

France Is Hit After Greatest Berlin Raid

U.S., Allied Swarms Of Heavies, Mediums Blast Channel Coast

ALL-DAY BLOWS AT SECRET WEAPON COAST

EIGHT types of Allied bombers from the American four-motor black-out night is doubly night the coming of the black-out a boon from the gods as they minutes of extra daylight have an to roll back again into the sky to become shorter they always felt a little more in our fathers or grandfathers that shines longer—or at least knees day by day till Double next few months the light will

Reich Capital Left Afire—by—2,460 —Bomb Tons

The Allied air forces struck Germany's home front and war machine another stinging one-two punch in the 24 hours ending at dusk yesterday. Lancasters and Halifaxes of the RAF, in their 11th heavy attack on Berlin since Nov. 18, dropped more than 2,300 tons of bombs—2,460 tons in American measure—on the German capital, leaving fires whose glow on the low-hung clouds was visible a great distance away on the homeward flight. It was the heaviest raid yet in the counter-mounting offensive on the neck of Germany's war effort.

American heavy bombers—plus mediums and fighters of both the USAF and RAF—took up in daylight where the RAF left off, and shuffled across the English Channel in huge numbers in a day-long attack on targets in the Pas de Calais area of France, possibly the site of Germany's much-discussed "rocket guns."

The RAF's pounding of Berlin cost heavy bombers, the Air Ministry said. The toll in the daylight sweeps had not been announced at a late hour last night. There were few details of the daylight offensive available late last night. A faint "flash" communique by the USAF and Air Ministry said only:

"USAAF Fortresses and Liberators, USAAF Marauders and RAF medium light and fighter-bombers (Boston Mitchells, Mosquitoes, Typhoons and Hurricanes) bombed targets in the Pas de Calais area in daylight today. The heavy bombers were escorted by Thunderbolts and Lightnings, while the medium, light and fighter-bombers were escorted, supported and covered by RAF, Dominion and Allied fighters."

Crews of returning American planes reported that the flak over the Pas de Calais was, by far the heaviest they had encountered. On the other hand, RAF crews were surprised by the light-aircraft defense of Berlin.

"What really shook me was the lack of flak," said one flight officer. "When we went there before, we had plenty. Sometimes we've spotted the barrage going up when we were 80 miles away. At one point last night I looked around and identified one single burst over Berlin."

A Lancaster pilot said it was the easiest of eight trips he had made.

The RAF attack on Berlin lasted just 30 minutes, the Air Ministry announced, but it was carried out by the largest force of Lancasters and Halifaxes thus far dispatched to that city by Britain's Bomber Command.

Berlin lay hidden under a layer of cloud which extended all the way to the coast. A continuous cluster of sky markers guided the attacking planes, however, and as the assault drew to a close black smoke spiraled up through the clouds to several thousand feet above the bombers. One crew, the Air Ministry said, reported that when the clouds suddenly broke in a single place they saw a clearly defined in the light of

The Crops Are Shooting Up

Bomb-Plowed Invasion Coast Begins to Grow Flak in Goals

By Bud Hutton

Stars and Stripes Staff Writer

FORTRESS BASE, Jan. 21—The air today began to put up serious resistance over their targets along the invasion coast of France.

A whole fleet of American bombers— heavies and mediums—came back from a day-long pounding of the unidentified military installations which may be emplacements for Hitler's rocket guns, combat crews reported encountering incursions of flak. Apparently

at the day-after-day attacks on may be their reprisal weapons, the crews had ringed their installations with anti-aircraft fire.

The B-17 piloted by 1/Lt. Robert W. Becker, of Lexington, N.C., "I watched the nastiest flak I've seen in five missions those targets. Some crewmen have seen flak over Bremen and Oster and Kiel, corroborated the impression that those ack-ack gunners the have moved in to their present

emplacements are as good as there the business.

"Dirtiest flak ever," was a typical action as the combat fliers returned to the base commanded by Col. Edgar Wittan, of Newport News, Va.

While the German gunners in this area of France hitherto have thrown up occasionally impressive umbrellas of there has been no such exhibition a put up over several localities behind the invasion coast this afternoon. Some groups reported only the usual weak but for most of them it was a rough despite low losses.

