

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

MISSION No. **200**

Date: **28 JAN. 45**

TO: **COLOGNE , GERMANY**

T A B L E O F C O N T E N T S

I. MISSION SUMMARY REPORT

- A. Narrative of Mission (with Supplementary Data)
- B. Formation Sheets (On Takeoff and over Target)
- C. Lead Navigators Narrative.
- D. Lead Navigators Log.
- E. Track Chart.

II. STATISTICAL SUMMARY OF OPERATIONS

- A. Statistics of Units Participating.
- B. Statistics of Bombing Run (WDAG Form 12E Modified)
- C. Communications Report.
 - (1) Navigational Aids Used.
 - (2) Equipment Failures.
- D. Flak Report.

401ST BOMBARDMENT GROUP (H)
R E P O R T O F O P E R A T I O N A L
 D A Y
MISSION SUMMARY REPORT

MISSION # 200

Date 28 January 1945

ASSIGNMENT

1. Assigned Target: COLOGNE, GERMANY (M/Y)
2. Commitments: The 401st Group was to furnish the complete 36 A/C 94th "B" Group. One GH A/C was borrowed from the 379th Group for the lead squadron and one PFF was included in each squadron. Three spares accompanied the formation.

EXECUTION

1. Target Bombed: COLOGNE, GERMANY (PFF with VIS)
2. a. Group Leader: MAJOR W. C. GARLAND (Mercer)
Lead Navigator: Capt. L. E. GASKINS
Mickey Navigator: 1st Lt. J. T. DRESBACH
Lead Bombardier: Capt. W. P. FULGIM
b. Low Squadron Leader: Capt. R. L. STELZER (McGoldrick)
Lead Navigator: 1st Lt. L. E. LEWIS (Peterson - MO)
Lead Bombardier: 1st Lt. E. W. PEEK
c. High Squadron Leader: 1st Lt. G. J. SCHAUNAMAN
Lead Navigator; 1st Lt. R. E. PURRIER (Barnes - MO)
Lead Bombardier: 1st Lt. K. E. SANDOE
3. Flight Over England:
 - a. Takeoff:

Takeoff at 0825 -- as briefed. All ships took off successfully even though a snow flurry was being experienced.
 - b. Squadron and Group Assemblies:

No interference -- Squadrons were trailing lead on last turn at buncher. The group was slow in forming but Cottesmore was departed on time on course.

Mission Summary Report (Cont'd)

3. c. Route Over England:

"A" Group leader advised flying briefed route before 94th "B" left buncher. "A" Group leader then called again when we were at a point between B-D and advised heading for "C". This put "B" group late and behind "C" Group, as "B" Group leader had previously switched course back to briefed route. 94th "B" Group passed coast out three minutes late.

4. Attack:

a. Flight to Target:

94th "B" did not reach wing formation until "dogleg" in middle of channel, where it fell in behind 94th "C". This made 94th "B" ~~in~~ 6th in Division instead of 5th as briefed. An "S" was done to properly position "B" group on 94th "C" ahead. 94th "B" and 94th "C" finally caught 94th "A" just before IP and the wing continued on into the target in that position. A point 10 miles north of the IP was reached to pick up tracer line, but at that point the GH set went out.

b. Bombing Run:

As the Scouting Force was not operating it appeared that bombing would be by instruments. The group stayed in group formation for the bomb run. The Mickey began the run and called the bombardier at the clutch in point. Forty seconds from bombs away we broke out; from this point up could see the target. Only one slight correction was necessary, bombs were salvoed at 1159 $\frac{1}{2}$. Bomb hits were observed in and around the MPI. The Mickey operator performed an excellent job.

c. Flight from Target:

The route from target was slightly west of course from target to CP 3 but "B" Group was in Division column. As groups ahead encountered no flak, "B" Group followed them without trouble. From CP 3 to the continental coast the route was somewhat north of course due to navigational difficulties.

d. Return to Base:

Return was made as advised by Cycle Relay. Letdown was made to 12000' over channel and each squadron found a break over England. All aircraft returned safely to home base.

e. Weather:

Weather enroute was described as 10/10ths cumulus tops approximately 12,000' breaking to 7/10 at IP until approximately nil to 3/10 at target. North of target 3/10 to 4/10 becoming 3/10 to 5/10 to 5200-0800E, then persistent contrails were encountered over target.

f. Fighter Support:

Fighter support was adequate.

Mission Summary Report (Cont'd)

4. g. Comments on Formation:

Group formation good throughout most of route. Strung out slightly over channel on return.

h. Conclusions and Recommendations:

Believe Wing assembly is made more difficult than is necessary. Routes for wing assembly could be selected so the three groups are always in sight of each other, getting into wing formation immediately on leaving bunchers.

5. Aircraft Not Attacking:

Lead Squadron:

PFF A/C 44-8259 - Not Sortie. Returned early when smoke started coming out of # 1 engine. Investigation revealed metal filings and small pieces of compression rings in oil sump. # 1 engine failure.

6. Enemy Opposition:

No air opposition seen or encountered (see Flak Report for flak)

| <u>Battle Damage:</u> | <u>Major</u> | <u>Minor</u> | <u>To Flak</u> |
|-----------------------|--------------|--------------|----------------|
| | 12 | 2 | 14 |

8. Casualties:

None.

9. Statistical Summary of Operations: (See attached form)

10. Bombing Data:

a. Observations:

Bombing was good. Hits were seen in and around the marshalling yards.

b. Disposition of Bombs:

Lead Squadron:

Of the 12 scheduled A/C (incl 1 borrowed GH) only 11 EET and bombed the primary target--they dropped 109 X 500# RDX bombs. A/C 779 had one bomb hang up which it jettisoned past the target. Aborting A/C 259 returned 10 RDX bombs to base, and the spare A/C returned 10 RDX bombs to base.

Mission Summary Report (Cont'd)

10. b. Disposition of Bombs (Cont'd)

Low Squadron:

All 12 scheduled A/C attacked the primary target, dropping 112 X 500# RDX bombs. A/C 550 had 5 RDX bombs hang up which it jettisoned at 5240-0825E. A/C 862 had 3 RDX bombs hang up which it returned. Spare returned 11 RDX's to base.

High Squadron:

All 12 scheduled A/C attacked the primary target, dropping 55 X 500# RDX bombs and 65 X 500# GP bombs. The spare returned 10 GP's to base.

c. Tabular Summary of Disposition of Bombs:

| | Aircraft | | Bombs | | | | |
|----------------------------------|-------------|-----------|--------------|--------------|-----------|--------------|--------------|
| | Over Target | Bomb- ing | Num- ber | Size | Type | Fusing | |
| | | | | | | Nose | Tail |
| Main Bombfall | 35 * | 35 | (276 (65 | 500# 500# | RDX GP | 1/10 1/10 | 1/40 1/40 |
| Other Attacks | - | - | - | - | - | - | - |
| Total Bombs on Target | | | (276 (65 | 500# 500# | RDX GP | 1/10 1/10 | 1/40 1/40 |
| Other Expenditures | | | 6 | 500# | RDX | 1/10 | 1/40 |
| Bombs Returned | | | (33 (10 | 500# 500# | RDX GP | 1/10 1/10 | 1/40 1/40 |
| Total (Loaded on A/C Taking Off) | | | (315 (75 | 500# 500# | RDX GP | 1/10 1/10 | 1/40 1/40 |

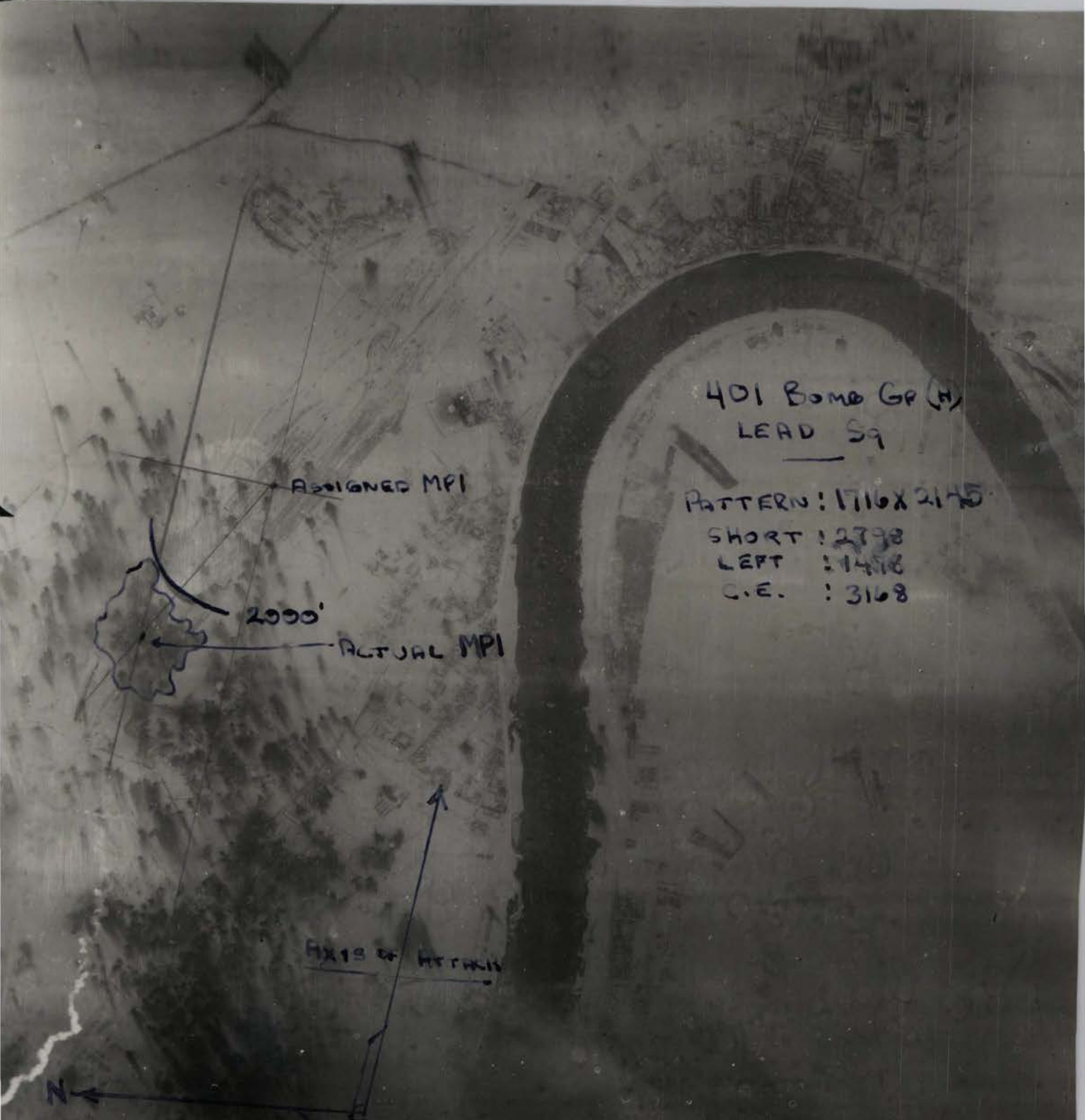
*Incl 1 GH.

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE,
 Captain Air Corps,
 Statistical Officer.



