

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

MISSION No. **207**

Date: **14 FEB. 45**

TO: **DRESDEN, 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 # 107

DATE 14 February 1945

ASSIGNMENT

1. Assigned Target: DRESDEN, GERMANY
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group. Two Pff A/C were included in the lead squadron and one in the high squadron. A spare accompanied each squadron.

EXECUTION

1. Target Bombed: DRESDEN, GERMANY (PFF with VIS)
2. a. Group Leader: Lt. Col. E. W. BROWN (Riegler)  
Lead Navigator: Capt. H. D. WOOD (Strong-MO)  
Extra Navigator: 1st Lt. J. D. HURLEY  
Lead Bombardier: Capt. H. W. MEADVILLE
- b. Low Sqdn Leader: 1st Lt. R. S. HAYES  
Lead Navigator: 1st Lt. C. B. MINOR  
Lead Bombardier: 1st Lt. R. W. MURPHY
- c. High Sqdn Leader: 1st Lt. H. E. HASKETT (Pfund)  
Lead Navigator: 1st Lt. A. C. WILHELM (Bradfute-MO)  
Lead Bombardier: 1st Lt. E. K. STOUT

3. Flight Over England:

a. Takeoff:

Takeoff was delayed somewhat by one ship which had a flat tire on the perimeter track. Aside from this mishap takeoff was normal. (Takeoff was set back one hour from original briefed time)



MISSION SUMMARY REPORT: (c)

3. b. Squadron and Group Assemblies:

Squadron and group assemblies were delayed because of the ships held up by the flat tire which occurred at takeoff. However, the group was assembled and departed Cottesmore on time.

c. Route Over England:

As briefed with the exception of the route between point D and point E. A big "S" to the left was undertaken on this leg to lose a little time and to avoid the 41st "C" group, which was considerably behind time. 94th "A" fell in behind 41st "C" and continued out over the channel in briefed 10th position in Division column.

4. Attack:

a. Flight to Target:

As briefed with the following exceptions: it was necessary to gain an extra 500' to clear the tops of dense cirrus clouds which were prevalent along the whole route; the low squadron was ordered to take a high left position in the group. Some meagre flak was encountered at about 51° 10'N-10° 40'E, but was avoided by evasive action. The IP was reached very satisfactorily and as "Buckeye" suggested blind bombing, the group proceeded to bomb as a unit.

b. Bombing Run:

Cloud cover was solid over the IP and the first  $\frac{1}{2}$  of the bomb run so we made a PFF run on the secondary target. The bombing was done in group formation. On the last half of the run there were just a few breaks in the clouds (about 9/10ths coverage) so the Bombardier was able to make a visual assist. The mickey man killed all the drift and gave the bombardier the clutch in point for an approximate rate. The Bombardier could see the city through a break in the clouds so he refined the rate and salvoed the bombs when the indices met. All others used a 140 foot intervalometer setting. The AFCE was good. Results were unobserved.

c. Flight From Target:

There were several deviations from briefed route to avoid flak i.e. in the Frankfurt area, and one deviation near Ostende when the group cut to the right to shorten the route. The latter deviation was made to save gasoline.

d. Return to Base:

Return to home base was normal. Two A/C found it necessary to land on the continent because of gas shortage - one returned immediately, and A/C 42-102468 the following day. All crews safe.



MISSION SUMMARY REPORT: (con)

4. e. Weather:

8/10-10/10ths cirrus base 16,000' tops 27,000' lay~~ered~~ entire route in. Visibility unrestricted above clouds. Dense persistent contrails above 18,000' were encountered both enroute and at target area.

f. Fighter Support:

Excellent.

g. Comments on Formation:

Formation was good in the individual squadrons. The group formation was rather loose because of the poor weather and dense persistent contrails.

h. Conclusions and Recommendations:

The importance of making times good over England cannot be over-emphasized. The 41st Wing was about four minutes late which caused confusion at Division assembly.

5. Aircraft Not Attacking:

Lead Sq: A/C 44-8648 - Not Sortie. Returned early when right front oxygen system started leaking. Oxygen regulator found to be defective.

A/C 44-6313 - Not Sortie. Returned early when radio operator became sick. Hospital reports ulcer of right septum bleeding freely.

Low Sq: A/C 42-107039- Not Sortie. Spare A/C which filled in returned early when #2 engine began running rough. Upon return metal particles were found in sump plug and cuno.

High Sq: A/C 42-97322 - Sortie. Failed to drop bombs when bomb bay doors failed to open. Returned bombs.

6. Enemy Opposition:

No air opposition seen or encountered (See flak report for flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
1	4	5

8. Casualties:

None.

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

MISSION SUMMARY REPORT (Co.)

10. Bombing Data:

a. Observations:

Bombfall beleived to be good, although unobserved. Smoke bombs of preceding groups were concentrated within approximately 100 yards and our release point coincided closely with them.

b. Disposition of Bombs:

Lead Sqdn: A total of 11 A/C EET and attacked the secondary target, dropping 53 X 500# RDX, and 43 X 500# IB and 12 X 500# GP bombs. A/C 132 jettisoned 1 RDX and 1 GP at 5057-1356E. Aborting A/C 648 and A/C 313 returned 12 RDX and 8 IB bombs.

Low Sqdn: All 12 scheduled A/C EET and bombed the secondary target, dropping 72 X 500# RDX and 48 X 500# IB bombs. Spare A/C 039, after filling, aborted and jettisoned 6 RDX and 4 IB's.

High Sqdn: Of the 12 scheduled A/C EET, eleven attacked the secondary target, dropping 62 X 500# RDX, 44 X 500# IB and 4 X 500# GP bombs. A/C 322 could not open its doors and returned 6 RDX and 4 IB's to base. The spare returned 6 X 500# RDX and 4 X 500# IB bombs to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs			
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail
Main Bombfall	35	34	(187 ( 16 (135	500# 500# 500#	RDX GP IB	1/10 1/40 1/10 1/40 - -
Other Attacks	-	-	-	-	-	- -
Total Bombs on Target			(187 ( 16 ( 135	500# 500# 500#	RDX GP IB	1/10 1/40 1/10 1/40 - -
Other Expenditures			( 7 ( 5	500# 500#	RDX IB	1/10 1/40 - -
Bombs Returned			( 24 ( 16	500# 500#	RDX IB	1/10 1/40 - -
Total (Loaded on A/C Taking Off)			218 16 156	500# 500# 500#	RDX GP IB	1/10 1/40 1/10 1/40 - -

11. Lost Aircraft: None.

Submitted by:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer





ASSIGNED MPI →



Ld Sq 94 A Gp - 401st

Combat Sq. Leader: LT COL BROWN 14 Feb 45

Deputy Sq. Leader: Lt Tausig

Deputy Gp. Leader: Lt Haskett

at takeoff

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

BROWN  
449(pff)

MAY  
187

TAUSIG  
648(~~aborted~~)

SQDN

SQDN

SHELLER  
313(aborted)

BABCOCK  
780(aborted)