There were occasional fighters in the afternoon, but the Marauder bomber's incessant pounding of Luftwaffe fields in northern France apparently has succeeded in keeping the Nazi fighter far enough inland to afford the top a "small measure of freedom of

ception. Nobody has been bothering those people much, though. Our boys came home with others as a "no less personation of a sieve" to prove it.

HEADQUARTERS 306th Bombardment Group (H)
Office of the Intelligence Officer
United States Forces

APO 634
21 January, 1944

SUBJECT: Intelligence Report

TO : Commanding Officer, 306th Bombardment Group (H)

1. Narrative

35 aircraft of the 306th Group took off at 1215 hours to bomb targets in northwest France. The route was as briefed to the target. "A" FORCE of our group dispatched for target #15, found 8/10 to 10/10 cloud in the target area. The first time over they could not locate target and cloud cover made pilotage difficult. The squadron then returned to the I.P. to make another run. On the second run they were unable to see the target, so they returned to base.

"B" FORCE on approaching target #83 their assigned target, clearly identified woods west of target, Hesdin and Foret-de-Crecy, but the target was covered by a solid cumulus cloud. They then proceeded to target #15 identified it, but clouds made bombing run impossible. Returning to #83 and finding it still covered by cloud, they continued on to base.

2. Bombing

No bombs dropped due to 8/10 overcast. Both A and B forces of 306th were able to pin-point location of briefed targets but were unable to bomb in spite of as high as four runs due to persistent cloud cover over the targets.

3. Enemy Fighters

No enemy air opposition was encountered by this Group.

4. Fighter Support

P-47's gave strong area support.

5. A.A. Gun Fire

Meager flak from scattered points, inaccurate as to this group. Rockets fired from ground at Abbeville and possibly from Foret de Crecy. One of these rockets is reported to have hit a B-24, setting it on fire.

For the COMMANDING OFFICER:

JOHN A. BIRNSFATHER,
Major, AC,
Group S-2.

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Intelligence Officer
United States Forces

AFPO 634
21 January, 1944

SUBJECT: Squadron Leader Interrogation Reports

TO : File

FORCE "A"

1. Major Salada: The lead squadron of the "A" force, dispatched for target #15, found 8/10 cloud in the target area. The first time over they could not find the target and cloud cover made pilotage difficult, so the squadron returned to the I.P. to make another run. On the second run they were unable to see the target so they returned to base.

The lead squadron of "A" force flew as briefed to the target area, made a wide left turn around St. Pol to Berck-sur-Mer, where they made a 180° turn which brought them back to the I.P. at 1439. They flew again as briefed to the target area, went past it midway between Lens and Arras, made a right turn around Arras and returned to the I.P., which they crossed at 1518 hrs.

2. Captain Lewis: The second squadron of the "A" force left Hastings at 1342 hrs. crossing the enemy coast at Pointe-de-St. Quentin at 1357 and flew to and past the target area. A 180 degree turn brought the squadron again over the target area, the target itself being obscured by clouds at both times. Then back at the French coast another run was made from the briefed I.P. The squadron again flew over the target area, then turned North East to the vicinity of Bruay where a right turn was made bringing the force for a fourth time over the target. On each run isolated landmarks were picked out but the actual target was not seen. The French Coast was crossed on the way out at Point Haut-Blanc at 1524 and the English Coast at Fevensy Bay at 1547.

FORCE "B"

3. Lt. Col. Williams: Proceeded as briefed from Hastings at 1341½ to French Coast at Point St. Quentin at 1359 at 12,000 feet. Approaching target, Hesdin and Foret d' Hesdin. A solid cumulus cloud covered target #83. Proceeding to target 15, identified it but clouds made bombing impossible. Returned to #83 and finding it still covered, and following group's coming at about 1420 hrs., returned via Point St. Quentin at 1428½, Eastbourne at 1453 to base at 1539.

4. 1st. Lt. Sharkey: The second squadron of "B" force was unable to find target #83, for which they were dispatched, due to 10/10 cloud. They proceeded to target #15 over which they made 3 runs, but was unable to make a bomb run as the target could be seen only from directly above.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,
By RLB/DHC
Date 1/8/91
MARA

755005

Hq. 306th Bomb Group (H)

FLAK REPORT

Date 21/1/44

Target CROSSBOWS 83+15

File

1. Route followed. Plu de St. Quentin to #83 to #15. One section returned to #83 & then back to #15 while the other sections made from 2 to 4 runs over the area of #15. The "B" force returned to the I.P. & then home, while the "A" force did a 180 at the I.P. and back to #15, then between home & #15, a right hand curve back to I.P. & home.

