	- S/Sgt.	Dayton, James E.			39032317	"
LWG	- S/Sgt.	Cohen, Franklin C.			14044099	"
RWG	- S/Sgt.	Brennan, Michael G.			31192434	"

\*PLANE # 42-39846

P	- 2nd Lt.	KIRKHUFF, DONALD V.			0801995	614th
CP	- 2nd Lt.	SOBOLAK, BENNIE V.			0684571	"
N	- 2nd Lt.	PIERCE, MYRON E.			0749399	"
B	- 2nd Lt.	MONTONE, LIEBER J.			0732639	"
RO	- T/Sgt.	Cook, Harold			35458366	"
**TT	- S/Sgt.	Nicholas, Charles L.			13084635	"
BT	- S/Sgt.	Merritt, William E.			31203844	"
T	- S/Sgt.	Cohn, Leroy			39279686	"
LWG	- S/Sgt.	Koehler, Earl L.			16133877	"
RWG	- S/Sgt.	Michel, Delmar L.			17166768	"

\*\* Inter complete number of aircraft designate Engineer

\*PLANE # 42-37770

P	- 2nd Lt.	McDANAL, HOMER H.	0803840	614th
CP	* Major	EVELAND, IVAN W.	0392811	"
N	- 2nd Lt.	SPRINKER, LUCAS H.	0690688	"
B	- 2nd Lt.	GOETSCH, DANIEL H.	0729472	"
RO	- S/Sgt.	Jerue, Donald L.	16086210	"
**TT	- S/Sgt.	Kirkner, Joseph L.	13114971	"
BT	- Sgt.	Reasoner, Hubert J.	18183035	"
TG	- Sgt.	Arinsberg, Morton (NMI)	33577903	"
LWG	- Sgt.	Kelly, Francis G.	32312328	"
RWG	- Sgt.	Sanders, Harold W.	35167939	"

\*Plane # 42-31037

P	- 2nd Lt.	SMITH, WALLACE R.	0801313	614th
CP	- F/O	FAUHABER, DONALD A.	T-121885	"
N	- 2nd Lt.	CRANDALL, WILLIAM C.	0801119	"
B	- 2nd Lt.	LEVEY, JAMES G.	0674688	"
RO	- S/Sgt.	Castroneva, Salvatore I.	32550405	"
**TT	- S/Sgt.	Fair, Charles H.	37211030	"
BT	- Sgt.	Mc Kendry, Daniel C.	13114386	"
TG	- S/Sgt.	Sundberg, David C.	6878362	"
LWG	- Sgt.	Roberts, Marion E.	14159491	"
RWG	- S/Sgt.	Gatzemeyer, Gerald R.	16109129	"

\*PLANE # 42-39820

P	- 2nd Lt.	KAUFMAN, RICHARD H.	0802121	614th
CP	- 2nd Lt.	LAULO, EDWIN W.	0748693	"
N	- 2nd Lt.	HARDING, JAMES B.	0750168	"
B	- 2nd Lt.	FITZGERALD, ROBERT C.	0679459	"
RO	- Sgt.	Sherman, Ezbon C.	31172258	"
**TT	- S/Sgt.	Kukurin, Earl E.	33301988	"
BT	- Sgt.	Melis, Paul S.	32896521	"
TG	- Sgt.	LeSage, Alfred	13068963	"
LWG	- S/Sgt.	Sandford, Franke W.	4458488	"
RWG	- Sgt.	Mancuso, Carmon L.	32582642	"

\*PLANE # \_\_\_\_\_

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

\*Enter Complete number of Aircraft  
 Designate Engineer

8-3.

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

December 31, 1943

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 # 42-31193

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	Capt.	Beers	Robert	W.	0-24910	615th
CP	2nd Lt.	Byrne	Howard	E.	0-743405	615th
N	2nd Lt.	Manning	Charles	H.	0-753015	615th
B	2nd Lt.	Ritch	William	L.	0-739055	615th
RO	T/Sgt.	Meehan	John	J.	33325533	615th
**TT	T/Sgt.	Young	Clarence	E.	32449970	615th
BT	S/Sgt.	Craft	Allen	H.	37225198	615th
TG	S/Sgt.	Turvy	John	E.	35418681	615th
LWG	S/Sgt.	Grigg	Franklin	M.	37125928	615th
RWG	S/Sgt.	Lynn	Kenneth	J.	12167944	615th