GEREN  
791

STEELE  
072

JAMES  
788

FONDREN  
478

BAKER  
458

NIELSON  
588

COX  
607

SPARES

MAHARICK  
132(~~aborted~~)

Lead Sqdn - 94th A Gp  
On Take-off and Cruise



Combat Sq. Leader: LT COL BROWN Date: 14 February 1945

Deputy Sq. Leader: LT TAUSIG

Deputy Gp. Leader: LT HASKETT

SQDN

- 614 SQ BARCOCK
- 615 SQ MAHONEY
- 614 SQ SOLUBLE
- 615 SQ BURZARD

REIGLER (BROWN)

449 PFF

MAY

187

SQDN

STEELE

072

SQDN

BARCOCK

780

GEREN

791

MAHATICK

132

JAMES

788

FONDREN

478

BAKER

458

NIELSON

588

COX

607

SPARES

Lead Sqdn over target



LO SQ 94 A Gp - 401st

Combat Sq. Leader: LT HAYES 14 FEB 45

Deputy Sq. Leader: LT ASHCENBACH

Deputy Gp. Leader: LT HASKETT

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

HAYES  
891

CAMPBELL  
733

ASCHEBACH  
862

SQDN

SQDN

COX  
662

THOMPSON R  
646

NOLAN  
993

STEIN  
637

WHITE  
330

STAUFFER  
677

BLOETSCHER  
788

LOVELL  
506

SMITH  
628

at takeoff

SPARES

MARTIN

Low Sqdn - 94th A Gp

039 (aborted after filling in for  
(648 in lead Sq On Take-off and Cruise

Combat Squad Leader: LT HAYES 14 February

Deputy Squad Leader: LT ASCHENBACH

Deputy Gp. Leader: LT HASKETT

SQDN  
618 SQ. MURPHY  
619 TS. MCGO  
614 IN. SP. MEUB  
615 IN. BURGARD

HAYES  
391

CAMPBELL  
733

ASCHENBACH  
863

SQDN

SQDN

COX  
662

THOMPSON, R.  
646

NOLAN  
993

STEIN  
637

WHITE  
330

STAUFFER  
677

BLOETSCHER  
788

LOVELL  
508

SMITH  
625

SPARES

Low Sqdn over target



High Sq 94 A Gp - 401st

Combat Squadron: **LT HASKETT** 14 Feb 1945

Deputy Squadron: **Lt GERBER**

Deputy Gp. Leader: **Lt HASKETT**

SQDN  
612 SC JADWOCK  
613 IW MACRO  
614 IW GOLFCOLUB  
615 IY BUZZARD

HASKETT  
653 PFF

HANSEN  
113

GERBER  
077

SQDN

MC KAY  
779

SQDN

ST AUBYN  
322

JORDAN  
551

SMITH  
730

COLE  
602

SCRENSSEN  
395

GRIMM  
810

KNOXES  
468

BENNETT  
664

SPARES

CRACRAFT  
983 Returned Spare

High Sqdn - 94th A Gp  
On Take-off and Cruise

Combat Sq. Leader: LT HASKETT 14 February

Deputy Sq. Leader: LT GERBER

Deputy Gp. Leader: LT HASKETT

SQDN

- 613 SQ MCKAY
- 615 IN MORA
- 614 IN SHELTON
- 615 IN BURGARD

HASKETT

655

HANSEN

113

GERBER

077

SQDN

SQDN

MC KAY

779

ST. AUBYN

322

JORDAN

551

SMITH, SR

730

GOLE

602

SCHREIBER

395

GRIMM

810

KOWLES

468

BENNETT

664

SPARES

High Sqdn over target



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

Date 13 Feb 1945

SUBJECT: Lead Navigator's Narrative of Raid on DRESDEN, 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 0803 hours.
- b. Group formed at 0855 hours on between Grantham and buncher.  
at 12700 ft. East Dereham
- c. Wing assembly was completed at \_\_\_\_\_ hours at \_\_\_\_\_.
- d. Route over England was (not) flown as briefed. East Dereham

e. Methods of navigation over England.

**Gee Radio D.R. Pilotage**

- f. Division formation was joined at 0908 hrs. at Felixstone
- g. Flight to I.P. was (not) as briefed.

h. Methods of navigation to the I. P.

**Gee Mickey D.R. Pilotage**

i. Bomb run.

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

- (2) True heading over target 070.
- (3) Actual drift 15 right.
- (4) Altitude over target 26600.
- (5) Time bombs away 1220.
- (6) Wind used for bombing 205/70.
- (7) Method of target identification.

**FFF Run with visual assistance**



(8) Difficulties on bomb run.

None

(9) Weather over Target.

9/10ths

(10) Axis of withdrawal 150.

- j. Group rally was accomplished at XX at XX hrs.
- k. Wing rally was accomplished at 50 37N 19 35E at 1235 hrs.
- l. Division rally was accomplished at 50 37N 19 35E at 1235 hrs.
- m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Gee Mickey D.R. 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. O.K.

/s/ Horace D. Wood  
HORACE D. WOOD  
Capt, Air Corps

Lead Navigator.                      Lead Sqd



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

Date 13 Feb 1945

SUBJECT: Lead Navigator's Narrative of Raid on DRESDEN GERMANY

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

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

- a. T/O at \_\_\_\_\_ hours.
- b. Group formed at 0802 at \_\_\_\_\_ hours on COTTSMORE buncher.  
at \_\_\_\_\_ ft. 0920
- c. Wing assembly was completed at 1120 at \_\_\_\_\_ hours at East Dereham
- d. Route over England was (not) flown as briefed. xxxx

e. Methods of navigation over England.

**Pilotage, Gee**

- f. Division formation was joined at 0908 hrs. at Salixstone
- g. Flight to I.F. was (not) as briefed. xxxx

h. Methods of navigation to the I. F.

**Gee, Mickey, Pilotage**

i. Bomb run.

(1) Actual I. F. was (not) as briefed. xxxx

- (2) True heading over target 060
- (3) Actual drift 29
- (4) Altitude over target 27300
- (5) Time bombs away 1220
- (6) Wind used for bombing 307/110
- (7) Method of target identification.

**PFF and Visual Assistance**

(8) Difficulties on bomb run.

**NONE**

(9) Weather over Target.

**9/10ths clouds**

(10) Axis of withdrawal 150.

- j. Group rally was accomplished at xx at xx hrs.
- k. Wing rally was accomplished at 50 37N 19 35E at 1235 hrs.
- l. Division rally was accomplished at 50 37N 19 35E at 1235 hrs.
- m. Flight home was (not) as briefed. xxxx

n. Methods of navigation on return route.

**Gee Mickey D.R. Pilotage**

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

q. Performance of equipment.

- (1) Mickey **O.K.**
- (2) Gee **O.K.**
- (3) Radio Compass **NO GOOD**
- (4) Fluxgate **O.K.**
- (5) Other equipment. **O.K.**

/s/ A.C. Wilhelm  
A.C. WILHELM  
1st Lt., Air Corps

Lead Navigator. **High Sqd.**



(8) Difficulties on bomb run.

**NGSE Bombed on Lead**

(9) Weather over Target.