2. Visibility at Target (any condensation trails?) 7/10-10/10 in target area

3. No. of A/C over Target. 34

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:— B FORCE

A FORCE

	<u>945</u>		<u>444</u>
<u>963</u>	<u>539</u>	<u>950</u>	<u>850</u>
	<u>536</u>		<u>418</u>
<u>487</u>	<u>454</u>	<u>139</u>	<u>431</u>
	<u>207</u>		<u>065</u>
<u>939</u>	<u>776</u>	<u>812</u>	<u>388</u>

	<u>385</u>		<u>025</u>
<u>953</u>	<u>042</u>	<u>728</u>	<u>943</u>
	<u>196</u>		<u>586</u>
<u>056</u>	<u>765</u>	<u>245</u>	<u>451</u>
	<u>440</u>		<u>053</u>
<u>500</u>	<u>935</u>		

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

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

7. Turn after bombing.

8. Position of Group in relation to other Groups.

9. What evasive action was taken? none

10. 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.

Albeville: Moderate, barrage type, inaccurate on this group.
Forvent: Meagre - very inaccurate
Hedim: meagre - inaccurate
Forst de Crecy: moderate to intense light flak.
Lens: moderate barrage inaccurate

11. Any other Comments, Phenomena, etc. Rocket flak was seen from the Forest de Crecy. It left a persistent trail of bluish-white smoke which was zig-zag in some cases and straight in others. It is ^{reported} that a B-24 was hit by one of these.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 715005
BY RIB/JAC MARA Date 1/8/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, *15005*
 BY *RIB/DFC* NARA Date *1/18/91*

DATE 21/1/44

BREAKFAST BRIEFING STATIONS TAXI
 CAMERAS TAKE OFF ASSEMBLE AT FT
 LUNCH SANDWICHES RADIO CHECK TO AT HOURS
 CONVOYS REFD AT AT FT
 REFD AT AT FT

SPARES : : : :
 OXYGEN : : : :
 DISP'L : : : :
 GROUP C.O. Williams
 GROUP DEPUTY Sharkey
 GROUP DEPUTY
 CLIMB AT 150 AT 200 PFM
 CRUISE AT 155 AT 12,000 FT
 BOMB AT 150 AT 12,000 FT
 RETURN AT 155 AT 12,000 FT
 DESCEND AT 170 AT 500 PFM
 SPLASHER NO. LET DOWN 210 DEGRINS
 ALTIMETERS 29.92 TOP TANKS no
 ZERO HOUR 11:00 BOMB INT. min.
 PUNDIT FLASHING LETTERS

Granfield : 1306 : 6500
Darling : 1326 :
Hastings : 1343 : 12000
5013-0138 IP : 1357 : 12000
Target : 1404 c : 12000
5015-0230 : 1431 : 12000
Selsey Hill : 1511 : 5000
Aylesbury : 1534 : 5000
Race : 1544 : 2000

GP LEADS 40 - 41 - 1st
 CW LEADS
 306 A GP BY PERIOD 0700 - 1300 1300 - 1900
 306 B GP BY FLARE 08-Ry: -R 26
 GP BY ANSWLP
 GP CHALLENGE

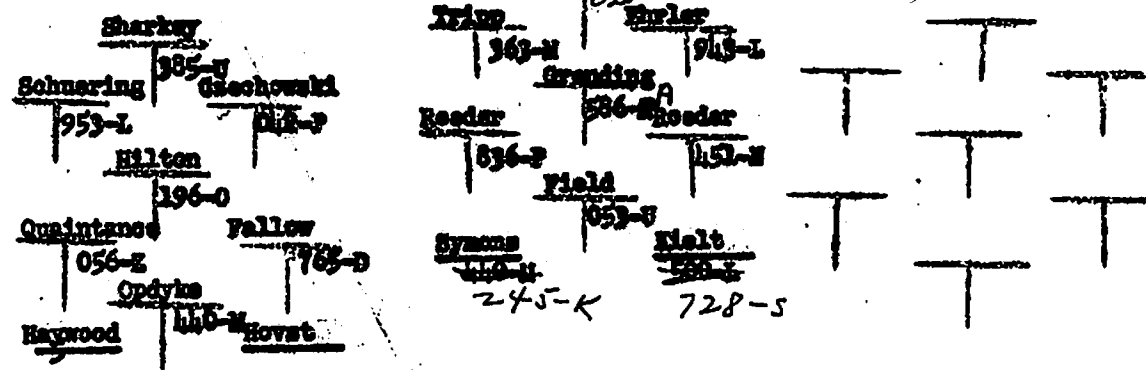
Bull pen White : R D A
 : R D B
 : R D C
 : R D D