(SAV-401 1998-5 X28.1 -45 X4 -8033 -12-264 00XC0606NE)
HIGH
CONFIDENTIAL

ID SQ 94 B Gp

Combat Sq. Leader: MAJ GARLAND Date: 28 Jan 46

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

- SQDN 612 SC JABWOCK
- 613 IN MACRO
- 614 IW GOLFOUB
- 615 IY BUZZARD

MERCER (GARLAND)

211(gh&pff)

*at takeoff &
our target.*

MORAN

677

HUBBELL

359(abort)

SQDN

SQDN

MAYS

602

MC KAY

779

our target

KING

012

MORTON

151

CALLAHAN

425

STEPHENS

115

THOMPSON

646

PONDREN

478

VOLE

738

SPARES

SORENSEN

IW X

565 (returned)

41 Sq 94 B Gp

Combat Sq. Leader: SCHAUNAMAN

Date: 28 Jan 45

Deputy Sq. Leader:

Deputy Gp. Leader:

SQDN

- 612 SC JABWOCK
- 613 IN MACRO
- 614 IW GOLFCLUB
- 615 IY BEEZARD

SCHAUNAMAN

at takeoff

I

033(pff)

LONG

ASCHENBACH

837

891

SQDN

SQDN

ROADMAN

MAIRE

992

468

HURNALL

JONES

HANSEN

GRACRAFT

680

039

758

983

COX

662

COMER

SCHLIEMANN

458

506

SPARES

CAMPBELL

733(returned)

LO SQ 94 B Gp

Combat Sq. Leader: CAPT STELZER Date 28 Jan 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

- SQDN 612 SC JAWOCK
- 613 IN MACRO
- 614 IW GOLFCLUB
- 615 IY BUZZARD

at takeoff

STELZER

550(pff

CURRAN

JENNINGS

072

941

SQDN

SQDN

STEELE

JONES

047

730

COX

HART

GRIMM

BENNETT

551

706

810

146

SCHILLER

113

BRADLEY

NIELSON

862

588

SPARES

MAY

187 (returned

HEADQUARTERS
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H)
Office of the Navigation Officer

Date 28 Jan. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Keln, Germany

TO : Commanding Officer, 401st Bombardment Group (H), APO 557,
U. S. Army.

- 1. Flight plan and Log attached.
- 2. Track chart attached.
- 3. Narrative:

- a. T/O at 0821 hours.
- b. Group formed at 1000 hours on Cottesmore buncher.
at 16,000 ft.
- c. Wing assembly was completed at 1043 hours at _____.
- d. Route over England was (not) flown as briefed. CP 1

Flew from D to CP 1 to make up time and following 94th G.

e. Methods of navigation over England.

Pilotage, Gee, Radio

- f. Division formation was joined at 1140 hrs. at Felixstowe.
- g. Flight to I.P. was (not) as briefed.

19 S of course CP 1, following Div formation. 10 mi. north IP
searching for G tracer.

h. Methods of navigation to the I. P.

Mickey, D. R.

i. Bomb run.

(1) Actual I. P. was (not) as briefed.

N. 10 mi. to look for G tracer line and to lose time to avoid
overrunning group ahead.

- (2) True heading over target 110.
- (3) Actual drift 16R.
- (4) Altitude over target 25,000.
- (5) Time bombs away 1159 1/2.
- (6) Wind used for bombing 15/50K.
- (7) Method of target identification.

Mickey, visual assistance.

(8) Difficulties on bomb run.

G-H went out; Compass stuck; Prop wash in latter part of run

(9) Weather over Target.

7-9/10ths S.C., breaking to thick haze.

(10) Axis of withdrawal 66.

- j. Group rally was accomplished at Bombed as Group at _____ hrs.
- k. Wing rally was accomplished at 50-58 07-31 at 1211 hrs.
- l. Division rally was accomplished at 50-58 07-31 at 1211 hrs.
- m. Flight home was (not) as briefed.

15 mi north of course to coast, avoiding prop wash of 94th C Group.

n. Methods of navigation on return route.

Mickey, Gee, D.R.

o. Winds aloft were (not) called out to the formation.

p. Fighter rendezvous were (not) as briefed.

Bombers late

q. Performance of equipment.

- (1) Mickey OK
- (2) Gee ~~OK~~ Gee-H was out
- (3) Radio Compass Unreliable
- (4) Fluxgate Sticks
- (5) Other equipment. OK

~~/S/ Leslie E. Gaskins~~

LESLIE E. GASKINS

~~Captain, A. C.~~

Lead Navigator, Lead Sq.

HEADQUARTERS
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H)
Office of the Navigation Officer

Date 28 January 1945

SUBJECT: Lead Navigator's Narrative of Raid on Cologne, Germany

TO : Commanding Officer, 401st Bombardment Group (H), APO 557,
U. S. Army.

1. Flight plan and Log attached.
2. Track chart attached.
3. Narrative:

- a. T/O at 0825 1/2 hours.
- b. Group formed at 1000 hours on Cottesmore buncher.
at 16000 ft.
- c. Wing assembly was completed at 1043 hours at O.P. #1.
- d. Route over England was (not) flown as briefed.

Flew from D to CP 1 to make up time

- e. Methods of navigation over England.

See Pilotage Radio

- f. Division formation was joined at 1143 hrs. at Felixstowe.
- g. Flight to I.P. was (not) as briefed.

South of course staying in Division formation

- h. Methods of navigation to the I. P.

D.R. See Mickey

- i. Bomb run.

- (1) Actual I. P. was (not) as briefed.
4 miles north of Briefed

- (2) True heading over target 109.
- (3) Actual drift 9 right.
- (4) Altitude over target 26000.
- (5) Time bombs away 11:59:30.
- (6) Wind used for bombing 297/67.
- (7) Method of target identification.

Visual and Instrument

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths right up to tgt. Broke at target.

(10) Axis of withdrawal 67 TH.

- j. Group rally was accomplished at Bombed as ap at _____ hrs.
- k. Wing rally was accomplished at 50-58 07-31 at 1211 hrs.
- l. Division rally was accomplished at same at same hrs.
- m. Flight home was (~~not~~) as briefed.

not

15 N or ese to coast, avoiding prop was of 94th C ap

n. Methods of navigation on return route.

See Mickey Pilotage

- o. Winds aloft were (~~not~~) called out to the formation.
- p. Fighter rendezvous were (~~not~~) as briefed.

q. Performance of equipment.

- (1) Mickey fair
- (2) Gee good
- (3) Radio Compass good
- (4) Fluxgate good
- (5) Other equipment. OK

/s/Robert E. Furrier
/T/ROBERT E. FURRIER
1st Lt., Air Corps

Lead Navigator.

HEADQUARTERS
FOUR HUNDRED FIRST LOMBARDMENT GROUP (H)
Office of the Navigation Officer

Date 28 January 1945

SUBJECT: Lead Navigator's Narrative of Raid on Eoln, Germany

TO : Commanding Officer, 401st Lombardment Group (H), APO 557,
U. S. Army.

1. Flight plan and Log attached.
2. Track chart attached.
3. Narrative:

- a. T/O at 0827 hours.
- b. Group formed at 1000 hours on Cottesmore buncher.
at 16,000 ft.
- c. Wing assembly was completed at 1042 hours at CP 1.
- d. Route over England was (not) flown as briefed. CP 1

Flew from D to CP 1 to make up time following 94th G.

- e. Methods of navigation over England.

Pilotage, Gee, Radio, D.R.

- f. Division formation was joined at 1143 hrs. at Felixstowe.
- g. Flight to I.P. was (not) as briefed.

19 S. of course to CP 1, following Div formation. 10 mi. N of IP.
~~searching for CP 1~~

- h. Methods of navigation to the I. P.

Gee, D. R.

- i. Bomb run.

- (1) Actual I. P. was (not) as briefed.

51-06N 05-34E

- (2) True heading over target 115.
- (3) Actual drift 10 right.
- (4) Altitude over target 24400.
- (5) Time bombs away 11591.
- (6) Wind used for bombing 25/40K.
- (7) Method of target identification.

Visual and instruments.

(8) Difficulties on bomb run.

None

(9) Weather over Target.

9/10ths to target; broke at target.

(10) Axis of withdrawal 85 TH.

j. Group rally was accomplished at _____ at _____ hrs.

k. Wing rally was accomplished at 50-58 07-31 at 1211 hrs.

l. Division rally was accomplished at 50-58 07-31 at 1211 hrs.

m. Flight home was (not) as briefed.
15 mi north of course to coast, avoiding prop wash of 94th C.

n. Methods of navigation on return route.

Gee, DR, Mickey & pilotage

o. Winds aloft were (not) called out to the formation.

p. Fighter rendezvous were (not) as briefed.

q. Performance of equipment.

- (1) Mickey Good
- (2) Gee Good (C signal faded on 27 unit) after 7:30 East
- (3) Radio Compass OK
- (4) Fluxgate OK
- (5) Other equipment. Heated suit resistor was out.

_____/s/ L. G. Lewis
 L. G. LEWIS
 1st Lt., A. C.

Lead Navigator, Low Sq.

Air Commander - Major Garland

FLIGHT PLAN 94th B (Fifth) F.O. 615

PILOT Capt. Warner

NAVIGATOR Capt. L. E. Caskins

DATE 28 January 1945

| | | | | | | | |
|-------------|-----------------|---------|------|------|----------|------|------|
| STATIONS | 0655 | ENGINES | 0755 | TAXI | 0810 | T.O. | 0825 |
| LEAVE BASE | Cottesmore 1000 | | | | | | |
| COAST OUT | 1040 | | | | | | |
| ENEMY COAST | 1109 | | | | | | |
| I.P. | 1129 | | | | | | |
| TARGET | 1143 | | | | | | |
| ENEMY COAST | 1323 | | | | | | |
| | English Coast | | 1416 | | ETR 1432 | | |

| SUN | | MOON | | TWILIGHT | |
|-------|------|-------|------|----------|----|
| Rises | Sets | Rises | Sets | AM | PM |
| | | | | | |

Z. Hr. - 1000
 Ref alt - 25000
 Bomb alt - 25000

Division assembly - Felixstowe to 51-30 02-30
 Caining to 51-43 03-41E
 WATCH..... Fast Slow RATE.....secs/hour Losing

At.....C.M.T.

Letdown Cottesmore Buncher - normal - 010 Mg.