**9- 10/10ths Tops about 24000**

(10) Axis of withdrawal 160.

- j. Group rally was accomplished at XX at XX hrs.
- k. Wing rally was accomplished at 50 37N 13 35E at 1235 hrs.
- l. Division rally was accomplished at 50 37N 13 35E at 1235 hrs.
- m. Flight home was ~~(not)~~ as briefed.

n. Methods of navigation on return route.

**Gee Mickey D.R. Pilotage**

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

q. Performance of equipment.

- (1) Mickey ~~XX~~
- (2) Gee **Good**
- (3) Radio Compass **Good**
- (4) Fluxgate **Good**
- (5) Other equipment. **O.K.**

/s/ Charles E. Minor

**CHARLES E. MINOR**

1st Lt., Air Corps

Lead Navigator **Low Sqd**

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

Date 13 Feb 1945

SUBJECT: Lead Navigator's Narrative of Raid on DRESDEN 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 0805 hours.
  - b. Group formed at 0925 hours on Cottesmore buncher.  
at 10500 ft.
  - c. Wing assembly was completed at 1009 hours at Felixstone.
  - d. Route over England was (~~not~~) flown as briefed.

e. Methods of navigation over England.

**PILOTAGE GEE, D.R. RADIO**

f. Division formation was joined at 1046 hrs. at 04 37E 52 37N  
g. Flight to I.P. was (~~not~~) as briefed.

h. Methods of navigation to the I. P.

**D.R. Gee Pilotage**

i. Bomb run.

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

- (2) True heading over target 060.
- (3) Actual drift 7 Right.
- (4) Altitude over target 25900 (Tnd).
- (5) Time bombs away 1220.
- (6) Wind used for bombing 265/120.
- (7) Method of target identification.

**FTT**



PILOT Capt. M. Diegler NAVIGATOR Capt. Horace D. Wood and 1st Lt. J. Hurley DATE 14 February 1945

STATIONS	064	ENGINES	0735	TAXI	0750	T.O.	0805
LEAVE BASE	Cottesmore 0925						
COAST OUT	1008						
ENEMY COAST	1044						
I.P.	1221						
TARGET	1233						
ENEMY COAST	1629						
	English Coast 1705 <del>1756</del>						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH ..... Fast Slow RATE ..... secs/hour Gaining Losing

At ..... C.M.T. Div assembly - Felixstowe to Cont. Coast

FROM	TO	W/V USED	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.
11000	13000		11000	150	152	004	-15	349	A1	360	135	11	05 -1	0925 0929	Depart			
13000	16500	290/45	13000	150 -19	155	108	-3	101	10	111	199	60	18	0947				
16500	16500	290/50	16500	150 -25	161	190	A18	208	10	218	161	36	14 A1	1002				
16500	20000	290/53	16500	150 -25	165	112	0	112	9	121	218	22	06	1008	Eng Coast	CP 1	1008	
20000	23500	270/60	20000	150 -36	175	071	-6	065	8	073	231	128	33 A3	1044	Coast	CP 2	1044	
23500	26500	250/75	26500	150 -44	192	091	A8	099	7	106	261	87	20	1106				
26500	26500	250/76	26500	150 -46	196	090	A8	098	6	104	266	36	08 A2	1114		CP 3	1114	
26500					196	138	A21	159	6	165	212	75	21 A2	1137				
26500		250/80		150 -39	199	127	A22	149	5	154	230	77	20 A1	1158		CP 4	1158	
26500		250/93				151	A28	179	4	183	190	27	09	1207				
26500		250/93				100	A14	114	4	118	274	18	04 A1	1212				
26500		250/105				047	-11	036	4	040	292	33	07 A2	1221	IP			
26500		250/113				077	A4	081	3	084	310	50	10 A2	1233	TARGET			
26500		250/113				127	A29	156	3	159	235	12	03	1236				
26500		250/113		150 -39		229	A12	241	3	244	090	57	38 -12	1302				
26500		250/93		150 -39	199	272	-10	262	5	262	110	147	1:21	1429				
26500		250/76		150 -46	196	250	0	250	6	256	120	51	26 A5	1454		CP 5	1454	
26500	26500		26500	150 -46	196	289	-14	275	6	281	130	58	27	1521				
26500	21500	250/64	21500	170 -38	204	290	-11	279	7	286	150	50	20 43	1607		Div. break up		
21500	16500	257/53	16500	150 -39	165	290	-10	280		287	118	45	25	1607				
16500	11500	264/48	11500	170 -32	181	290	-7	283	8	291	136	23	43	1629		Coast		
11500		274/43	11500	150 -16	153	290	-4	286		294	111	20	43	1629				

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	
0803					TAKE OFF										
0808			355		Climbing out to alt Cott. and return		135	2500							
0820					Turned back to Cottesmore 2 mi S. Grantham			8000							
0830		357/50			Cottesmore weather ship wind			11000							
0925			349		3 mi East of Funcher on time		147	11600							
0929			349 101		4 mi East of G.P. A on time		150	11900							
0933			101		Sqd and Group formed		150	12700							
0939		279/36	101				150	13000		206	6	205	23	61	0845
0945					Point D on course 1 1/2 min early		145	14000							
1004			95		Point E 4 mi south on time		150	15000							
1008			85		G.P. A on time on course		150	16500							
1015			60				150	17000		22	7	188			
1022	63		60		52 15N 02 24E 290/14K		147	19000	175	23	71	184			
1033			55				150	20600		38	101	218	48	131	10461
1040			53		52 30N 03 37E		150	21500		22	7	188	26	81	10481



FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1043			53				150	22500							
<del>1044</del>	<del>67</del>	<del>-14</del>	<del>53</del>		<del>O.P. #2 on course 330/12</del>	<del>See</del>	<del>150</del>	<del>23000</del>	<del>170</del>	<del>24 1/2</del>	<del>2 1/2</del>	<del>170</del>			
1053			98		52 30N 05 20E		145	25500							
1100			60		52 36N 06 10E		150	26200 -41	191						
1100 1/2			65		52 42N 07 00E		147	26600	191	31	8 1/2	219	37	10	1118 1/2
1119			65												
1116			65												
1118			159		O.P. #3 4 min late on course										
1126			154		52 10N 08 45E		150	27000							
1134			149		52 14N 09 27E		150	26600 -44	202						
1140							147	26600				240	64	16	1146
1142	132	#3	135		305/70 (Mickey)		150	26600		35	8	262			
1154			135		Infert 8 miles right O.P. #4		150								
1156			172		50 49N 11 02E		150	26600							
<del>1200</del>			<del>114</del>		<del>50 54N 11 39E 4/2 to 11E</del>		<del>146</del>	<del>26600</del>				190	40	12	1212
1208			075		50 50N 12 25E		150	26600				261	49	11	1212
1220			070		Boats Away P.F.P.		150	26600				248			
1225					Turning to Course		150								
1235			255		50 37N 13 35E		142	26600							
1244			265		Pilotage fix 50 28N 13 15E		146	26000							
1244			272		Mickey fix 50 23N 13 15E		147	26300							
1310	265	#6	271		50 17N 11 55E (Pin Point) 200/04 (Mickey)		25000	206	21	11	115				
1319			280		50 15N 11 30E		150	25300	189	43	20	128	91	42 1/2	1401 1/2
1336			280												
1346			285		50 21N 10 04E		150								
1356			275		50 25N 09 40E		150	23100							
1402	250	#12	262		T.P. 50 25N 09 00										
1420			280		Evasive action to avoid Linberg fix		150	22300							
1429			262		O.P. #5 on course 25 min early		150	22100							
1438			295		Pinpoint 50 10N 07 15E										
1450			295		50 10N 06 40E		150	21200							
1500			295		Pin Point 50 19N 06 00E		150	18600							
1507			300		50 31N 05 40E		150								
1513 1/2	317	-12	305		50 40N 05 25E 227/45 See		150	15000	177	13	4 1/2	174	100	34	1547 1/2
1520			300		50 43N 05 09E		150	14000		24 1/2	11	134	58	39	1559
15 30			295		50 52N 04 42E		152	12000		30	16 1/2	110	70	33	1603
1539 1/2			299		50 56N 04 19E		149	12000		34	19 1/2	110	55	30	1609 1/2
1545			285		51 02N 04 04E		147	12000		26 1/2	15	106	44	25	1610
1602 1/2			300												
1610			300		51 14N 02 54E cat out		150	10000							
1614			305		52 22N 02 35E		163	8500							
1619	307	-2	305		51 29N 02 19E 250/0			7500 #2	166	24 1/2	9	163	47	17 1/2	1636
1630 1/2			300		51 43N 01 56E		151	4000							
1635 1/2			300		51 48N 01 43E		152	4000		9 1/2	5	117	16	8	1643 1/2



PILOT \_\_\_\_\_ NAVIGATOR \_\_\_\_\_ DATE \_\_\_\_\_

STATIONS	ENGINES	TAXI	T.O.
LEAVE BASE			
COAST OUT			
ENEMY COAST			
I.P.			
TARGET			
ENEMY COAST			

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH \_\_\_\_\_ Fast Slow  
 RATE \_\_\_\_\_ secs / hour Gaining Losing  
 At \_\_\_\_\_ G.M.T.

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.
51-13N 02-55E Felixstowe	-7 A 276/24	7000 2000	170 150	163 133	308	-5 -6	303 302	19	312 311	133 112	12 32 74	19 17 36	1705	English Coast
51-52N 01-21E Newmarket	-7 A 274/24	2000	150	133	296	-4	292	10	302	110	39	21	1726	
52-15N 00-24E Wick	*	2000	150	133	342	-10	332	10	342	120	13 27	13	1739	Wing Break up
52-10N 00-10E Ince	*	2000	150	133	250	A	254	10	264	110	30	17	1756	STR
Base 0825 Felixstowe 0908														
Cottismore 0842 Felixstowe 0908														

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		TO RUN		E.T.A.
										DIST.	TIME	G. S.	DIST.	
1611			300		English Coast to Felixstowe		160	4000						
1647			292				150	3800						
1652			292		52 09N 02 03E		154	3650		94	5	116	254	13 1705
1700			292		52 09N 00 41E		154	3900		23	13	107	12	64 1706
1707			300		Newmarket		154	3000						
1711			312				150	2900		74	4	112	18	94 1720
1720			342		Wick		150	2700						
1739			260		Ince									
1741					LANDED									

Certified a true copy:

JAMES F. SOAN  
 Major, Air Corps  
 Group Navigation Officer

LINE	COURSE	D'R DRIF	TRUE HDNG	MAG HDNG	OBSERVATION	OBSERVATION	HEIGHT	TIME	DIST	TIME	G. S.	DIST	TIME	E.T.A.



SECRET

COMBATS

By authority of

FW 190 ○

C. G. Eighth Air Force

ME 109 ⊙

Initials \_\_\_\_\_

JU 88 ⊗

Date \_\_\_\_\_

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Sig. \_\_\_\_\_

FLAK

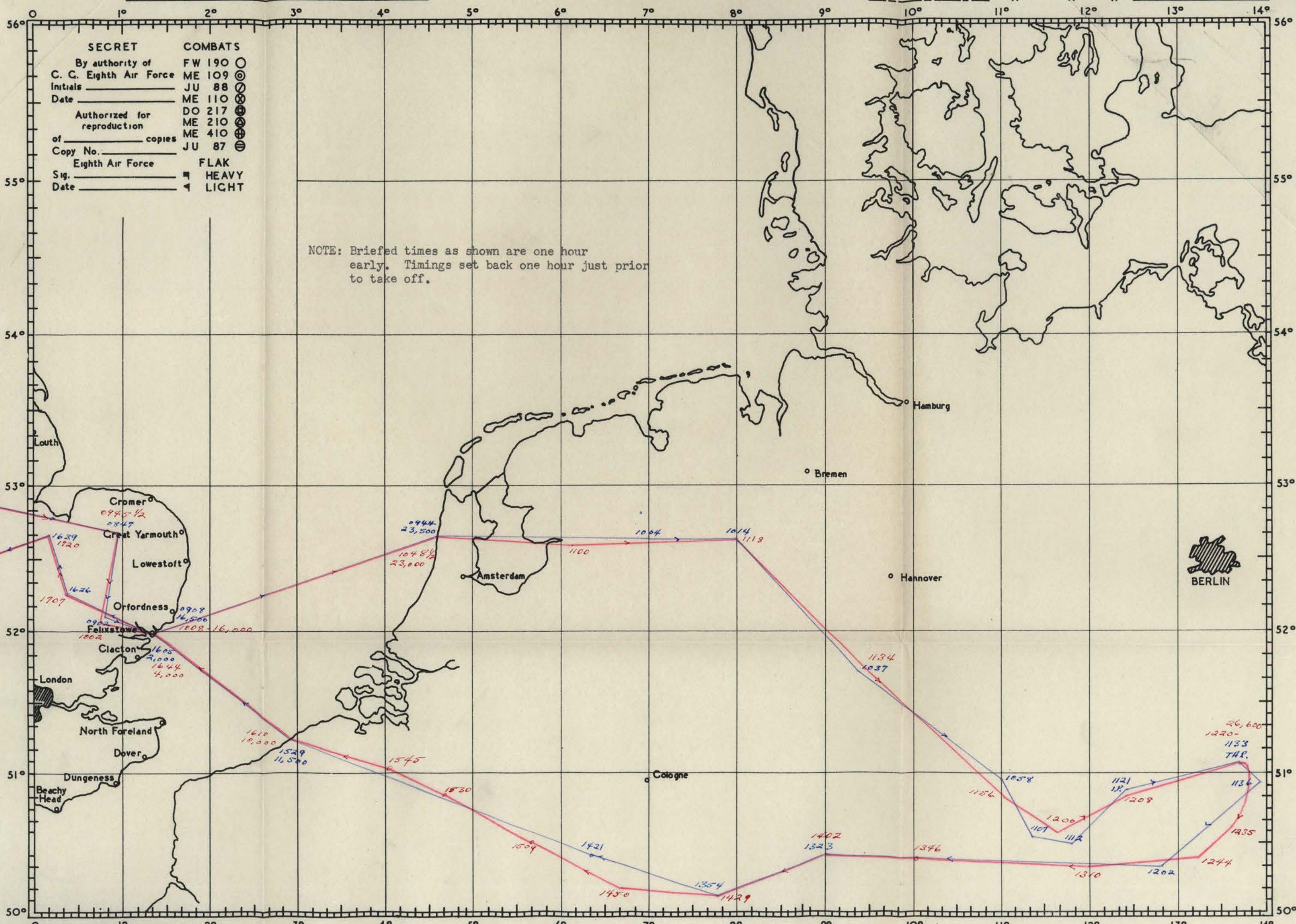
Date \_\_\_\_\_

HEAVY

LIGHT

NOTE: Briefed times as shown are one hour early. Timings set back one hour just prior to take off.