FIGHTER SUPPORT
12 ops P-47 from zero -5 to zero plus 55
target cover

STAFF ENGINES
 STAFF BY MESSAGE
 DELAY TAKE OFF
 SCOPUS
 ABANDON

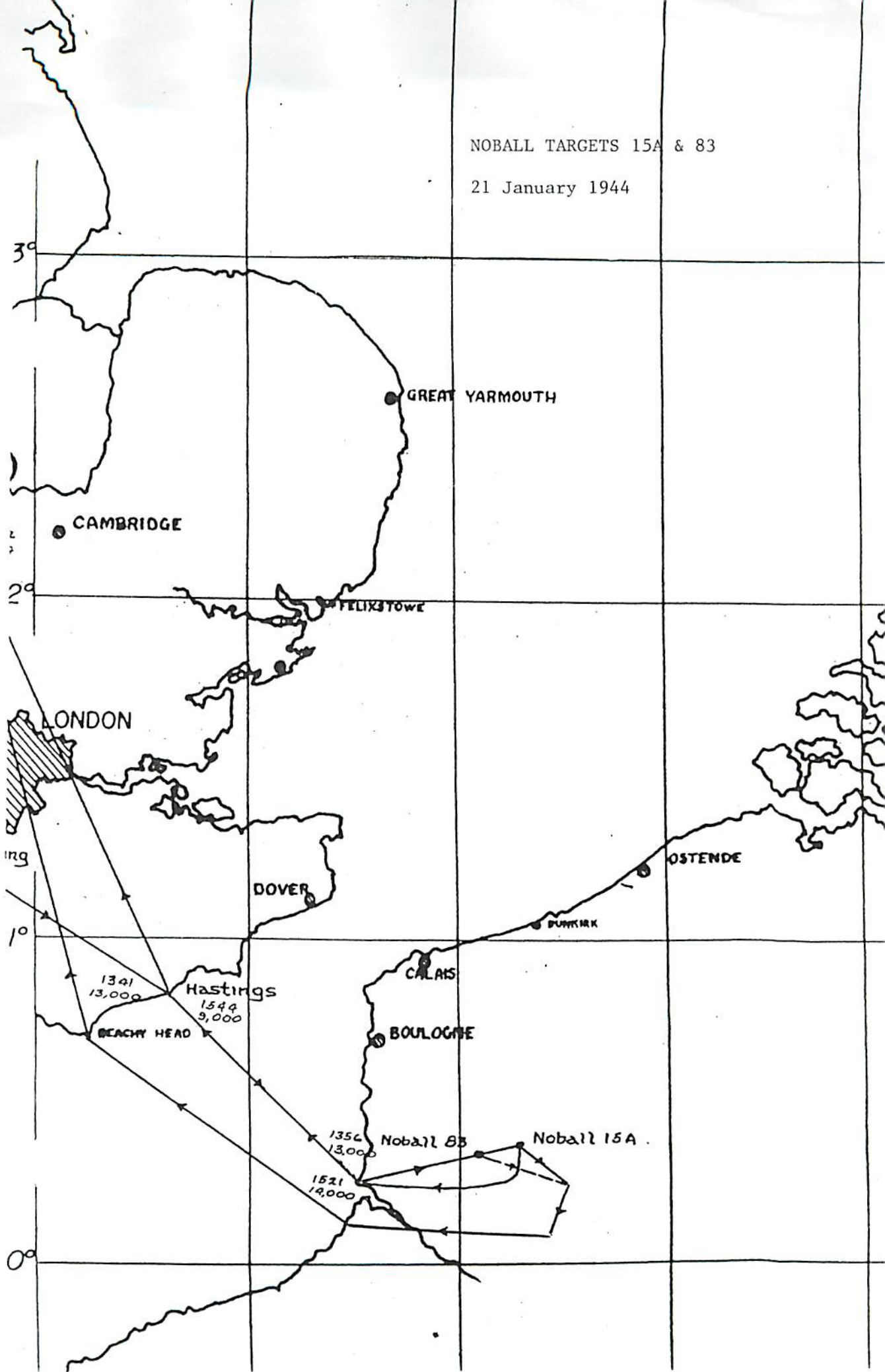
OTHER EFFORTS 1st on O P - B-26's on
GP ahead B-17's - 2nd div. 0 plus 20 to
0 plus 35. 3rd G plus 35 to 0 plus 55
our area
 FIGHTERS Dawson
 BOMBERS Goldsmith
 G.S.C. Tankline