| FROM TO | W/V UESD | HEIGHT | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRIFT | TRUE HDNG. | VAR. | MAG. HDNG. | C. S. | DIST. | TIME | E.T.A. | CELESTIAL DATA | | | |
|-------------------|-----------|-------------|---------------|------------|--------|-------|------------|------|------------|-------|-------|--------|--------|----------------------|------|-----------------------|------|
| | | | | | | | | | | | | | | TIME | BODY | ALT. | AZI. |
| 52-44N 00-39W | 328/51 | 16000 | 150 | 162 | 028 | -12 | 016 | 10 | 026 | 134 | 18 | 08 1/2 | 1000 | Depart | | | |
| Sleaford (B) | | | -32 | | | | | | | | | | 1009 | | | | |
| 53-00N 00-25W | 26/52 | 17000 | 150 | 164 | 103 | -13 | 090 | 10 | 100 | 196 | 47 | 14 1/2 | 1024 | | | | |
| Fakenham (D) | | | -34 | | | | | | | | | | | | | | |
| 52-50N 00-51E | 24/53 | 18500 | 150 | 167 | 142 | 0 | 142 | 10 | 152 | 220 | 28 | 07 1/2 | 1031 | | | | |
| Hardwick (F) | | | -36 | | | | | | | | | | | | | | |
| 52-28N 01-19E | 21/54 | 20000 | 150 | 172 | 177 | 10 | 187 | 9 | 196 | 212 | 30 | 08 1/2 | 1040 | Eng. Coast, CP 1 | 1040 | | |
| Felixstowe | | | -38 | | | | | | | | | | | | | | |
| 51-58N 01-21E | 20/58 | 22500 | 150 | 176 | 123 | -5 | 118 | 9 | 129 | 231 | 51 | 13 1/2 | 1054 | | | | |
| 51-30N 02-30E | | | -41 | | | | | | | | | | | | | | |
| 51-43N 03-41E | 20/67 | 25000 | 150 | 186 | 074 | -19 | 055 | 8 | 063 | 202 | 46 | 14 1/2 | 1109 | En Coast, CP 2 | 1109 | Formation check point | |
| | | | -44 | | | | | | | | | | | | | | |
| IP 51-03N 05-35E | 20/70 | 25000 | 150 | 190 | 120 | -7 | 113 | 8 | 121 | 256 | 82 | 19 1/2 | 1129 | I. P. | | | |
| | | | -45 | | | | | | | | | | | | | | |
| TAR 50-54N 07-03E | 00/50 | 25000 | 150 | 189 | 099 | -5 | 094 | 7 | 101 | 235 | 56 | 14 1/2 | 1143 | TARGET | | | |
| | | | -48 | | | | | | | | | | | | | | |
| 50-58N 07-31E | 00/50 | 25000 | 150 | 189 | 077 | -10 | 067 | 6 | 073 | 223 | 18 | 05 1/2 | 1149 | | | | |
| | | | -48 | | | | | | | | | | | | | | |
| 51-27N 08-23E | 00/48 | 23000 | 160 | 196 | 048 | -13 | 035 | 6 | 041 | 206 | 44 | 13 | 1201 | | | (Form. Check) | |
| | | | -45 | | | | | | | | | | | | | | |
| 52-25N 08-18E | 10/53 | 23000 | 160 | 183 | 357 | -12 | 345 | 6 | 351 | 143 | 58 | 24 1/2 | 1225 | | | | |
| | | | -43 | | | | | | | | | | | | | | |
| 52-40N 07-50E | 10/53 | 23000 | 150 | 183 | 311 | 0 | 311 | 6 | 317 | 130 | 23 | 11 | 1236 | CP 3, | 1236 | | |
| | | | -43 | | | | | | | | | | | | | | |
| 52-37N 04-37E | 11 310/59 | 23000 | 150 | 183 | 268 | 12 | 280 | 7 | 287 | 140 | 67 | 28 51 | 1323 | Coast, Div. Break-up | | | |
| | | | -40 | | | | | | | 132 | 50 | 29 | | Form. Check | | | |
| 52-37N 04-37E | 21 338/46 | 11000 | 170 | 171 | 279 | 13 | 292 | 8 | 300 | 144 | 86 | 26 | 1416 | English Coast | | | |
| | | | -21 | | | | | | | 144 | 86 | 26 | | | | | |
| Cromer | 6 256/32 | 2000 | 150 | 130 | 279 | 14 | 293 | 9 | 302 | 119 | 34 | 17 | 1416 | English Coast | | | |
| | | | -6 | | | | | | | 119 | 34 | 17 | | | | | |
| 52-56N 01-20E | 56/32 | 2000 | 150 | 130 | 253 | 14 | 267 | 10 | 277 | 134 | 35 | 16 | 1432 | Wing Break-up | | | |
| Kings Lynn | | | -6 | | | | | | | | | | | | | | |
| 52-45N 00-24E | * | 2000 | * | 132 | 246 | 14 | 260 | 10 | 270 | 137 | 39 | 17 | 1449 | ETR | | | |
| Base | | | | | | | | | | | | | | | | | |
| Cottesmore | 18 224/53 | 16 to 20000 | 150 | 167 | 122 | -7 | 115 | 10 | 125 | 216 | 87 | 24 | 1016 | Last time Group | | | |
| Felixstowe | | | -36 | | | | | | | | | | 1040 | Departure | | | |
| Base | 10 240/45 | 0 to 20000 | 150 | 148 | 114 | -13 | 101 | 10 | 111 | 176 | 79 | 27 | 0950 | L.T.O. Takes 50 min | | | |
| Felixstowe | | | -19 | | | | | | | | | | 1040 | to climb | | | |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNG. | MAG. HDNG. | NAVIGATIONAL OBSERVATION | GENERAL OBSERVATION | I.A.S. MPH /K | HEIGHT & AIR TEMP. | T.A.S. | RUN | | G.S. | TO RUN | | E.T.A. |
|------|---------|--------------------------|------------|------------|---|---------------------|---------------|--------------------|--------|-------|------|------|--------|-------|----------|
| | | | | | | | | | | DIST. | TIME | | DIST. | TIME | |
| | | | | | VHF - Authentication - "Show Boat" Abandon Mission - "Baker-Tare-Charlie" | | | | | | | | | | |
| | | | | | Chaff - Discharge 14 min before Target; continue 18 min. Spres - Turn back at 03-00E. Interval - 2 min. between Groups Inst resort - 51-56N 08-18E | | | 18 min. | | | | | | | |
| 0821 | | | | | T.O. on "33". In haze @ 1,000. Out of first layer of haze @ 2500. Second layer 3000. Cut at 9000. | | | | | | | | | | |
| 0914 | 015/44N | | | | Wind from weather ship | | | | | | | | | | |
| | | | | | Wind by M.D. 030/50K | | 150 | 16000 | 164 | | | | | | |
| | | | | | Wind by M.D. 030/53K | | | -24 | | | | | | | |
| 0955 | | | | | Advised by air commander to fly straight to CP 1 said fly briefed route to conform 94th A. | | | | | | | | | | |
| 1000 | 030/53 | 028 | | | Leaving Cottesmore, on course | | 150 | 16000 | 164 | | | 110 | 18 | 10 | 1010 |
| 1003 | | 018 | | | A/C 10° for wind | | 150 | | | | | | | | |
| 1006 | | 005 | | | | | 150 | | | | | 104 | 9 | 4 1/2 | 1010 1/2 |
| 1010 | | 005 | | | A/C to Pt. D, over Pt. B | | 150 | | | | | | | | |
| 1010 | 030/55 | 084 | | | Start climb | | 150 | 16000 | 164 | | | 141 | 47 | 20 | 1030 |
| 1015 | | 088 | | | 52-59N 00-11W | | 150 | 17000 | 164 | | | 141 | 38 | 16 | 1031 |
| | | | | | | | | -28 | | | | | | | |

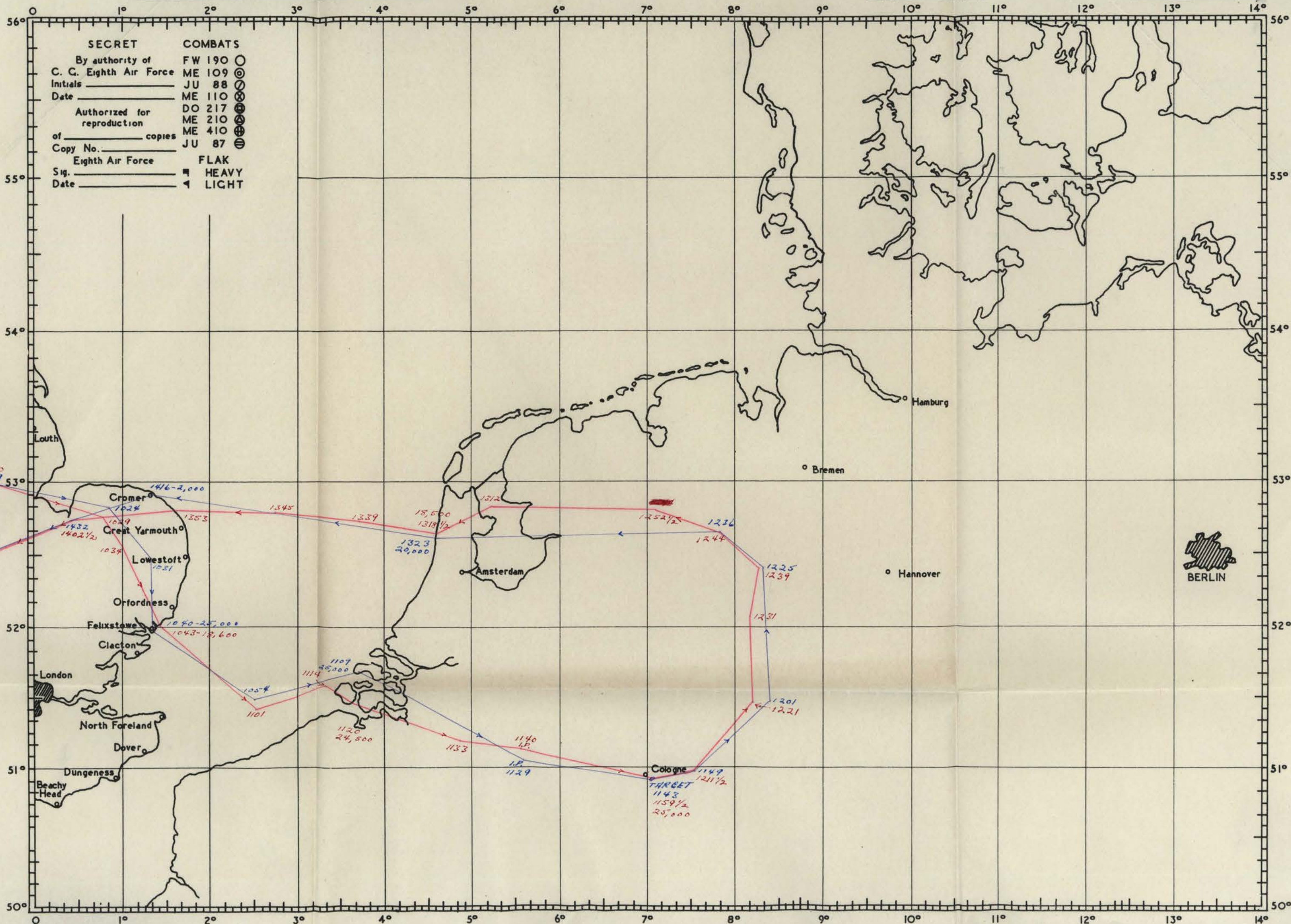
FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNG. | MAC. HDNG. | NAVIGATIONAL OBSERVATION | GENERAL OBSERVATION | IAS. MPH. /K | HEIGHT & AIR TEMP. | T.A.S. | RUN | | C. S. | TO RUN | | E.T.A. |
|----------|--------|--------------------------|---------------|------------|---------------------------|---|--------------|--------------------|--------|--------|-------|-------|--------|--------|------------------|
| | | | | | | | | | | DIST. | TIME | | DIST. | TIME | |
| 1020 | | 091/51 -17 | 090 | | 52-56N 00-08E. D. by B.S. | Wind by GS & drift | 150 | 17000 -28 | 167 | 12 | 5 | 143 | 26 | 11 | 1031 |
| 1025 | 112 | -10 | 092 | | | Wdgng over behind 94th A | 150 | 17000 -25 | | | | | | | |
| 1029 | 112 | -10 | 092 | | | A/C to *F*. Early to get in div. formation | 150 | 17000 -25 | 167 | | | 143 | 26 | 11 | 1031 |
| 1029 | | | 124 | | | Sliding into Div formation | 150 | | | | | | | | |
| 1034 | | | 140 | | | A/C to CP 1, leave out *F* | 150 | 17800 -30 | 168 | | | 198 | 38 1/2 | 11 1/2 | 1045 1/2 |
| 1036 | | | 148 | | | | 150 | 18600 -32 | | | | | | | |
| 1040 | | | 145 | | | 52-13N 01-18E 10/10ths sea / haze | 150 | 18600 | | | | | | | |
| 1043 | | | 149 135 | | | 52-03N 01-23E CP 1. 5 1/2 late, 4 mi N course | 150 | 18600 -32 | 170 | | | | | | |
| 1048 | | | 135 | 137 av. | | 51-47N 01-43E Cutting across to pick up on 94th C. | 150 | 19800 | | | | 174 | 33 | 11 1/2 | 1059 1/2 |
| 1054 | 153 | -18 | 135 | 135 av. | | In Division formation | 150 | 20900 -38 | 176 | 13 1/2 | 6 | 165 | | | |
| 1056 | | 045/56 | | | | | 150 | 20900 | | | | | | | |
| 1056 | | | 85 | | | Weather still same | 150 | 20900 | | | | | | | |
| 1101 | 80 | 45 | 85 | | | 51-22N 02-33E | 150 | 21500 | 184 | 23 | 7 | 197 | | | |
| 1101 | | | 60 | | | | 150 | 22800 -39 | 184 | | | 130 | 48 | 22 | 1123 |
| 1108 | | | 50 | | | S-ing to clear group ahead | 150 | 24500 -40 | 190 | | | | 27 | | |
| 1114 | | | 110 | | | Compass sticking badly | 150 | | | | | | | | |
| 1114 | | | 100 | | | | 150 | | | | | | | | |
| 1120 | | | 100 | | | CP 2, 11 min late. 19's | 150 | 25000 -40 | 192 | | | | | | |
| 1121 | | | 100 | | | | 150 | | | | | | | | |
| 1124 1/2 | | | 100 | | | 24 e 110 Flushing | 150 | 25000 -40 | | 8 | 3 | 160 | 56 | 21 | 1145 1/2 |
| 1129 | | 15/40K | 100 | | | 27 e 180 Brussels | 150 | 25000 | | 16 | 4 1/2 | 214 | | | |
| 1133 | 112 | 15/40 | 100 | | | 17 e 92 Antwerp. Wind T & GS | 150 | 25000 | | 27 1/2 | 8 1/2 | 194 | 24 | 8 1/2 | 1142 1/2 |
| 1140 | | 15/50 use for Tgt. | | | | IP. B.B. open. Dis. chaff. G.H. Cut | | | | | | 194 | 9 | 3 | 1143 |
| 1159 1/2 | 125 | -15 | 110 | | | B. A. on Kohn. Mickey, vis. assist. Mickey takes over Flak seager, inaccurate | 150 | 25800 | 172 | | | 170 | 18 | 6 1/2 | 1206 |
| 1203 | | | 66 | | | 10 mi e 98 Kohn | 150 | 25000 -40 | | | | | | | |
| 1206 | | | 60 | | | Suggested turn, following Div. | 150 | 25000 -40 | | | | | | | |
| 1208 | | 045/112 | 54 | | | 25 mi e 76 Kohn. Wind by T & G.S. | 150 | 25000 -40 | | | | | | | |
| 1211 1/2 | 60 | -6 | 54 (av 54) | | | 32 mi 730 Kohn | 150 | 25000 -48 | 194 | 7 | 3 1/2 | 120 | 31 | 15 1/2 | 1127 |
| 1221 1/2 | | | 30 | | | 27 mi e 270 Dortmund Evasive action from pockets | | | | | | | | | |
| 1224 | | | 25 | | | 15 mi e 102 Hama | | | | | | | | | |
| 1224 | | | 355 | | | | 150 | 25000 -46 | | | | | | | |
| 1227 | | | 355 | | | Temp. gauge stuck | 150 | 24100 -48 | | | | | | | |
| 1228 1/2 | | | 355 | | | 23 mi e 276 Munster | 150 | 24100 -46 | | | | | | | |
| 1231 | | | 360 | | | 21 mi e 72 Munster | | | | | | | | | |
| 1239 | | | 090 | | | Tracking thru Cenabruck | 150 | 24100 | 184 | | | | | | |
| 1239 | | | 325 | | | | | | | | | | | | |
| 1242 | | | | | | 44 mi e 250 Bremen | 150 | | | | | | | | |
| 1244 1/2 | | | 325 | | | 9 min late, 1/2 S, CP 3 | 150 | | | | | | | | Tracking to CP 3 |
| 1248 | | 05/100 | 290 | | | 52-40N 07-39E | 160 | 23700 -44 | 186 | | | 111 | | | |
| 1252 1/2 | 262 | 48 | 290 | | | 33 mi e 186 Emden | 150 | 21000 -38 | | 21 | 4 1/2 | 280 | 92 | 20 | 1312 1/2 |
| 1301 1/2 | 268 | 46 | 270 | 280 | | 19 mi 20 Zwolle wind by D and GS | 150 | 20500 -38 | 178 | 29 1/2 | 9 | 197 | 61 1/2 | 19 | 1320 1/2 |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNC. | MAG. HDNC. | NAVIGATIONAL OBSERVATION | GENERAL OBSERVATION | IAS. MPH /K | HEIGHT & AIR TEMP. | T.A.S. | RUN | | C. S. | TO RUN | | E.T.A. |
|-------|--------|--------------------------|------------|------------|---|---------------------|-------------|--------------------|---------|-------|------|-------|--------|------|--------|
| | | | | | | | | | | DIST. | TIME | | DIST. | TIME | |
| 1312 | | 030/30 | 270 | | 20 mi - 116 Zwolle | | 150 | 20500 | | | | | | | |
| 1314 | | 25/40 | 245 | | A/C to Cont. Coast. Wind N.D. | | " | " | | | | | | | |
| 1314 | | -4 | 245 | | Can't turn to left because of 94th C Propwash | | 150 | 20300 | 178 | | | | | | |
| 1317½ | | | | | 17 mi - 194 from Rykduin | | 150 | " | " | | | | | | |
| 1318½ | | | | | Over Cont. Coast 2 mi N of course | | 150 | | | | | | | | |
| 1318½ | | | 300 | | | | 170 | 20300 | | | | | | | |
| 1322 | | | 300 | | 52-40N 04-20E | | 170 | 18500 | 193 | | | | | | |
| 1326 | 289 | 417 | 300 | | | | 170 | 16600 | 188 | 23 | 6 | 230 | | | |
| 1333 | | 50/72 | | | A/C to recommended crossing point. Wind by T and GS | | 170 | 13600 | | | | | | | |
| 1333 | | | 280 | | | | 170 | 13600 | For 150 | | | 214 | 72 | 20 | 1353 |
| 1339 | | 50/37 | | | 52-44N 03-42E | | 170 | | 157 | | | | | | |
| 1345½ | 271 | 49 | 280 | | 52-48N 02-12E | | 150 | 13500 | 156 | 20 | 6½ | 185 | 34 | 11 | 1356½ |
| 1353 | | | 296 | | Cont. Coast | | 150 | | | | | | | | |
| 1356½ | | | 296 | | | | 150 | 12000 | | | | | | | |
| 1356½ | | | 270 | | | | 150 | 12000 | | | | | | | |
| 1357 | | | 269 | | 52-49N 01-18E | | 150 | 12000 | 152 | | | 185 | 33 | 10½ | 1407½ |
| 1402 | | | 270 | | 52-45N 00-53E | | 150 | 12000 | | | | | | | |
| 1407½ | | | 262 | | W.B.U. Rings down 5' N. T. shift again | | 150 | 12000 | | | | | | | |
| 1407½ | | 30/53K | | | Going to Base | | 150 | | | | | | | | |
| 1430 | | | | | Over field SC 5/10, top 6000. thick haze. | | | | | | | | | | |
| 1441 | | | | | Landed at Grafton Underwood | | | | | | | | | | |