DECLASSIFIED PER: ANNEX 45005  
BY: JW NARA DATE: 11/11/10





# TRACK CHART

DATE Feb. 14, 1945

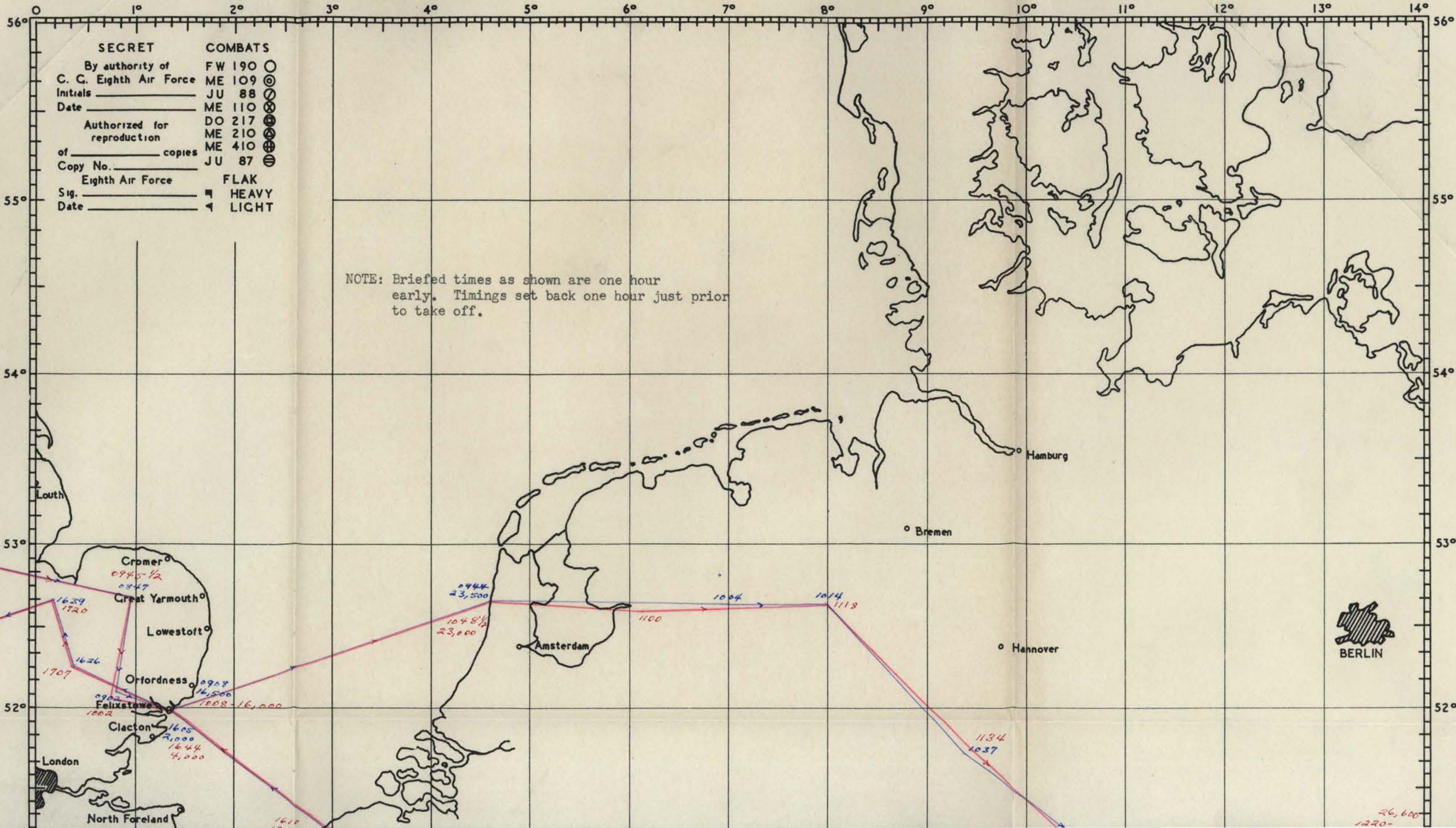
TARGETS  
PRIMARY

Dresden, Germany

Blue  
Red

ROUTE FOLLOWED BY

Briefed  
401st B.G. (H)



DECLASSIFIED PER ANI 749005  
BY J.W. NARA DATE 11/11/10

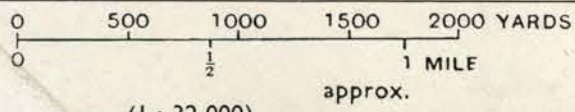


Target No.  
6 (d) (vi) 74

RAILWAY MARSHALLING YARD — DRESDEN (GERMANY)  
Lat. 51° 04' N. Long. 13° 42' E

Illustration No.  
6 (d) (vi) 74/2

*Plan B"  
Primary &  
Secondary*



Photographed 31 May 1944

(1 : 32,000)

Issued October 1944



Illustration No.  
6 (d) (vi) 74/2



STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD P. O. 629

Date of 14 Feb 45

94th "A" CBW

	LEAD		HIGH		LOW
	PF	GH	PF	GH	
1. No. of A/C Failing to Take Off	--	--	--	--	--
2. No. of A/C Airborne	11	2	12	1	13
3. No. of A/C Airborne Less Spares	11	2	11	1	13
4. No. of A/C Sorties	10	1	11	1	12
5. No. of A/C Attacking	10	1	10	1	12
6. No. of A/C Not Attacking	1	1	1	-	1
(a) Early Returns Included	(1)	(1)			(1)
7. Name of Primary Target	DRESDEN (VIS)				
(a) No. of A/C Attacking					
(b) No., Size & type of bombs					
8. Name of Secondary Target	DRESDEN (PFF)				
(a) No. of A/C Attacking	10	1	10	1	12
(b) No., Size & type of Bombs	47 500# RDX	6 500# RDX	56 500# RDX	6 500# RDX	72 500# RDX
	37 500# IB	6 500# IB	40 500# IB	4 500# IB	48 500# IB
	12 500# GP		4 500# GP		
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
13. -- to Flak					
14. -- to Flak & E/A					
15. -- to Enemy A/C					
16. -- to Accident					
17. -- to Unknown					