\*PLANE # 42-31077

P	1st Lt.	Rumsey	William	M.	0-728740	615th
CP	2nd Lt.	Kaercher	Robert	D.	0-681433	615th
N	2nd Lt.	Walsh	Michael	R.	0-676185	615th
B	2nd Lt.	Haffner	James	D.	0-739024	615th
RO	Sgt.	Beller	James	E.	6257280	615th
**TT	T/Sgt.	Roberts	Donald	B.	32377788	615th
BT	S/Sgt.	Lieberman	Irving	I.	13103453	615th
TG	S/Sgt.	McElligett	Herbert	F.	36426974	615th
LWG	S/Sgt.	Rothwell	Frank	A.	33330990	615th
RWG	S/Sgt.	Lee	Iran	R.	12073240	615th

\*PLANE # 42-31091

P	Capt.	White	Ralph	J.	0-24885	615th
CP	Maj.	Seawell	William	T.	0-23712	615th
N	1st Lt.	Causey	Rufus	F.	0-674149	615th
B	Capt.	Kuenning	Arnold	D.	0-725449	615th
RO	Sgt.	Mehlmann	Raymond	G.	32438897	615th
**TT	Sgt.	Breen	Roland	J.	16133764	615th
BT	Sgt.	Nonemaker	Jack	D.	19175334	615th
TG	1st Lt.	Gould	Goerge	(NMI)	0-990201	615th
LWG	Sgt.	Batica	Battista	J.	35324899	615th
RWG	Sgt.	Johnson	Russell	W.	32466408	615th

\*\* Enter complete number of aircraft  
 Designate Engineer

PLANE # 42-39904 615th

P	2nd Lt.	Grinham	Fred D.	0-729337	615th
CP	2nd Lt.	Brown	Fred (NMI)	0-748548	615th
N	2nd Lt.	Whitney	Ray F.	0-750325	615th
B	2nd Lt.	Wolfe	Ralph W.	0-676904	615th
RO	S/Sgt.	Mackey	Jack L.	14041992	615th
**TT	Sgt.	Cockerham	Roy W.	13143036	615th
BT	Sgt.	Hardy	Charles E.	11097732	615th
TG	Sgt.	Hamilton	James R.	35664584	615th
LWG	Sgt.	Cummings	William T.	33346986	615th
RWG	Sgt.	Housman	Herbert M.	12156697	615th

\*Plane # 42-37809

P	1st Lt.	Dempsey	Ralph M.	0-800846	615th
CP	2nd Lt.	Mallon	Richard W.	0-683039	615th
N	2nd Lt.	Hildinger	Lawrence J.	0-734914	615th
B	2nd Lt.	Dolan	William W.	0-741142	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.	Courtad	Paul K.	35424839	615th

\*PLANE # 42-31069

P	2nd Lt.	Sprecher	Donald C.	0-804752	615th
CP	2nd Lt.	Masoomian	Zaven N.	0-687303	615th
B	2nd Lt.	Tinklepaugh	Kenneth W.	0-690506	615th
N	2nd Lt.	Weiss	Glen A.	0-747630	615th
RO	S/Sgt.	Killbane	John A.	37244825	615th
**TT	S/Sgt.	Anderson	Ole (NMI)	39455398	615th
BT	Sgt.	Smart	Donald W.	36409240	615th
TG	Sgt.	Armstrong	William (NMI)	37333339	615th
LWG	Sgt.	Schmader	Charles R.	33409014	615th
RWG	Sgt.	Vindhurst	Raymond G.	19085085	615th

\*PLANE #

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

Enter Complete number of Aircraft  
 Designate Engineer

*Bordeaux*

TO: C.G. 1ST BOMB DIV. AND 94TH COMBAT WING.

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

TELETYPE A

S-1. THE 401ST BOMB GP FLEW HIGH BOX POSITION IN THE 94TH COMBAT WING WHICH WAS FIRST IN THE COMBAT FORCE. APPROXIMATELY 50-75 E/A SEEN. FOUR DEFINITE ATTACKS BY E/A INFORMATION REPORTED. FRIENDLY FIGHTER SUPPORT OF P-47's AND P-38's, NUMBER UNKNOWN, REPORTED COVER ONLY FAIR OVER TARGET AREA. EIGHT E/A CLAIMED DESTROYED. FOUR A/C DEFINITELY REPORTED BOMBING SECONDARY TARGET, COGNOC, AT 1245 HRS. FROM 19,300 FEET. ONE A/C REPORTED BOMBING P/T THRU 10/10's COVERAGE. TWO A/C REPORTED BOMBING UNKNOWN AIRDROME. REMAINING A/C, TARGETS UNKNOWN AND UNREPORTED AS YET. ALL A/C RETURNING, LANDED AWAY, WITH EXCEPTIONS OF TWO CRASHES.