W. G. GARLAND
 Major, A. C.
 Air Commander.



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COMBATS

FW 190 ○
ME 109 ⊙
JU 88 ⊗
ME 110 ⊗
DO 217 ⊗
ME 210 ⊗
ME 410 ⊗
JU 87 ⊗

FLAK

HEAVY
LIGHT

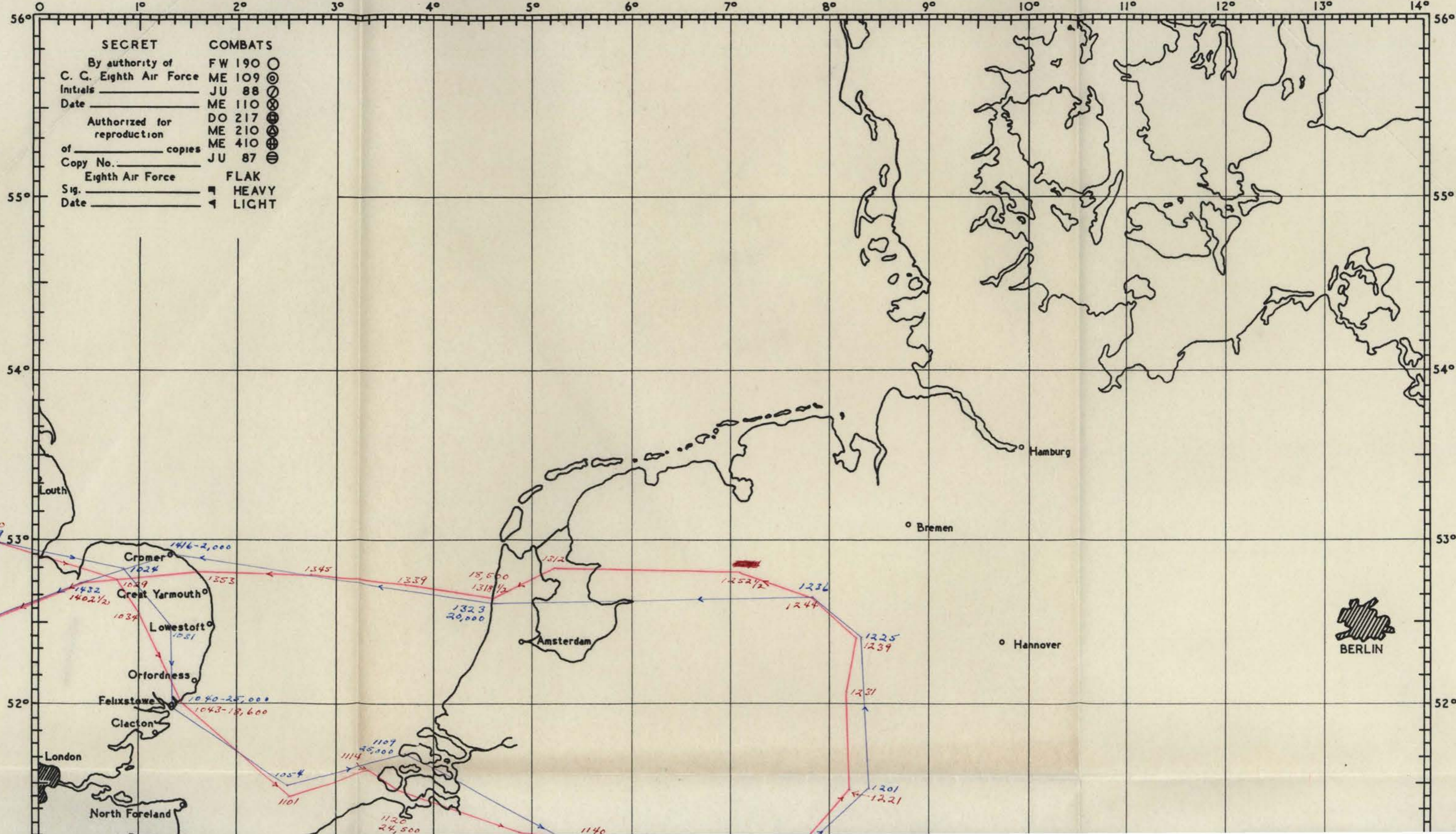
DECLASSIFIED PER: ANDZ45005
 BY: JW NARA DATE: 11/17/10

TRACK CHART

DATE Jan. 28, 1945

TARGETS
 PRIMARY Cologne, Germany

Blue ROUTE FOLLOWED BY Blue led
Red 401st B. G. (H)



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 JU 87 ⊗

FLAK

HEAVY □
 LIGHT ◀

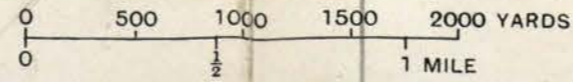
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 BY JW NARA DATE 11/11/10

Target No.
6 (d) (vi) 36

RAILWAY MARSHALLING YARD

Illustration No.
KÖLN or COLOGNE (Gremberg) 6 (d) (vi) 36/4
(GERMANY)

Illustration No.
6 (d) (vi) 36/4



Photographed 1942-1943

(1 : 32,000) approx.