STAT SUMMARY (cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0803	0802	0805
19. Time of Attack	1220	1220	1220
20. Average Time of Flight	9.6	9.7	9.8
21. Altitude of Release	25,720	26,430	25,000
22. Visual or PFF	PFF with VIS	PFF	PFF
23. Enemy Resistance - AA Int. Acc.	None at target	None	None
24. - Fighters	--	--	--
25. - Bomber	--	--	--
26. U.S. A/C Engaged by Enemy A/C	--	--	--
27. Degree of Success	GOOD	UNOBS	UNOBS

PFF A/C Borrowed from Groups as follows:

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 HEADVILLE DATE 14 Feb 1945

PILOT LT. COL. BROWN & CAPT RINGLER TAKE OFF 0808

NAVIGATOR CAPT WOOD AIRPLANE \_\_\_\_\_

WING 94th A GROUP 401st SQDN Lead LANDED 1741

OBJECTIVE DRESDEN, GERMANY (MPI) \_\_\_\_\_

METHOD OF ATTACK \_\_\_\_\_  
Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 35 COMPOSITE GROUP \_\_\_\_\_

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 500 RDX FUSING: NOSE 1/10 TAIL 1/40

500 GP FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500 M 17 IB FUSING: NOSE --- TAIL ---

NUMBER OF BOMBS LOADED 196 RDX - 16 GP - 130 IB RELEASED 187 RDX - 16 GP  
138 IB

INFORMATION AT RELEASE POINT:

Altitude of Target 380 Temp Aloft: Metro -33 Actual -44

True Altitude above target 26,720 Mag Head, order 32 Actual 75

Ind. Altitude 28900 True Heading 70

Pressure alt of target -76 @ SL Drift, Est 21 Actual 14R

Altimeter setting 29.82 True Track 84

C.I.A.S. 180 I.A.S. 160 Actual Range 15,420

G.S. Est 312 Actual 281 B.S. Type M-9

Wind Direc Metro 250 Actual 305 Time of Release 12:20

Wind Veloc. Metro 126 Actual 81 Intervalometer Setting 140ft

D.S. 125 Trail 48 ATF 42.46 Length of Bombing Run 30 sec

Tan. D.A. Est .603 Actual .60 C-1 Pilot OK A-5 ---

Mean Temp: Metro -16 Actual -20 Manual Pilot ---

Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

LOW SQDN - ALT - 25000 MAG HEADING - 62 TIME OF RELEASE - 12:20

High " " - 26430 " " - 63 " " " - 12:20

I certify that the above figures have been checked and are correct

JULIUS FISCHOFF  
 Major, Air Corps  
 Group Bombing Officer



**CONFIDENTIAL**

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

J-A-2/1

Reference Field Order 629.

14 FEBRUARY 1945

SUBJECT: Communications Report, Operational Mission No 207.

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>3</u>
Splashers	<u>0</u>	3. HF/DF Bearings	<u>1</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>29</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>0</u>	6. Total A/C using Gee	<u>39</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>3</u>	<u>    </u>
3. Total sets usable for bombing	<u>3</u>	<u>    </u>

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>36</u>
2. Total A/C releasing Chaff	<u>31</u>
3. Total number of units released	<u>11,520</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>1</u>	6. Gee	<u>0</u>
2. VHF	<u>0</u>	7. H2X, <del>Micro-H</del>	<u>0</u>
3. Compass	<u>0</u>	8. Carpet	<u>2</u>
4. <del>Liaison</del>	<u>0</u>	9. IFF	<u>-</u>
5. Command	<u>1</u>	10. SCS-51	<u>-</u>

SECTION FIVE - REMARKS

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

**CONFIDENTIAL**



S E C R E T

REPORT ON A. A. GUNFIRE.  
 401st BOMBARDMENT GROUP (HV)

1. TARGET: ASSIGNED... Dresden, Germany DATE OF MISSION... 14 Feb 1945  
 BOMBED... Dresden, Germany

2. ROUTE AS FLOWN:  
Generally as briefed.

	AT TARGET	ENROUTE
3. WEATHER - - -	<u>8/10 - 10/10</u>	<u>8/10 - 10/10</u>
CONTRAILS - -	<u>Dense persistent</u>	<u>Dense persistent</u>
SEEN-UNSEEN -	<u>Seen and unseen</u>	<u>Seen and unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:  
NONE

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)  
1147 - Gotha-Erfurt area - Meagre, poor for accuracy.  
1235 - Brux - Meagre, inaccurate (observed).  
1420 - Frankfurt - Meagre, accurate (Evasive action).

6. CHAFF; HOW DISCHARGED: As briefed.

7. POSITION OF GROUP: 94th "A" - Tenth

8. DETAILS:-

SQDN: POS.	NO. A/C	DAMAGE		A/C LOST TO			AX'IS OF		TIME OVER TARGET	HEIGHT	
		MAJ.	MIN.	AA	EA	ACC	UK	ATTK			WITH
<u>Lead</u>	<u>11</u>	<u>0</u>	<u>1</u>					<u>73°M</u>	<u>150°M</u>	<u>1220</u>	<u>26,800</u>
<u>High</u>	<u>12</u>	<u>0</u>	<u>0</u>				<u>1</u>	<u>73°M</u>	<u>150°M</u>	<u>1219½</u>	<u>27,300</u>
<u>Low</u>	<u>12</u>	<u>1</u>	<u>3</u>					<u>73°M</u>	<u>150°M</u>	<u>1220</u>	<u>25,900</u>
TOTALS	<u>35</u>	<u>1</u>	<u>4</u>				<u>1</u>				

9. COMMENTS - PHENOMENA:-

Lt. P.R. Myers.



OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 557  
U. S. ARMY

D-K-1

14 February 1945

SUBJECT: Crew Comments and Suggestions on Mission to Dresden, 14 Feb 45.

TO : Commanding Officer, Station 128, APO 557, U.S. Army.

1. Lt. Alfred R. Grims, Pilot A/C 8810, stated that High Squadron was too close in altitude and Low Section of his High Squadron could not get in proper formation.

2. Lt. Frederick E. Babcock, Pilot A/C 7780, stated that he took off and had to return for a ground spare. Had to call tower twice for landing instructions and circled twice before landing causing him to almost miss formation on account of delay.

3. Lt. John S. Cole, Jr., Pilot A/C 7802, reported that flux gate compass on his aircraft has been "out" on last 7 missions.

4. Lt. E.A. Baker, Pilot A/C 8458, reported that ball turret on A/C IN B (8132) was not operating from 1315 to 1430 hours.

5. Lt. Charles J. Tarr, Navigator A/C 8637, stated that he has found briefing room passes on two occasions. Turned in a 613th Sq. pass found on Navigators briefing room table.

6. The following criticisms on transportation were reported:

a. Lt. Ralph S. Hayes, Pilot A/C 1891 and crew - Squadron transportation before mission has been exceedingly bad for last 7 missions.

b. Lt. Allen D. Aschenbach, Pilot A/C 8882 and crew - Could not get transportation this morning. Has been bad every morning.