- 091 - MILDEN HALL
- 077 - KNETTISCHALL
- 069 - GREAT ASHFIELD
- 193 - MOLESWORTH
- 904 - KEVIL
- 809 - WATERBEACH
- 089 - DOMMAM MARKET
- 034 - MARHAN
- 087 - TIBBERMAN
- 202 - NUT HAMPSTEAD
- 226 - NEW MARKET
- 507 - WARMWELL
- 855 - TEBBERMAN
- 037 - BURY ST EDMUNDS
- 846 - FRAMMINGHAM
- 881 - KIEVAL
- 820 - LEISTEN
- 090 - GREAT ASHFIELD

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ TWO ~~XXX~~ CAUSALTYES DEFINITELY KNOWN. LT. DOCKENDORFF CP, A/C #064. S/SGT. LICOURIS, RO, A/C #202.

S-2. INTENSE FLAK OVER SECONDARY TARGET COGNAC. VERY ACCURATE. BOX BARRAGE RIGHT IN MIDDLE OF FORMATION. RED FLASHES WITH BLACK SMOKE. ALTITUDE 19,300 FEET. EAST OF BORDEAUX, ASSUMED TO BE PRIMARY TARGET. FLAK OBSERVED MEARGER, DEFLECTION GOOD. ALTITUDE 19,300 FEET. 18 FLAK SHIPS REPORTED TO BE FIRING OFF FRENCH COAST. LOCATED SOUTH OF BREST PENINSULA, PINPOINT UNKNOWN. TWO REPORTS OF GROUND ROCKETS USED. OVER COGNAC BIG RED FLARE OBSERVED IN MIDDLE OF FLAK. VERY UNUSUAL.

S-3. TWO A/C REPORTED LOST #770 AND #064. A/C #064 FOUND WITH CO-P BODY THREE MILES OFF ST. CATHERINE ISLE OF WHITE. NO WORD OF REMAINED OF CREW. PLANE RECKAGE FOUND IN WATER, WITH NO IDENTIFYING NUMBER. A/C #770 OBSERVED BY THIS GROUP TO EXPLODE OVER TARGET. REPORTED THREE CHUTES OPENED.

S-4. TWO A/C #1068 AND #1198 RETURNED OVER ENGLAND CREWS BAILED OUT ALL SAFE. A/C #1068 LOST ALL INSTRUMENTS. CRASH NEAR WERE. A/C #1198 RAN OUT GAS. CRASH NEAR ~~KIMBOLDTON~~ KIMBOLDTON. CREW INTERROGATED



AWAY.

- S-5. BATTLE DAMAGE CATEGORY UNKNOWN. THREE PLANES ONLY REPORTED FIGHTER DAMAGE COMPLETE REPORT NOT YET RECEIVED.
- S-6 NIL.
- S-7. PRIMARY TARGET COVER 10/10's CLOUDS. OBSERVED BOMBING RESULTS SECONDARY TARGET GOOD. BOMB HITS OBSERVED ON RUNWAYS. SMOKE AND FLAMES SEEN ON SOME BUILDINGS.
- S-8. FIGHTER COVER OF P-47's AND P-38's FAIR. LOCATION OF FIGHTER SUPPORT AS YET UNKNOWN, EXCEPT GENERALLY OVER TARGET AREA.
- S-9. 22 A/C DISPATCHED; ONE BOMBED PT; FOUR DEFINITELY BOMBED SECONDARY; TWO BOMBED UNKNOWN AD; TWO A/C RETURNED EARLY; ONE JETTISONED BOMBS UNKNOWN. CROSSED ENGLISH COAST AT 1034 HRS. AT 16,500 FT. OVER FRENCH COAST AT 1155 HRS. LOCATION UNKNOWN AS YET. OVER SECONDARY TRGET 1245 HRS. FOUR A/C DEFINITELY BOMBING SECONDARY TARGET; ONE REPORTED BOMBING PT; TWO REPORTED BOMBING UNKNOWN AD. REMAINDER OF TARGETS UNKNOWN. ONE A/C REPORTED JETTISONED BOMBS LOCATION UNKNOWN. REMAINDER OF BOMB DESPTION UNKNOWN. TWO A/C RETURNED EARLY. A/C # 1116 HAD BROKEN OIL LINE #3 ENGINE. TURNED BACK TWENTY MILES SOUTH OF BASE. A/C #1033 OXYGEN SYSTEM BROKEN IN BT. TURNED BACK AT NOTTINGHAM. REPORT STILL UNCOMPLETE.