Issued March 1944



A.1.3c (1)

TYPE A

DECLASSIFIED PER: AND 45005
BY: NARA DATE: 11/17/00

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. C. 615

Date of 28 Jan 45

| | lead | | | Low | | High | PFF |
|------------------------------------|----------------------------|----------|---|-----|----------|-------------------------------|-------------------|
| | | PFF - GH | | | PFF - GH | | |
| 1. No. of A/C Failing to Take Off | - | - | - | - | - | - | - |
| 2. No. of A/C Airborne | 11 | 1 | 1 | 12 | 1 | 12 | 1 |
| 3. No. of A/C Airborne Less Spares | 10 | 1 | 1 | 11 | 1 | 11 | 1 |
| 4. No. of A/C Sorties | 10 | - | 1 | 11 | 1 | 11 | 1 |
| 5. No. of A/C Attacking | 10 | - | 1 | 11 | 1 | 11 | 1 |
| 6. No. of A/C Not Attacking | - | 1 | - | - | - | - | - |
| (a) Early Returns Included | | (1) | | | | | |
| 7. Name of Primary Target | COLEGNE M/Y (PFF with Vis) | | | | | | |
| (a) No. of A/C Attacking | 10 | 1 | | 11 | 1 | 11 | 1 |
| (b) No., Size & type of bombs | 99 | 10 | | 102 | 10 | 45 500#RDX 65 500#GP | 10 500# RDX |
| 8. Name of Secondary Target | -- | | | | | | |
| (a) No. of A/C Attacking | | | | | | | |
| (b) No., Size & type of Bombs | | | | | | | |
| 9. Name of Last Resort Target | -- | | | | | | |
| (a) No. of A/C Attacking | | | | | | | |
| (b) No., Size & type of Bombs | | | | | | | |
| 10. Name of Target in Progress | | | | | | | |
| (a) No. of A/C Attacking | | | | | | | |
| (b) No., Size & type of Bombs | | | | | | | |
| 11. Name of Target in Progress | | | | | | | |
| (a) No. of A/C Attacking | | | | | | | |
| (b) No., Size & type of Bombs | | | | | | | |

STATISTICAL SUMMARY OF OPERATIONS

1st Group

1st BD F. C. 615

Date of 28 Jan 45

| | Lead | | Low | | High | PFF |
|------------------------------------|----------------------------|----------|------|----------|-------------------------------|-------------------|
| | | PFF - GH | | PFF - GH | | |
| 1. No. of A/C Failing to Take Off | - | - | - | - | - | - |
| 2. No. of A/C Airborne | 11 | 1 1 | 12 | 1 | 12 | 1 |
| 3. No. of A/C Airborne Less Spares | 10 | 1 1 | 11 | 1 | 11 | 1 |
| 4. No. of A/C Sorties | 10 | - 1 | 11 | 1 | 11 | 1 |
| 5. No. of A/C Attacking | 10 | - 1 | 11 | 1 | 11 | 1 |
| 6. No. of A/C Not Attacking | - | 1 - | - | - | - | - |
| (a) Early Returns Included | | (1) | | | | |
| 7. Name of Primary Target | COLEGNE M/Y (PFF with Vis) | | | | | |
| (a) No. of A/C Attacking | 10 | 1 | 11 | 1 | 11 | 1 |
| (b) No., Size & type of bombs | 99 | 10 10 | 102 | 10 | 45 500#RDX 65 500#GP | 10 500# RDX |
| 8. Name of Secondary Target | -- | | | | | |
| (a) No. of A/C Attacking | | | | | | |
| (b) No., Size & type of Bombs | | | | | | |
| 9. Name of Last Resort Target | -- | | | | | |
| (a) No. of A/C Attacking | | | | | | |
| (b) No., Size & type of Bombs | | | | | | |
| 10. Name of Target of Opportunity | - | | | | | |
| (a) No. of A/C Attacking | | | | | | |
| (b) No., Size, & type of Bombs | | | | | | |
| 11. Name of Target Opportunity | -- | | | | | |
| (a) No. of A/C Attacking | | | | | | |
| (b) No., Size & type of Bomb | | | | | | |
| 12. No of A/C Lost - TOTAL | None | None | None | None | None | None |
| 13. - to Flak | | | | | | |
| 14. - to Flak & F/A | | | | | | |
| 15. - to Enemy A/C | | | | | | |
| 16. - to Accident | | | | | | |
| 17. - to Unknown | | | | | | |

STAT SUMMARY (cont'd)

| | LEAD | LOW | HIGH |
|-------------------------------------|--------------------|--------------------|--------------------|
| 18. Time of Takeoff | 0821 | 0827 | 0825 $\frac{1}{2}$ |
| 19. Time of Attack | 1159 $\frac{1}{2}$ | 1159 $\frac{1}{2}$ | 1159 $\frac{1}{2}$ |
| 20. Average Time of Flight | 6.4 | 6.3 | 6.5 |
| 21. Altitude of Release | 24,400 | 23,800 | 25,400 |
| 22. Visual or PFF | PFF with VIS | PFF with VIS | PFF with VIS |
| 23. Enemy Resistance - AA Int. Acc. | Meager Acc. | Meager Acc. | Meager Acc. |
| 24. Fighters | - | - | - |
| 25. Bomber | - | - | L |
| 26. U.S. A/C Engaged by Enemy A/C | - | -- | - |
| 27. Degree of Success | Good | Good $\frac{1}{2}$ | Good |

PFF A/C Borrowed from Groups as follows: 1. GH A/C borrowed from 379th Group

PFF A/C Loaned to Groups as follows:

NOTES:

W.D.A.G.FORM
 12 E. Modified
 1-9-44 401st BG APO 557

COMBAT BOMBING-FLIGHT RECORD

BOMBARDIER CAPT FULSIN DATE 23 Jan 45
 PILOT CAPT. BURGER - MAJOR GARLAND TAKE OFF _____
 NAVIGATOR CAPT GASKINE AIRPLANE BH 546
 WING 94th GP GROUP 401st SQDN Group LANDED _____
 OBJECTIVE COLONN M/T (MPI) _____
 METHOD OF ATTACK X
Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 35 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1-34 on leader
 BOMBS, TYPES AND SIZES 500 GP FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500 HIX FUSING: NOSE 1/10 TAIL 1/40
 NUMBER OF BOMBS LOADED 285 HIX - 65 GP RELEASED 27 HIX-65 GP
 INFORMATION AT RELEASE POINT:
 Altitude of Target 165' Temp Aloft: Metro -48 Actual -45
 True Altitude above target 24,400' Mag Head, order 102 Actual 116
 Ind. Altitude 25,000 True Heading 110
 Pressure alt of target 254' AS.L. Drift, Est 42 Actual 152
 Altimeter setting 29.92 True Track 115
 C.I.A.S. 150 I.A.S. 223 Actual Range 12,200
 G.S. Est 2800FT Actual 2300FT B.S.Type n-0
 Wind Direc Metro 300° Actual 150 Time of Release 11:59 1/2
 Wind Veloc. Metro 57 1/2 A Actual 58 M/H Intervalometer Setting SALVO
 D.S. 128.0 Trail 73 ATF 41.23 Length of Bombing Run 15 MINUTES
 Tan. D.A. Est .59 Actual .50 C-1 Pilot OK A-5 --
 Mean Temp: Metro -25 Actual -24 Manual Pilot --
 Type of Release: Lead A/C SALVO Type of Release: Other A/C SALVO

Low Sq- Bombs away at 1159 1/2 from true altitude of 23800' on Mag. Head. of 121°.
 High Sq.- bombs away at 1159 1/2 from true altitude of 25,400' on Mag Head. of 116°.

I certify that the above is correct.
 Major J. Pickett

CONFIDENTIAL

HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 Office of the Communications Officer
 AAF Sta 128, APO 557

J-A- 4

Reference Field Order 615 . 28 JANUARY 1945

SUBJECT: Communications Report, Operational Mission No 200 .

TO : Commanding Officer, 401st Bomb Gp (H), AAF Sta 128, APO 557.

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

| | | | |
|------------------------|-----------|------------------------|-----------|
| 1. Radio Beacons used: | | 2. MF/DF Fixes | <u>1</u> |
| Splashers | <u>4</u> | 3. HF/DF Bearings | <u>0</u> |
| Fixed Beacons | <u>0</u> | 4. VHF/DF Homings | <u>0</u> |
| Bunchers, England | <u>39</u> | 5. Distress Action | <u>0</u> |
| Bunchers, Continent | <u>0</u> | 6. Total A/C using Gee | <u>38</u> |
| | | AIRBORNE WITH GEE | <u>38</u> |

SECTION TWO - USE OF PFF

| | <u>H2X</u> | <u>Micro-H</u> |
|----------------------------------|------------|----------------|
| 1. Total A/C dispatched | <u>3</u> | <u> </u> |
| 2. Total A/C over target | <u>2</u> | <u> </u> |
| 3. Total sets usable for bombing | <u>2</u> | <u> </u> |
| AIRBORNE WITH H2X | <u>3</u> | <u> </u> |

SECTION THREE - USE OF RCM

| | |
|-----------------------------------|---------------|
| 1. Total A/C using Carpet | <u>35</u> |
| 2. Total A/C releasing Chaff | <u>32</u> |
| 3. Total number of units released | <u>15,824</u> |
| AIRBORNE WITH CARPET | <u>3</u> |

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

| | | | |
|---------------|----------|---------------------------|-----------------|
| 1. Interphone | <u>0</u> | 6. Gee | <u>0</u> |
| 2. VHF | <u>0</u> | 7. H2X, XXXXXX | <u>0</u> |
| 3. Compass | <u>0</u> | 8. Carpet | <u>0</u> |
| 4. Liaison | <u>0</u> | 9. IFF | <u>0</u> |
| 5. Command | <u>0</u> | 10. SCS-51 | <u>NOT USED</u> |

SECTION FIVE - REMARKS

CONFIDENTIAL
 HAROLD M. KENNARD, JR.
 MAJ ~~XXXX~~ Air Corps,
 Gp Com O.

S E C R E T

REPORT ON A.A. GUNFIRE.
431 BOMBARDMENT GROUP (HV)

1. TARGET: ASSIGNED Sologne, Germany..... DATE OF MISSION 20/2/41....
 BOMBED... Sologne, Germany.....

2. ROUTE AS FLOWN:
Generally as briefed

| 3. | AT TARGET | ENROUTE |
|---------------|-----------------------------|-------------------------------|
| WEATHER - - - | <u>Nil to 3/10 - Base</u> | <u>7/10 - 10/10</u> |
| CONTRAILS - - | <u>Light-Non-persistent</u> | <u>None below 24,000 feet</u> |
| SEEN-UNSEEN - | <u>Seen</u> | <u>Seen and Unseen</u> |

4. DESCRIPTION OF FLAK AT TARGET:
Weather fair to good for accuracy. Generally ahead of formation, tracking fire. Duration 1-2 minutes. Two unexploded incendiary pellets (approximately 1 1/2" long, 3/8" diam) lodged in wings of 2 A/C. Pellets are available for inspection if desired.

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)
None

6. CHAFF; HOW DISCHARGED: As briefed

7. POSITION OF GROUP: 94th, "B" Group-5th.

8. DETAILS:-

| SQDN. POS. | NO. A/C | DAMAGE | | A/C LOST TO | | | | AXIS OF | | TIME OVER TARGET | HEIGHT |
|---------------|------------|----------|-----------|-------------|----|-----|----|-------------|------------|------------------------|---------------|
| | | MAJ. | MIN. | AA | EA | ACC | UK | ATTK | WITH | | |
| <u>Lead</u> | <u>11</u> | | <u>3</u> | <u>1</u> | | | | <u>110H</u> | <u>66H</u> | <u>1159</u> | <u>25,500</u> |
| <u>High</u> | <u>12</u> | | <u>8</u> | | | | | <u>115H</u> | <u>73H</u> | <u>1159</u> | <u>26,000</u> |
| <u>Low</u> | <u>13</u> | <u>2</u> | <u>3</u> | | | | | <u>122H</u> | <u>66H</u> | <u>1159</u> | <u>24,400</u> |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| TOTALS | <u>35</u> | <u>2</u> | <u>12</u> | | | | | | | | |

9. COMMENTS - PHENOMENA:-

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 887
U. S. ARMY

D-E-1

28 January 1945

SUBJECT: Crew Comments and Suggestions on Mission to Cologne, 28 Jan 45.

TO : Commanding Officer, Station 128, APO 887, U.S. Army.

1. Crew of Lt. Raymond J. Callahan, Pilot A/C 425, suggest a change be made in method of securing equipment. Present system of securing equipment after briefing "jams up" equipment room.

2. Lt. George K. Gracraft, Pilot A/C 983, says formation looked good, especially Lead Squadron.

3. Lt. Walter M. Higgs, Co-Pilot A/C 778, requests that some effort be made to keep latrine in briefing room more sanitary. Seats too dirty with excreta to be used.

4. Lt. Ryan J. Lupowitz, Navigator A/C 648 - Not enough food to carry on mission.

5. Lt. Aubry J. Bradley, Jr., Pilot A/C 862, had considerable difficulty staying with low Squadron as they were going too fast in his opinion.

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

OFFICE OF THE INTELLIGENCE OFFICER
 STATION 128 - APO 657
 U. S. ARMY

D-8-1

22 January 1945

SUBJECT: Crew Comments and Suggestion, Mission to Sterkrade, 22 January 1945.

TO : Commanding Officer, Station 128, APO 657, U.S. Army.

1. Lt. Robert L. Long, Pilot A/C 6657, observed that there was too much conversation carried on by leaders of 94th "B" and "C" Groups over channel "A". It was also his opinion that these leaders were responsible for too many transmissions "in the clear".

2. Capt. Robert L. Stalzer, Deputy Group Leader, was particularly critical of VHF conversations carried on by 94th "C" Group, stating that the volume of transmissions was such that channels were jammed several times when it became necessary for him to use them.