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



Lead Squadron, 94th C Group

Combat Sq. Leader: Major MC CREE Date: 10 Feb 45

Deputy Sq. Leader: Lt Boddin

Deputy Gr. Leader: Capt Harb

*6 X 1000 lb. Sps.  
1/10 nose now - delay tail*

612 SQDN

612 SC JAWOCH  
613 IN ALORO  
614 IN GOLFCLUB  
615 IN BOLLEARD

CHRISTENSEN (MC CREE)

SC U 7947 PFF

HUDNALL

BODDIN

SC S 8680

IN P 8449 PFF

612 SQDN

613 SQDN

ROADMAN

BAKER

SC R 2393

IN B 6132

CAMPBELL \*

COMER

COX

CAREY

SC K 8733

SC F 8541

IN H 8607

IN N 8862

HOWARD

SC N 6506

LONG

LOVELL \*

SC L 8637

SC T 8788

SPARES

Spare Leads (PFF) IN M 8648, Disp #42  
(Vis) IN L 8941, Disp #38

SMITH

SC A 7628

Ground Spares IV L 7551, Disp #25  
SC C 9993, Dips #13

Formation Monitor A/C: IW L 0001, Maj Maupin

Note: \* - RCM A/C

*C letvacs - 614<sup>th</sup>*



LOW SQDN. 94TH "C" GROUP

Combat Sq. Leader: \_\_\_\_\_ Date: \_\_\_\_\_

Deputy Sq. Leader: CAPT. LOZINSKI 10 FEB. 1945

Deputy Gp. Leader: LT. GERBER

CAPT. HARRIS SQDN 612 SC JABWOCK  
615 613 IN MACRO  
614 IW GOLFCLUB  
615 IY BUZZARD

LOZINSKI

IY M 8371 (MH)

MAIRE  
IY F 7684

GERBER  
IY Q 8077

SQDN

SQDN

615

615

MC KAY

SHELLER

\* IY O 8779

IN S 2947

SMITH

CALLAHAN

MAHARICK

KEISO

IY P 8758

IY K 8425

IN J 1591

IN C 8187

GRIMM

\* IY N 8810

STEPHENS

BENNETT

IY J 7113 SPARES

IY R 6146

KNOWLES

IY G 1983

SP. LD. PFF IN M 8648 DISP 42  
SP. LD. VIS IN L 8941 DISP 38

n GND SP. IY L 7551 DISP 24  
SC C 9993 DISP 13

\* RCM

IW L 0001 MONITOR A/C MAJOR MAUPIN



High Squadron, 4th C Group

Combat Sq. Leader: Capt Harb Date: 10 Feb 45

Deputy Sq. Leader: Lt Spuhler

Deputy Op. Leader: Capt Harb

614 SQDN  
612 SC JABTOCK  
613 IL LACRO  
614 IL GOLDFENB  
615 IY BEEZARD

UTTER (HARB)  
IW C 8033 PFF

STAUFFER  
IW K 8677  
SPUHLER  
IW R 7780

614 SQDN  
613 SQDN

ST AUBYN  
IW D 7322  
CURRAN  
IN K 1072

WHITE  
IW Z 8330  
COLE  
IW O 7602  
BRADLEY  
IN F 8313  
MAY  
IN U 7706 \*

FONDREN \*  
IW X 8565

SORENSEN  
IW F 7395  
RICHARDSON  
IW P 2012

(PFF)  
Spare Leads: IN M 8648, Disp #42  
(Vis) IN L 8941, Disp #38

HARTSOEK  
IW A 7869

Ground Spares IY L, Disp #25, IY L 7551  
SC C 9993, Disp #13

Formation Monitor A/C: IW L 0001, Maj Maupin

Note: \* -RCM A/C



## Plan A

Your target is a factory producing the Junkers aeroplane engine. Your MPI is the machine shop Hdy. of this target. This target area is located on the South-east edge of this city and an unusual feature of this factory is the use of modern multi-storied buildings as the main workshops. This particular part of the target has not been attacked before but attacks in this city in 43+44 some damage was done which has at this time been completely repaired.

Secondary - The large M/Y in Hassel  
L.R. M/Y in Hameln (5206-0923)

Prime ops. of 1<sup>st</sup> DIV. will hit targets in the NW part of this same city

2<sup>nd</sup> DIV. Mueschule, Ronstorf, Altentuben, Biefeld  
3<sup>rd</sup> DIV. Hanover, Hildesheim, Hessel



Plan B VISUAL 40<sup>th</sup> & 94<sup>th</sup>

Primary - M/Y in Dresden approximately in the center of the city

Secondary - Southern tip of M/Y in center of city of Chemnitz

Secondary - PFF Center of city of Dresden

L.P. PLAVEN (5039 - 1207)

Remainder of 1<sup>st</sup> DIV. Primary hitting <sup>visually</sup> built up area slightly north east of your MPI

~~2<sup>nd</sup> DIV. Chemnitz~~

~~3<sup>rd</sup> " Dresden & Hessel~~

Identification flays for Russia

K-20 Camera

Plan A 4 cpr. of P-51's

" B 10 cpr. of P-51's

Russian Advancer



DATE: 14 Feb 45

DUTY OFFICER: \_\_\_\_\_

BRIEFING OFFICER: \_\_\_\_\_

1. TARGETS AND MPI'S FOR:

PLAN "B"

a. 1st AD

(1) 401st Bomb Group:

Primary: (VISUAL) \_\_\_\_\_

DRESDEN - MPI located in center of small M/Y area.

(If Puckey Blue advises that primary is obscured & that secondary may be bombed visually a run will be made on the secondary; if both targets are obscured an H2X run will be made on the secondary H2X)

Secondary: (VISUAL ONLY) CHEMNITZ - MPI at southern tip of M/Y in center of city.

Secondary (H2X) - Dresden - MPI - choke point between two M/Y, east of visual MPI.

Last Resort: PLAUEN - MPI located in factory in southern part of town.

(2) Other Groups in 94th CBW: 94th A - 401st

B - 45th

C - 351st

(3) Order of Bombing and Targets of other units in 1st AD: \_\_\_\_\_

1st ABC } MPI northeast of main MPI in center of built up area  
41st ABC }

40th ABC } same MPI

94th ABC }  
b. 2nd AD: 12 Gps. - DRESDEN - Wessel Road & Rail Bridges.

c. 3rd AD: 12 GPs - CHEMNITZ

2. ROUTES (ALL THREE AD'S)

a. Points and Times of Departure from English Coast: 1st DIV - Felixstowe - ZERO - 1

3rd DIV - Southold to arrive at 5113 - 0255E at ZERO + 53;

2nd DIV - St. Yarmouth to arrive at 5113 - 0255 E at ZERO + 83

b. Fighter Support: 10 Gps of P-51's - 364th A+B Gps will give close support to 40th C + 94th A Gps.



3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: 57 guns at target - all within range

b. Enemy Fighters: Moderate to intense fighter opposition should be expected.