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

31 December 1943

WEATHER INTERROGATION SUMMARY FOR MISSION OF 31 DECEMBER 1943

TAKE-OFF: 0725. 3/10 stratus, base 3000'. Visibility 2 miles. Surface wind 290 degrees at 11 mph.

ROUTE OUT: 8-10/10 cumulus, tops 10,000'. 1-2/10 cirrus at about 25,000'.  
Visibility 20 to 25 miles.

TARGET: 1252. 10/10 cumulus, tops 8-10,000' over primary target. 0-3/10 cumulus, tops 8000', to N, S, and E of primary target and over secondary target. Visibility 20 to 25 miles.

RETURN ROUTE: 8-10/10 cumulus, becoming 5-7/10 over channel, tops 8-10,000'. 1-2/10 cirrus at about 25,000'. 8-10/10 altostratus and altocumulus over Eastern England, bases 6000'. Visibility 20 to 25 miles.

BASE AT TIME OF DIVERSION: 10/10 altostratus and altocumulus, base 6-7,000'.  
Visibility 800 yards. Surface wind 250 degrees at 13 mph.

REMARKS: Heavy, persistent contrails from P-47s at 22-25,000'. No contrails from bombers at 18,000'. Icing in the form of clear ice at 8,000' while coming down through altostratus over Eastern England.

*Arthur B. Street*

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

# OPERATIONAL ROUTE FORECAST

DATE DEC 31 1963

PERIOD 0730-1700 Hours

Hq SOS USAPP 9-43/90M/15227

	A Bases to English coast	B English coast to Target to English Coast.	C English coast to Bases	D
1 WEATHER	Partly Cloudy with Haze	Partly cloudy becoming cloudy with Haze.	Partly cloudy with Haze	
2 CLOUDS	1-3/10 stratocumulus base 2-3000 Ft. tops 4-5000 Ft.	1-2/10 Stratocumulus Base 2-3000 Tops 4-5000 Ft. becoming 6-8/10 Stratocumulus base 2000 Tops 4-6000 Ft. by Mid Channel decreasing on landfall to 4-5/10 Cumulus in Target Area base 2000 Tops 6-8/10 8000 Ft. 1-3/10 High Cirrus Above 25000 Ft. in Target Area. Similar on Return.	1-3/10 Stratocumulus Base 2-3000 Ft. Tops 4-5000 Ft.	
3 ICING	Surface and at 2000 Ft. Light Rime	2000 Ft. rising to 6000 Ft. and lowering on return moderate Rime.	2000 Ft. Light Rime	
4 VISIBILITY	1-2 Miles but locally 12-1500@ Yds. Becoming 1-2 Miles at coast.	3-5 Miles	1-2 Miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Bases to 48 North 350 25	48 North to 44 North 010 15	Temperature Plus 5	
5000 FT	350 35	360 20	2	
10000 FT	340 50	360 20	Minus 3	
15000 FT	340 65	360 30	13	
20000 FT	340 75	360 30	24	
25000 FT	340 85	360 35	36	
30000 FT	340 95	360 40	48	

BASE ALTIMETER SETTING 30.42 TARGET SURFACE TEMP Plus 5 TARGET MEAN TEMP - 4  
 TEMP. AT 18000 FT. - 20 TARGET SURFACE (PRESSURE-ALT) 326

DECLASSIFIED PER ANN 074505  
 BY JN NARA DATE 2/19/11

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

A.P.O. 634  
7 January 1944

SUBJECT: Supplementary Combat Mission Report.

TO : Group Operations, Station 128.

1. The following battle damage was sustained by A/C No. 42-31202 on the mission of 31 December 1943 and not previously reported for the reason that A/C was away from home station.

Heavy flak damage to right wing near fuselage and trailing edge, minor structural damage, flap control rod and fuel line damaged. Large flak hole in top of left wing near fuselage and trailing edge. Cal. .30 hole in top of left wing, behind No. 2 Nacelle, fuel tank damaged. Cal. .30 hole through left wing tip, causing structural damage. Cal. .30 hole through rear of radio hatch frame. Cal. .30 hole through left horizontal stabilizer, damaging elevator and structure of stabilizer. 2" flak hole in leading edge of right wing, below No. 4 oil cooler. Several flak holes through left side of fuselage, at radio compartment.