3. Lt. Ralph S. Hayes, Pilot A/C 8007 (OH) and his Co-pilot, Lt. Clarence E. Head, reported that "woodcraft charlie" leader was responsible for a large amount of VHF traffic and exhibited an amount of mental confusion in calling Lt. Hayes' aircraft several times when it was apparently his intention to call his own squadron leader. Lt. Head overheard "woodcraft charlie" leader call to his squadron leaders "how did you like the show?" and "how was the show?". Because of this confusion, Lt. Hayes' radio operator was unable to tell whether or not the 94th "A" Group Leader (deputy) had sent a bomb strike message, and inasmuch as he was leading the Low Squadron, he himself transmitted the bomb strike message when it became known that the message had not been sent. Lt. Hayes believes that his RO, T/Sgt. William P. Puston deserves to be highly commended for the vigilance that he exhibited in monitoring the peculiarly heavy number of transmissions.

4. Lt. Max M. Smith, Pilot A/C 7628, reported that A/C 3468 (Djermes Pilot) bombed 30 seconds before the Group Leader.

5. Lt. Herman Tausig, Pilot A/C 8550, reported that only one-half the briefed amount of chaff was installed in his A/C.

6. Lt. Myron L. King, Pilot A/C 8508, suggests that tail gunners be equipped with Aldous lamps to make identification easier when A/C are flying in clouds.

7. Lt. Ernest A. Hanson, Pilot A/C 6810, complained that the Group Leader did not advise the Group when climbing, leveling off and letting down.

8. Lt. Jeff M. Donaldson, Pilot A/C 706, who was third Pilot to land upon returning from the mission, waited over an hour in dispersal 34 for transportation to the briefing room.

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

LD SQ 94TH A GROUP

Combat Sq. Leader: MAJ DE JONCKHEERE Date: 22 Jan 45

Deputy Sq. Leader: CAPT STELZER

Deputy Gp. Leader: CAPT STELZER

615 SQDN
612 SQ JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

(614) CUSHMAN (DE JONCKHEERE)
X² 8007
~~8000~~ (GH)

Eng
10x500 GP
1/10-1/40
Gun 2300

MAY
IN B 6132
TAUSIG (STELZER)
IN Q 8550 (PFF)

615 SQDN
MC KAY
IY O 8779

613 SQDN
STEELE
IN S 2947

HANSEN
IY N 8810

CALLAHAN
IY K 8425

CAREY
IN N 8862

DONALSON
IN U 7706

DEBN
IY D 8125

SMITH
IY B 1730

DJERNES
IY C 2463

SPARES

CURRAN
IN G 8791

SPARE LEAD (PFF) IY M 8371 Disp 31
GND SPARES IN H 8607 Disp 37
SQ B 1662 Disp 19

WX SHIP IW K 8677 Disp 2 Capt Kirkhuff

Sta 7:30
Break 4:30
Brief 5:30

LOW SQ 94TH A GROUP

Combat Sq. Leader: LT HAYES Date: 22 Jan 45

Deputy Sq. Leader: LT BODDIN

Deputy Gp. Leader: CAPT STELZER

612 SQDN

- 612 SC JAWOCK
- 613 IN MACRO
- 614 IW GOLFCOLUB
- 615 IY BUZZARD

HAYES

612

X ~~8008~~ GH
Y 8008

HOWARD

SC S 8680

BODDIN

IY 371
SC Q ~~8153 (PTF)~~ Mag. drop Eng. 364

614 SQDN

ST AUBYN

IW D 7322

612 SQDN

THORNE

SC K 8733

SCRENSON

IW Q 7478

WHITE

IW N 8738

NOLAN

SC N 6506

LONG

SC L 8637

MORTON

IW B 7151

RICHARDSON

SC 662
IW T 8648 1st. Mag
drop #3 Eng.
SPARES

KING

IW A 6508

SMITH

SC A 7628

SPARE LEAD IY M 8371 (PTF) Disp 31

GND SPARES IW H 8607 Disp 37

SC B 1662 Disp 19

WX SHIP IW K 8677 Disp 2 Capt Kirkhuff

SECRET

following 15+ Div.

✓ b. Fighter support: Canvils of one group P-51's for the first 4 groups, one group for second 4 groups, and one group for the last 3 groups.

3. ANTICIPATED ENEMY OPPOSITION:

✓ a. Flak: at the primary and secondary targets there are 450 guns in range.
~~none~~ There is no mention of guns at the last search target.

✓ b. Enemy Fighters: Can be expected if weather permits and particularly from area north of the target.

c. Smoke Screens: There is a possibility of a smoke screen at the primary and secondary target.

d. Camouflage: None known

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: 457th will assemble over Station banner at 16,000' - 401st will assemble over Catering banner at 16000' - 351st will assemble over King Cliffs banner at 16000'

b. Air Commanders: 94th A.C. will be Major Roberts
A. Sp. Comm. will be Maj Roberts. - "B" Sp.C. will be Major Galloway - "C" Sp. Comm. Maj. Roper

c. Zero Hour and Date: 1000 Hours

d. General Instructions Pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: 2600 gallons

b. Bomb Load (and Intervalometer Settings) 10 X 500 GP - 1/10 D. - 1/40 T.

Minors G-H: salase - H 21 salase

c. Chaff Load (Point and Time of Commencing Discharge) Commence release at 14 min. before target and continue for 18 min.

d. Screening Force: 3 Mustangs will rendezvous with Foxholes and Leader at 510-0512. From I.P. Mustangs will pull ahead to start chaff discharge and continue through target.

SECRET

53

612th Bombardment Squadron (H)
401st Bombardment Group (H)
OFFICE OF THE OPERATIONS OFFICER

Mission # 200
27 January 1945

SUBJECT : Loading List

TO : Operations Officer, 401st Bombardment Group (H), APO 557.

Plane # 43-33733

| | | | |
|---------------|------------------------------|----------------|--------------|
| P | Smith, Max M. | 2nd Lt. | 612th |
| CP | Korwald, Morris M. | 2nd Lt. | " |
| N | VanDuijn, Richard E. | 2nd Lt. | " |
| Tog. | Schmalz, Nyle R. | Sgt | " |
| RO | Hendrickson, Ernest W. | Sgt | " |
| TTG | Genga, Pietro J. | Sgt | " |
| BTG | Laing, John (NMI) | Sgt | " |
| TG | Filiatraut, Frank E. | Sgt | " |
| FG | Waller, Edward R. | Sgt | " |
| FG | Burn, Charles T. | S Sgt | " |

Plane # 43-33738

| | | | |
|------|--------------------------|---------|-------|
| P | Noward, Louis F. Jr. | 2nd Lt. | 612th |
| CP | Wilford, Joseph E. | 2nd Lt. | " |
| N | Wilde, Earl R. | 2nd Lt. | " |
| Tog. | Rossok, Michael R. | Sgt | " |
| RO | Carson, Edward M. | Sgt | " |
| TTG | Corbo, Frank J. | Sgt | " |
| BTG | Ford, Bille | Sgt | " |
| TG | McQuiston, George E. Jr. | Sgt | " |
| FG | Taylor, Charles F. | Sgt | " |

Plane # 44-6506

| | | | |
|-----|-------------------------|---------|-------|
| P | Schliemann, Donald M. | 1st Lt. | 612th |
| CP | Meyrowitz, Irving (NMI) | 2nd Lt. | " |
| N | Schneck, David (NMI) | 1st Lt. | " |
| B | Swatosh, Kenneth J. | 2nd Lt. | " |
| RO | Pendley, Garland E. | S Sgt | " |
| TTG | Kelly, John C. | S Sgt | " |
| BTG | Bames, Duane H.M. | S Sgt | " |
| TG | Madden, Ted H. | S Sgt | " |
| FG | Zabel, Bruce H. | S Sgt | " |

Plane # 43-38541

| | | | |
|-----|-------------------------|---------|-------|
| P | Comber, Jack P. | 1st Lt. | 612th |
| CP | Matthes, Francis R. | 2nd Lt. | " |
| N | Weinstein, Byron (NMI) | 2nd Lt. | " |
| B | Smith, Alvie L. | 2nd Lt. | " |
| RO | Hulse, Harold A. | T Sgt | " |
| TTG | Bixby, Joseph (NMI) Jr. | S Sgt | " |
| BTG | Erland, Cletus M. | S Sgt | " |
| TG | Kirkhuff, Leonard M. | S Sgt | " |
| FG | Mainprize, Jack E. | S Sgt | " |

Plane # 42-51662
 P Cox, Walter E. 1st Lt. 612th
 CP Amundson, Glenn R. 2nd Lt. "
 N Tiffany, Raymond L. 2nd Lt. "
 Tog. Ankrom, Lowell J. S Sgt "
 RO Hill, Robert H. T Sgt "
 TTG Warren, Emmitt E. T Sgt "
 BTG Pope, Leroy G. S Sgt "
 TG Imports, George (NMI) S Sgt "
 FG Dunn, Dale D. S Sgt "

Plane # 43-38680
 P Hudnall, Carl L. 1st Lt. 612th
 CP Mitchell, Frank G. Jr. 2nd Lt. "
 N Martin, Phillip A. F/O "
 Tog. Beardall, Keith E. S Sgt "
 RO Knight, Adam, (NMI) S Sgt "
 TTG Moorman, Loyd F. T Sgt "
 BTG Parker, Robert H. S Sgt "
 TG Gyles, Alfred R. S Sgt "
 FG Parker, Matt M. S Sgt "

Plane #42-¹⁰⁷⁰³⁹~~102390~~
 P Jones, Dale G. 1st Lt. 612th
 CP Slepak, Stanley J. 2nd Lt. "
 N Wishneff, Aaron (NMI) 2nd Lt. "
 B Moran, Robert E. 2nd Lt. "
 RO Madryk, Chester P. S Sgt "
 TTG Serafino, Ernest A. S Sgt "
 BTG Rogers, Charles G. S Sgt "
 TG Watters, Kenneth O. S Sgt "
 FG Wallace, Robert W. S Sgt "

Plane # 42-106992
 P Roadman, Julian M. 1st Lt. 612th
 CP Compton, Henry W. 2nd Lt. "
 N Knese, Robert H. 2nd Lt. "
 B Whitlock, James P. 2nd Lt. "
 RO Elchisak, Alfred (NMI) S Sgt "
 TTG Landers, John A. S Sgt "
 BTG Hall, Eugene H. S Sgt "
 TG Wood, Donald B. S Sgt "
 FG Hill, Earle R. Jr. S Sgt "

Plane # 43-38637
 P Long, Robert L. 1st Lt. 612th
 CP Watterson, Stuart E. Jr. F/O "
 N Crick, Lawrence A. 2nd Lt. "
 Watson, Reynolds S. - B 2nd Lt. "
 RO York, Dennis A. T Sgt "
 TTG Hovezak, Henry (NMI) T Sgt "
 BTG Cherrubeni, Peter J. S Sgt "
 TG Iles, Earl L. S Sgt "
 FG Willick, Edward L. S Sgt "

31891

Plane # ~~42-38998~~

| | | | |
|-----|------------------------|---------|-------|
| P | Aschenbach, Allen D. | 1st Lt. | 612th |
| CP | Althoff, John R. | 2nd Lt. | " |
| N | Brassil, William R. | 2nd Lt. | " |
| B | Folkerts, Arthur (NMI) | 2nd Lt. | " |
| RO | Fiengenbaum, George J. | T Sgt | " |
| TTG | Herndon, William R. | S Sgt | " |
| BTG | Wilson, Ben G. | S Sgt | " |
| TG | Pearlin, Joseph M. | S Sgt | " |
| FG | Watson, Robert W. | S Sgt | " |

44-8033

Plane # ~~4400871~~

| | | | |
|------|--|---------|-------|
| P | Schaumann, George J. | 1st Lt. | 612th |
| CP | Hobgood, James R. | 1st Lt. | " |
| N | Parrier, Robert E. | 1st Lt. | " |
| B | Sandoe, Kenneth E. | 1st Lt. | " |
| RO | Kopitnikoff, Irving G. | T Sgt | " |
| TTG | Morris, Thomas P. | T Sgt | " |
| MTG. | Barnes, James H. | 2nd Lt. | " |
| TG | XXXXXXXXXXXXXXXXXXXX Curry, Edward A. | S Sgt | " |
| WG | Williams, Clarence P. | S Sgt | " |

Plane #43-38733

| | | | |
|-----|----------------------|---------|-------|
| P | Campbell, Charles J. | 2nd Lt. | 612th |
| CP | Foy, Philip W. | 2nd Lt. | " |
| N | Gruhn, David B. | F/O | " |
| B | Emery, Robert I. | S/Sgt. | " |
| RO | Fec, Gene M., Jr. | S/Sgt. | " |
| TTG | Kartes, Charles F. | T/Sgt. | " |
| BTG | Sullivan, Earl Jr. | S/Sgt. | " |
| TG | Dalton, Charles K. | S/Sgt. | " |
| WG | Murry, Howard M. | Pvt. | " |

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 AAF Station 128 - APO - 557

28 January 1945

SUBJECT: Loading List

TO : Operations Officer, 401st Bomb Gp (H), AAF Sta 128 - APO 557.