Right turn after targets to Corridor Start descent at enemy coast
 withdrawal Corridor 10 mi. N. of 5000. Was Authentication - "Thornapple"



NOBALL TARGETS 15A & 83

21 January 1944



FORCE "B"

Williams*
025-B

Abortive

Sharkay*
385-U

Tripp
363-M

Ehrler
943-L

Schuering
953-L

Gschonaki
042-P

Groning
586-A

Hilton*
196-0

Not take off
Reeder
836-P

Roeder
451-W

Quaintance
056-Z

Fallow
765-D

Field
053-U

Opvins
440-M

Symons*
245-X

Kielt*
728-S

Haywood
500-L

Horst
935-Y

* denotes camera in ship

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 75005
By RLB/BAC
Date 1/18/94
NARA

COPY
from
THE NATIONAL ARCHIVES
Record Group *18*
ADD. INFO. *306 H. B. G.*
File 268 Crossbow

21-1-44

Box 631

PLANES ON MISSION OF THIS DATE

21 January, 1944.

367th Squadron (H):

B17G 42-38042 - NOT DAMAGED

B17G 42-37765 - NOT DAMAGED

B17G 42-31440 NOT DAMAGED

B17G 42-31500 - NOT DAMAGED

B17G 42-40053 - NOT DAMAGED

B17F 42-30728 - NOT DAMAGED

B17G 42-31065 - NOT DAMAGED

B17F 42-31025 - NOT DAMAGED

368th Squadron (H):

~~REDACTED~~

B17F 42-30586 - NOT DAMAGED

B17G 42-37943 - NOT DAMAGED

B17G 42-31363 - ABORTION RETURNED EARLY DUE TO INTERNAL FAILURE OF NO. 4 ENGINE.

B17G 42-31245 - SLIGHT DAMAGE: EMPTY 50 CAL SHELL DAMAGE TO BOMBARDIER'S WINDOW.

B17G 42-31454 - NOT DAMAGED

B17F 42-30451 - NOT DAMAGED

B17G 42-31556 - NOT DAMAGED

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By RLB/BAC
NARA Date 1/18/11

B17F 41-24487 - NOT DAMAGED

B17G 42-39776 - NOT DAMAGED

369th Squadron (H):

B17G 42-31385 - NOT DAMAGED

B17G 42-37953 - NOT DAMAGED

B17G 42-31196 - NOT DAMAGED

B17G 42-31056 - NOT DAMAGED

B17G 42-37953 - NOT DAMAGED

B17F 42-31007 - NOT DAMAGED

B17F 42-30939 - NOT DAMAGED

423rd Squadron (H):

B17G 42-39945 - NOT DAMAGED

B17G 42-31388 - SLIGHT DAMAGE: EMPTY 50 CAL SHELL CASE DAMAGE TO RIGHT AELIRON.

B17G 42-31444 - NOT DAMAGED

B17G 42-39963 - NOT DAMAGED

B17G 42-39950 - NOT DAMAGED

B17G 42-31418 - NOT DAMAGED

B17G 42-31139 - NOT DAMAGED

B17F 42-30431 - NOT DAMAGED

B17G 42-39850 - NOT DAMAGED

B17F 42-30812 - SERIOUS DAMAGE : PLEXI-GLASS NOSE SECTION SEVERELY DAMAGED BY
EMPTY 50 CAL SHELL CASES. ASTRO DOME SLIGHTLY DAMAGED
BY EMPTY 50 CAL SHELL CASES.

B17G 42-31539 - NOT DAMAGED

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Date 1/8/91
NARA

2 12356, Section 3.3, 74500
BA Date 1/8/91