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  
3 January 1944

SUBJECT: Supplementary Mission Summary Report.  
(For Mission of 31 December 1943)

TO : Group Operations, Station 128.

1. Battle Damage.

a. 42-30855 - Several flak holes through skin of wings, flap control rod damaged. Two flak holes in top of right horizontal stabilizer, near leading edge and fuselage. Left landing light lens broken by flak. Small flak hole in leading edge of right wing, to left of No. 4 Nacelle. Small flak hole in under side of left horizontal stabilizer, near leading edge. Flak hole in bottom of No. 3 Nacelle, causing damage to Supercharger fairing and cooling duct. Small flak hole in left side of fuselage, above Navigator's window. 3" flak hole through right side of fuselage, above Ball Turret. Flak damage to Vertical Stabilizer, hole in skin and de-icer boot torn.

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

HEADQUARTERS  
STATION NO. 128  
APO 634

1 January, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-31033 returned early account of broken oxygen lines.

b. Airplane No. 42-31116 returned early for the reason that the turbo oil supercharger regulator line came loose.

2. Battle Damage.

a. 42-31226 - Numerous flak holes through skin of wings, no structural damage. Flak damage to left side of Chin Turret, fairing torn; Small flak hole in under side of fuselage, near nose section; Small flak hole in fuselage, to right of escape hatch; Flak hole in right bomb bay door; Two small flak holes through left horizontal stabilizer; Flak hole through right horizontal stabilizer; near leading edge; Flak hole through right elevator; Flak hole through vertical stabilizer; Small flak hole in skin of fuselage, in front of pilot's windshield; Flak hole in # 1 ring cowl; Flak damage to de-icer boot and skin of leading edge, left wing, between # 1 and # 2 engines; Flak hole in # 4 ring cowl.

b. 42-3507 - Numerous flak holes in skin of wings, structural damage to internal members. Flak hole through underside and out top of fuselage and into vertical stabilizer, damaging control cable. Cal. 30 hole through left side of fuselage, to rear of waist position. Cal 30 hole through left side of fuselage into radio compartment, damaging radio equipment; Chin turret fairing cracked by flak; Flak hole through left bomb bay door, # 5 bulkhead damaged, flap control rod broken; Two small flak holes in top of fuselage, above radio compartment; Flak hole in leading edge of vertical stabilizer, bulkhead damaged. Cal.30 hole through right horizontal stabilizer, near leading edge; # 2 ring cowl damaged; by flak; Right landing light lens cracked by flak.

c. 42-31090 - Plexiglas section of Upper Turret broken by flak; Flak hole in # 3 ring cowl; 2" flak hole in top of right horizontal stabilizer, near tip, light internal damage.

d. 42-39820 - 2" X 4" flak hole in leading edge of left wing, near fuselage.

SUBJECT: Mission Summary Report. (continued)

e.42-39846 - Small flak hole in right side of fuselage, below trailing edge of horizontal stabilizer; Small flak hole in right side of fuselage, to rear of waist position; Two small flak holes through left elevator.

f.42-37809 - Left aileron torn by flak; Flak hole in under side of right wing, near tip; Two small flak holes in top of right wing to left of # 4 nacelle;

g.42-31069 - Right tire cut and damaged by flak; Two flak holes in # 1 ring cowl.

h.42-31091 - Several flak holes in # 3 nacelle. Mixture control cable cut and several cables frayed; Vacuum Separator in right wheel well hit by flak; Flak hole in left side of Upper Turret; Small flak hole in under side of left wing, to left of # 1 nacelle; Flak hole in top of fuselage, behind pilot's compartment; Small flak hole in top of right wing, near trailing edge; Flak hole in top of fuselage, to right of radio hatch.

i.42-31077 - Flak hole through skin of left wing, near tip; Flak hole in under side of left wing, near trailing edge; Flak hole in # 2 ring cowl; Flak holes in # 1 and # 3 nacelles; Flak hole in under side of fuselage, near nose section; Flak hole through left Bomb Bay Door, oxygen line cut, vacuum line to de-icer boots severed, electric wiring cut; Cal 30 holes through upper part of fuselage, to rear of radio compartment; Two small flak holes in top side of right wing, near trailing edge; Small flak hole in leading edge of leftwing, to left of # 1 engine; Cal 30 hole in right side of fuselage, forward of waist position.

<u>TOTAL NO OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK &amp; FIGHTER</u>
9	0	9	7	2

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