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

| PLANE # | DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|----------|------|---------|-------------|---------|------|----------|
| 45-38779 | P | 1st Lt. | McKay | George | W. | 615th |
| | CP | 1st Lt. | Higgs | Walter | M. | " |
| | N | 1st Lt. | Rainey | John | L. | " |
| | B | S/Sgt. | Sullivan | Robert | E. | " |
| | RO | T/Sgt. | Richardson | Samuel | T. | " |
| | TT | T/Sgt. | Connizzaro | Ralph | J. | " |
| | BT | S/Sgt. | Luther | Richard | H. | " |
| | TG2 | S/Sgt. | Wiederman | Lars | H. | " |
| | FG | S/Sgt. | Butler | William | H. | " |

| PLANE # | DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|----------|------|---------|-------------|---------|-------|----------|
| 45-38425 | P | 2nd Lt. | Callahan | Raymond | J. | 615th |
| | CP | 1st Lt. | Sinkking | John | W. | " |
| | N | 2nd Lt. | Connell | Hall | T. | " |
| | B | S/Sgt. | Peltz | Chester | C. | " |
| | RO | Sgt. | Weinstein | Bernard | B. | " |
| | TT | T/Sgt. | Luchfeld | Macvin | (NMI) | " |
| | BT | S/Sgt. | Altieri | Alfonso | A. | " |
| | TG | S/Sgt. | Swatski | Edward | F. | " |
| | FG | S/Sgt. | Maksey | Chester | C. | " |

| PLANE # | DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|-----------|------|---------|-------------|---------|-------|----------|
| 42-107115 | P | 2nd Lt. | Stephens | Lloyd | J. | 615th |
| | CP | 2nd Lt. | Regan | John | J. | " |
| | N | 2nd Lt. | Harper | Robert | F. | " |
| | B | Sgt. | Whitlock | Howard | D. | " |
| | RO | Sgt. | Huzinee | Andrew | (NMI) | " |
| | TT | Sgt. | Graham | James | D. | " |
| | BT | Sgt. | Wisdom | Kent | B. | " |
| | TG | Sgt. | Brennan | William | J. | " |
| | FG | Sgt. | Lewelling | Fred | E. | " |

| PLANE # | DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|-----------|------|---------|-------------|-----------|------|----------|
| 42-102468 | P | 1st Lt. | Maire | Frederick | N. | 615th |
| | CP | 2nd Lt. | Cosden | Bryan | L. | " |
| | N | 2nd Lt. | Momberger | Charles | A. | " |
| | B | S/Sgt. | Landry | Lawrence | B. | " |
| | RO | T/Sgt. | Mabrey | William | T. | " |
| | TT | T/Sgt. | Barr | Thomas | H. | " |
| | BT | S/Sgt. | Floyd | Norris | C. | " |
| | TG | Sgt. | Wiegel | Clifford | H. | " |
| | FG | S/Sgt. | Nowak | Frank | P. | " |

| PLANE # | DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|----------|------|---------|-------------|---------|-------|----------|
| 45-58758 | P | 1st Lt. | Hansen | Ernest | A. | 615th |
| | CP | 2nd Lt. | Stevenson | Joseph | G. | " |
| | N | 2nd Lt. | Greenberg | Martin | (NMI) | " |
| | B | S/Sgt. | Morrison | James | L. | " |
| | RO | Sgt. | Douglass | James | B. | " |
| | TT | T/Sgt. | Miller | Raymond | A. | " |
| | BT | Sgt. | Banning | Robert | O. | " |
| | TG | S/Sgt. | McKnight | Leroy | M. | " |
| | FG | S/Sgt. | Karcher | Alonzo | A. | " |

LOADING LIST (Continued)

| PLANE # 42-31983 | | | | | |
|------------------|---------|-------------|---------|-------|----------|
| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
| P | 1st Lt. | Cracraft | George | K. | 615th |
| CP | 2nd Lt. | Mages | Eldon | E. | " |
| N | 2nd Lt. | King | Jack | L. | " |
| B | S/Sgt. | Guerin | Roland | L. | " |
| RO | S/Sgt. | Fenwick | Gordon | E. | " |
| TT | S/Sgt. | Jacquart | Robert | R. | " |
| BT | S/Sgt. | Albert | Russell | H. | " |
| TG | S/Sgt. | Oviatt | Earl | D. | " |
| FG | S/Sgt. | Allen | Lewis | (NMI) | " |

| PLANE # 42-31730 | | | | | |
|------------------|---------|----------|---------|-------|-------|
| P | 2nd Lt. | Jones | Robert | S. | 615th |
| CP | 2nd Lt. | Dunigan | Maurice | (NMI) | " |
| N | F/O | Steinman | Philip | B. | " |
| B | S/Sgt. | Carr | Richard | W. | " |
| RO | S/Sgt. | DeLong | Billie | D. | " |
| TT | S/Sgt. | Kozyra | Joseph | J. | " |
| BT | Sgt. | McKenna | James | P. | " |
| TG | S/Sgt. | Foutch | James | W. | " |
| FG | S/Sgt. | Jencks | Robert | L. | " |

| PLANE # 43-38810 | | | | | |
|------------------|---------|------------|---------|-------|-------|
| P | 1st Lt. | Grimm | Alfred | R. | 615th |
| CP | 2nd Lt. | Wilt | Elmer | L. | " |
| N | F/O | Coates | Alvin | E. | " |
| B | S/Sgt. | Boyer | William | O. | " |
| RO | Sgt. | Kapson | George | D. | " |
| TT | S/Sgt. | Geers | Louis | J. | " |
| BT | Sgt. | Cox | Clyde | H. | " |
| TG | Sgt. | Chambers | Arthur | H. | " |
| FG | Sgt. | Hunsperger | Henry | (NMI) | " |

| PLANE # 44-6146 | | | | | |
|-----------------|---------|----------|-----------|----|-------|
| P | 2nd Lt. | Bennett | Clifton | S. | 615th |
| CP | 2nd Lt. | Coats | Jerry | A. | " |
| N | 2nd Lt. | Hamilton | Charles | W. | " |
| B | Sgt. | Ely | Calvin | P. | " |
| RO | Sgt. | Hanes | Billy | H. | " |
| TT | Sgt. | Henley | James | H. | " |
| BT | Sgt. | Spoor | Richard | A. | " |
| TG | Sgt. | Hartwick | Frederick | W. | " |
| FG | Sgt. | Joyner | Oliver | N. | " |

SIX HUNDRED AND FOURTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer

AAF Station # 128.
 28 January 1945.

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Station # 128, APO # 557.

1. The following is the loading list for today's mission:

PLANE # 8211 GH.

| | | | |
|-----|---------|------------------------|---------------|
| F | Capt. | MERGER, ELMER W. | 614th Sq. |
| CP | Major | GARLAND, WILLIAM C. | " |
| N | Capt. | GASKINS, LESLIE R. | " |
| B | Capt. | FULGIM, EILLEAN P. | " |
| MO | 1st Lt. | DRESBACH, JOHN T. | " |
| RO | T/Sgt. | Zubrickas, Joseph S. | " |
| TT | T/Sgt. | Fowler, Cecil V. | " |
| TG | 1st Lt. | HIBBERT, CARL D. | " |
| WG | S/Sgt. | Connors, Robert A. | " |
| GHO | 1st Lt. | HIGHTSBOE, CLARENCE C. | 384th Bomb Gp |

PLANE # 43-38677

| | | | |
|-----|---------|----------------------|----------|
| P | 1st Lt. | MORAN, ROBERT E. | 614th Sq |
| CP | 1st Lt. | WELLMAN, SILAS H. | " |
| N | 1st Lt. | DUNCAN, ROBERT H. | " |
| CTG | S/Sgt. | Miller, James J. | " |
| RO | T/Sgt. | Brown, Arnold P. | " |
| TT | T/Sgt. | Stromberg, Warren B. | " |
| BT | S/Sgt. | Detty, Hilert J. Jr. | " |
| TG | S/Sgt. | Clark, Charles B. | " |
| WG | S/Sgt. | Jackson, John A. | " |

PLANE # 44-3259

| | | | |
|----|---------|---------------------|---|
| P | 1st Lt. | HUBBELL, RICHARD S. | " |
| CP | 2nd Lt. | GONNET, AMBROSE E. | " |
| N | 1st Lt. | MOORE, GEORGE J. | " |
| B | 1st Lt. | FLIEG, STANLEY W. | " |
| RO | T/Sgt. | Pool, Clyde W. | " |
| TT | T/Sgt. | Ross, Richard D. | " |
| MO | 1st Lt. | GOODMAN, JAMES W. | " |
| TG | Fvt. | Bell, W.S. | " |
| WG | S/Sgt. | Harris, John C. | " |

PLANE # 42-97602

| | | | |
|----|---------|--------------------------|---|
| P | 1st Lt. | MAYS, HAL C. | " |
| CP | 1st Lt. | LIVINGSTON, HERMAN | " |
| N | 1st Lt. | KOSKI, MATTHEW F. | " |
| B | 1st Lt. | SCHAEFER, ROBERT L. | " |
| RO | S/Sgt. | Peneton, Howard H. | " |
| TT | T/Sgt. | Collett, John E. | " |
| BT | S/Sgt. | Cole, William I. | " |
| TG | S/Sgt. | Monacella, Joseph L. Jr. | " |
| WG | S/Sgt. | Smith, William F. | " |

Loading List Continued

PLANE # 42-39012

| | | | |
|-----|---------|-------------------------|-----------|
| P | 2nd Lt. | KING, MYRON L. | 614th Sq. |
| CP | 2nd Lt. | SWENNEY, WILLIAM J. III | " |
| N | 2nd Lt. | LOWE, RICHARD I. JR. | " |
| CTG | S/Sgt. | Pyne, Robert E. | " |
| RO | S/Sgt. | De Vito, Patay A. | " |
| TT | S/Sgt. | Pavlas, Ernest S. | " |
| BT | Sgt. | Reinoehl, Philip A. | " |
| TG | Sgt. | Atkinson, George E. Jr. | " |
| WG | Sgt. | Spedman, Hampton K. | " |

PLANE # 42-107151

| | | | |
|----|---------|-------------------------|---|
| P | 1st Lt. | MORTON, WALTER L. | " |
| CP | 1st Lt. | RITCHEY, RALPH | " |
| N | 1st Lt. | PINK, JACK T. | " |
| B | 1st Lt. | HELMS, CHARLES L. | " |
| RO | T/Sgt. | Hickey, Robert E. | " |
| TT | T/Sgt. | Block, Joseph R. | " |
| BT | S/Sgt. | Powers, Willard B. | " |
| TG | S/Sgt. | Whittington, Charles S. | " |
| WG | S/Sgt. | Eruschwein, Douglas B. | " |

PLANE # 43-38646

| | | | |
|----|---------|---------------------------|---|
| P | 1st Lt. | THOMPSON, RUSSELL B. | " |
| CP | 2nd Lt. | CASSIDY, CLARENCE | " |
| N | 1st Lt. | LUPONITZ, HYMAN J. | " |
| B | 1st Lt. | BRUCE, WILLIAM M. | " |
| RO | S/Sgt. | Bode, Robert E. | " |
| TT | S/Sgt. | Willson, Rodney V. | " |
| BT | S/Sgt. | Christensen, James P. Jr. | " |
| TG | S/Sgt. | Heikes, Dale L. | " |
| WG | S/Sgt. | Dana, Edward G. | " |

PLANE # 42-97478

| | | | |
|----|---------|--------------------|---|
| P | 1st Lt. | PONDREN, JOHN E. | " |
| CP | 2nd Lt. | VIA, JAMES C. | " |
| N | 1st Lt. | COYNE, JOHN T. | " |
| B | 2nd Lt. | PACKRELL, JESSE L. | " |
| RO | S/Sgt. | Wensel, John W. | " |
| TT | S/Sgt. | Brobat, Clyde J. | " |
| BT | S/Sgt. | Wickline, John H. | " |
| TG | S/Sgt. | Wilbers, Herman E. | " |
| WG | S/Sgt. | Yousans, Henry A. | " |

PLANE # 43-38738

| | | | |
|----|---------|---------------------|---|
| P | 1st Lt. | COLE, JOHN S. JR. | " |
| CP | 2nd Lt. | SPILLMAN, JOHN W. | " |
| N | 2nd Lt. | HANSON, CLIFFORD M. | " |
| B | F/O | BUTLER, THOMAS H. | " |
| RO | Sgt. | Crespi, Ralph M. | " |
| TT | Sgt. | Allex, Marvin L. | " |
| BT | Sgt. | Griggs, Crawford F. | " |
| TG | Sgt. | Smith, Ralph H. | " |
| WG | S/Sgt. | Mc Clure, James R. | " |

Loading List Continued

PLANE # 42-38565

| | | | |
|-----|---------|---------------------|-----------|
| F | 2nd Lt. | SORENSEN, MELVIN H. | 614th Sq. |
| CP | 2nd Lt. | TROUPE, JOHN T. | " |
| N | 2nd Lt. | ZNEIMER, JOHN H. | " |
| CTG | Sgt. | Lee, William J. | " |
| RO | Sgt. | Collins, John G. | " |
| TT | Sgt. | Senoric, Steve S. | " |
| BT | Sgt. | Leppanen, Calvin W. | " |
| TG | Sgt. | Nichols, Norman D. | " |
| WG | Sgt. | Turner, Eldon A. | " |

For the Squadron Commander:

ALVAH H. CHAPMAN JR.
Major, Air Corps,
Operations Officer.

613th BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 AAF STATION 128, APO # 557

28 JANUARY 1945

L-O-A-D-I-N-G L-I-S-T

| PLANE NO. | DUTY | RANK | LAST NAME | FIRST NAME | MI |
|-----------|------|---------|------------|------------|-------|
| 44-38941 | P | 1st Lt. | JENNINGS | WILLIAM | R. |
| | CP | 2nd Lt. | MILLER | HENRY | C. |
| | N | 1st Lt. | FOLKS | WILLIAM | M. |
| | B | 1st Lt. | SCHKLOVEN | ISAAC | (NMI) |
| | RO | T/SGT. | CURTIS | JAMES | W. |
| | TT | T/SGT. | FORMAN | RICHARD | T. |
| | BT | S/SGT. | OLIVER | KENNETH | C. |
| | TG | S/SGT. | SELZLE | THOMAS | R. |
| | WG | S/SGT. | EWEN | DONALD | L. |
| * * * | | | | | |
| 43-37706 | P | 2nd Lt. | HART | JERALD | E. |
| | CP | 2nd Lt. | TAYLOR | RICHARD | W. |
| | N | 2nd Lt. | ANDREWS | MELVIN | H. |
| | B | SGT. | CARMICHAEL | WISON | H. |
| | RO | SGT. | REISS | HERBERT | (NMI) |
| | TT | SGT. | RANEY | ROBERT | E. |
| | BT | SGT. | KNIGHT | VICTOR | (NMI) |
| | TG | SGT. | PICHERING | EDWARD | M. |
| | WG | SGT. | SMUKLER | MYRON | M. |
| * * * | | | | | |
| 42-102947 | P | 1st Lt. | STEELE | RICHARD | H. |
| | CP | 2nd Lt. | ZEMAN | ROGER | R. |
| | N | 1st Lt. | JENSEN | JAMES | B. |
| | B | SGT. | VALDEZ | RAYMOND | (NMI) |
| | RO | S/SGT. | STROMBERG | ALEXANDER | (NMI) |
| | TT | S/SGT. | STACHURA | FREDERICK | (NMI) |
| | BT | S/SGT. | MYERS | ERROL | A. |
| | TG | S/SGT. | ROBERSON | ROBERT | E. |
| | WG | S/SGT. | WOWAK | CHESTER | A. |
| * * * | | | | | |
| 44-6113 | P | 1st Lt. | SHELLER | RICHARD | R. |
| | CP | 2nd Lt. | WICKS | WALLACE | W. |
| | N | 2nd Lt. | HOUSTON | RICHARD | D. |
| | B | F/O | KOLLAR | JOHN | E. |
| | RO | S/SGT. | GIANNINI | JOSEPH | (NMI) |
| | TT | S/SGT. | HARTY | WILLIAM | Q. |
| | BT | S/SGT. | BLACK | RICHARD | D. |
| | TG | S/SGT. | TRUDEAU | RUSSELL | M. |
| | WG | S/SGT. | SEVERSON | NORMAN | A. |
| * * * | | | | | |
| 42-31072 | P | 2nd Lt. | CURRAN | EDWARD | E. |
| | CP | 2nd Lt. | REILLY | DONALD | J. |
| | N | 2nd Lt. | BAUTZ | JOHN | J. |
| | B. | 2nd Lt. | JONES | BRN | F. |
| | RO | S/SGT. | GIESKEN | GEORGE | J. |
| | TT | S/SGT. | JOHNSON | ELMO | E. |
| | BT | S/SGT. | ZENOR | HARROLD | M. |
| | TG | S/SGT. | CLIFTON | JAMES | R. |
| | WG | S/SGT. | HARDIN | ROY | (NMI) |
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| 44-6588 | P | 2nd Lt. | NIELSON | HAN | V. |
| | CP | 2nd Lt. | THOMAS | JAMES | A. |
| | N | 2nd Lt. | TUMMELSON | HURSHALL | G. |
| | B | SGT. | VIGNETTI | ANGELO | J. |
| | RO | SGT. | HARROWE | EMANUEL | (NMI) |
| | TT | SGT. | SWINDLE | FRANK | G. |
| | BT | SGT. | EVANS | CARL | E. |
| | TG | SGT. | STEPKA | FRANCIS | S. |
| | WG | SGT. | DE PRA | ARTHUR | R. |
| * | * | * | * | * | * |
| 44-8550 | P | 1st Lt. | McGOLLRICK | JOHN | W. |
| | CP | CAPT. | STELZER | ROBERT | L. |
| | N | 1st Lt. | LEWIS | LESTER | G. |
| | B | 1st Lt. | PEEK | GEORGE | W. |
| | V | 1st Lt. | PETERSON | GEORGE | W. |
| | RO | T/SGT. | BECK | GERALD | L. |
| | TT | T/SGT. | SHELDON | JAMES | F. |
| | TG | S/SGT. | GRUMANN | JAMES | F. |
| | WG | S/SGT. | LINDSAY | JAMES | R. |
| * | * | * | * | * | * |
| 43-38607 | P | F/O | COX | HERBERT | P. |
| | CP | F/O | SHAW | MARVIN | W. |
| | N | F/O | SCHEP | KENNETH | M. |
| | B | S/SGT. | PETERS | WILLIAM | J. |
| | RO | S/SGT. | HOWELL | THOMAS | E. |
| | TT | S/SGT. | McCRARY | LEON | A. |
| | BT | S/SGT. | TANAVEVICH | ALEXANDER | (NMI) |
| | TG | S/SGT. | NORRIS | LAMON | (NMI) |
| | WG | S/SGT. | RAYMOND | LLOYD | A. |
| * | * | * | * | * | * |
| 43-38187 | P | 2nd Lt. | MAY | JAMES | H. |
| | CP | 2nd Lt. | COLLISS | EUGENE | B. |
| | N | 2nd Lt. | ANDERS | WALTER | R. |
| | B | SGT. | BENSON | WILLARD | K. |
| | RO | SGT. | PAULK | ALBERT | L. JR. |
| | TT | SGT. | SMITH | DONALD | F. |
| | BT | SGT. | McKEE | WILLIAM | J. |
| | TG | SGT. | KROZEL | JOSEPH | A. |
| | WG | SGT. | HERHOLD | DAN | E. |
| * | * | * | * | * | * |
| 43-38862 | P | 2nd Lt. | BRADLEY | AUBREY | J. JR. |
| | CP | 2nd Lt. | FINNELL | JAMES | J. |
| | N | 2nd Lt. | GOLD | ASHLEY | (NMI) |
| | B | S/SGT. | ELINS | HERMAN | (NMI) |
| | RO | S/SGT. | BOWERS | JACOBS | J. JR. |
| | TT | M/SGT. | MANGUM | JUSTICE | E. |
| | BT | SGT. | KEMP | JAMES | E. |
| | TG | SGT. | DEFEBAGH | NORMAN | (NMI) |
| | WG | SGT. | MATLACK | WILLIAM | W. |
| * | * | * | * | * | * |

LEAD SQDN 94 B Gp

Combat Sq. Leader: MAJ GARLAND Date: 29 Jan

Deputy Sq. Leader: LT HUBBELL

Deputy Gp. Leader: LT HUBBELL

Opns

614 SQDN
612 SC JAWOCK
613 IN MACRO
614 IW GOLFOUB
615 IY BUZZARD

MERCER (GARLAND)

GH Z 8211

MORAN

IW K 8677

HUBBELL *about*
IW G 8259

614 SQDN

615 SQDN

MAYS

IW O 7602

MC KAY

IY O 8779

KING

IW P 2012

MORTON

IW B 7151

CALLAHAN

IY K 8425

STEPHENS

IY J 7113

THOMPSON, R.

IW T 8646

FONDREN

IW Q 7478

COLE

IW N 8738

SPARES

SORENSEN

IW X 8565 *Ret*

FORM. MON. SHIP IW L 0001 Disp 7
SP LD (PFF) IN P 8449 Disp 35
" " (VIS) IW T 7780 " 9

GRND SP IY L 7551 Disp 29
~~IN A 8458 " 46~~

HIGH SQDN 94 B Gp

Combat Sq. Leader: SCHAUNAMAN Date: 28 Jan

Deputy Sq. Leader: ASCHENBACH

Deputy Gp. Leader: HUBBELL

612 SQDN
612 SC JAWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

SCHAUNAMAN

~~SC L~~ ~~8637~~ ~~8033~~ (PFF)
IW G 8033

LONG

ASCHENBACH

SC L 8637

SC P 1892

612 SQDN

615 SQDN

ROADMAN

MAIRE

SC D 6992

IY C 2468

HUDNALL

JONES

HANSEN

CRACRAFT

SC S 8680

SC M 7039

IY P 8758

IY G 1983

COX

SC B 1662

COMER

SCHLIEMANN

SC F 8541

SC N 6506

INA 8458

SPARES

CAMPBELL

SC K 8733

FORM. MON. SHIP IW L 0001 Disp 7
SP LD (PFF) IN P 8449 Disp 35
" " (VIS) IW T 7780 " 9

GRND SP ~~IY L 7551 Disp 29~~
~~IN A 8458 Disp 46~~

Combat Sq. Leader: STELZER Date: 28 Jan 1945

Deputy Sq. Leader: JENNINGS

Deputy Gp. Leader: HUBBELL

LOW SQDN 94 "B" GP

613th SQDN

- 612 SC JABWOCK
- 613 IN MACRO
- 614 IW GOLFCLUB
- 615 IY BUZZARD

MC GOLDRICK (STELZER)

IN Q | 8550 (PFF)
~~IN Q~~ | ~~8550~~
 CURRAN | JENNINGS

IN K | 1072

IN L | 8941

SQDN

STEELE

IN S | 2947

COX

HART

SQDN

JONES

IY B | 1730

GRIMM

BENNETT

IN H | 8607
 IY L | 551

SCHELLER

IN U | 7706

IY N | 8810

IY R | 6146

IN R | 6113

BRADLEY

NIELSEN

IN N | 8862

IN D | 6588

SPARES

MAY
 IN C | 8187

- FORM. MON. SHIP. - IW L 0001 Disp 7
- SP LD (PFF) IN P 8449 Disp 35
- " " (VIS) IW R 7780 Disp 9
- GRND SP IY L 7551 Disp 29
- ~~" " IN A 8458 Disp 46~~