The IAF has considerable number of E/A within striking range, along the route  
& in the target area. Weather is not expected to hamper E/A operations.

c. Smoke Screens: \_\_\_\_\_

d. Camouflage: \_\_\_\_\_

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: \_\_\_\_\_

b. Air Commanders: Div. Air Comdr - Lt. Col. ENSIGN.

94th Air Comdr - Lt. Col. BROWN.

c. Zero Hour and Date: 0900 BST.

d. General Instructions Pertinent to Entire Task Force: 2 P-51's "Buckeye White"

will furnish route weather to 0800 E; 8 P-51's "Buckeye Blue" will  
observe target conditions at 0800 E & at Dresden as to whether visual  
bombing can be done.

5. SUPPLY:

a. Gas Load: \_\_\_\_\_

b. Bomb Load (and Intervalometer Settings) Same as Plan A

c. Chaff Load (Point and Time of Commencing Discharge) \_\_\_\_\_

d. Screening Force: 3 Mosquitoes - Maypole ONE

6. COMMUNICATIONS:

a. Flares and Lamps: \_\_\_\_\_



DATE: 14 FEB 45

DUTY OFFICER: \_\_\_\_\_

BRIEFING OFFICER: \_\_\_\_\_

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

PLAN "A"

Primary: (Visual or GEE-H) KASSEL

MPI is machine shop located among the main workshops of a factory engaged in production of JU 804 engines. Unusual feature of factory is use of multi-storied buildings as main workshops. This part of target has not been attacked before but during attacks on areas just north, it suffered considerable damage, but repairs have been almost entirely completed and the factory has been consistently active.

Secondary: (Visual or Hax) KASSEL

MPI located in reception sidings of northern part of M/Y located in northern part of city.

Last Resort: HAMELN (5206-923E) - MPI located in center of R.R. Traffic Centre.

(2) Other Groups in 94th CBW:

94th "B" - (457th) - same MPI's

"C" - (351st) - " "

(3) Order of Bombing and Targets of other units in 1st AD:

1st "A", "B", "C" Gps. - MPI's in Northern part of KASSEL in vicinity of L-shaped M/Y

41st "A", "B", "C" Gps. - " " " " " "

40th "A", "B", "C" Gps. - " " " " " "

94th "A", "B", "C" Gps.

b. 2nd AD: 12 Gps - MESCHDE (5121-0817), Arnsberg A/F (5124-0204E)

ALTENBEKKEN R.R. Viaduct (5140-0856), Bielefeld (5203-0824) R.R. Viaduct,

c. 3rd AD: 12 Gps - Misburg Oil Refinery (nr. Hannover), HANNOVER M/Y,

Hildesheim (5209-0957E), Weseh Road Bridge, Weseh Rail Bridge (5139-0635)

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: Third Div. - Southwold - ZERO

Second Div - St. Yarmouth - ZERO + 10

First Div - Felixstowe - ZERO + 45

b. Fighter Support: 4 Gps for close support; 364th Gp. for 94th CBW;

352nd + 56th Gp will see lanes along bomber route and in target area.



3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: 110 guns in target area - 104 in range.

Computed at wind 105 MPH from 240°.

b. Enemy Fighters: Insurgent to moderate enemy fighter  
opposition may be expected.

c. Smoke Screens: \_\_\_\_\_

d. Camouflage: \_\_\_\_\_

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: \_\_\_\_\_

b. Air Commanders: 94<sup>th</sup> A - Lt. Col. BROWN Duration AIR Comdr - Lt. Col. ENSIGN.

B - Maj. MAQUIRE.

C - Maj. RICHARDSON

c. Zero Hour and Date: 0900 BST

d. General Instructions Pertinent to Entire Task Force: 4 P-51's "Buckeye White"  
will furnish route weather to 0630E; 6 P-51's "Buckeye Blue" will supply  
target weather 30 minutes prior; on withdrawal will furnish "cycle" with  
best hot-down area for bombers.

5. SUPPLY:

a. Gas Load: 2780 gallons

b. Bomb Load (and Intervalometer Settings) 6 x 500 GP (10 x 1/40) +  
4 M-17 10's - Visual, HAX OR GEE-H - 140'

c. Chaff Load (Point and Time of Commencing Discharge) \_\_\_\_\_  
360 Units - 12 minutes before target and continue for 15 MINUTES

d. Screening Force: 3 Mosquitoes "Mayday One"

6. COMMUNICATIONS:

a. Flares and Lamps: \_\_\_\_\_



OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 557  
U. S. ARMY

D-K-1

MEMORANDUM:

14 February 1945

TO: Commanding Officer, station 128, APO 557, U.S. Army.

The following are versions submitted by two crews flying on today's mission to Dresden, Germany concerning their experiences with 4 fighter aircraft observed while returning from target area.

1. 1st Lt. Russell B. Thompson, Pilot A/C 8646 and crew:

At 1325 hours, (5023-0952E - D/R fix) altitude 23,000 feet, 4 fighter aircraft resembling P-51's came in from 4:30 o'clock level starting at about 2,000 yards. Had been high making wide sweeps over bomber stream. Pointed noses at our aircraft and came in to approximately 400 yards, but did not fire. These aircraft had no wing tanks and appeared to have radial engines and came in 4 abreast. Ball turret, right waist and tail gunners fired warning bursts at these aircraft at approximately 600 yards and aircraft then broke upwards. They were not silvery but dirty looking and no Allied insignias were observed. Woodcraft Charlie Leader had previously announced "bandits". (A/C 8646 was lead of High Flight of Low Squadron and this crew has completed 20 missions).

2. 2nd Lt. David H. Stauffer, Pilot A/C 8677 and crew:

At approximately 1325 hours, (5014-0835E - Gee fix) altitude 23,500 feet, 4 fighter aircraft believed to be P-51's made pursuit curve at our High Box at 6 o'clock level, started at approximately 1,000 yards and came in within 200 yards. Did not fire at our aircraft and were observed to have a US insignia (star) on wings. Cowling was black and rudders appeared to have been red. This aircraft did not fire but were ready to do so when aircraft broke upwards. This crew reported that fighter aircraft were echeloned to right and stacked up.

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



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

Mission #207  
 14 February 1945

Subject: Loading List  
 To : Operations Officer, 401st Bombardment Group (H) APO 557

Plane 42-31891		
P	Hayes, Ralph S.	1st Lt 612th
CP	Need, Clarence E.	1st Lt 612th
N	Minor, Charles B.	1st Lt 612th
B	Murphy, Roland W.	1st Lt 612th
RO	Fuston, William R.	T/Sgt 612th
TTG	Lucewicz John	T/Sgt 612th
BTG	Green, John J.	S/Sgt 612th
TG	Smith, Charles E.	S/Sgt 612th
FG	Pahl, Arthur L. Jr.	S/Sgt 612th
Plane 42-106992		
P	Aschenbach, Allen E.	1st Lt 612th
CP	Althoff, John R.	2nd Lt 612th
B	Brazzil, William R.	2nd Lt 612th
N	Folkerts, Arthur	2nd Lt 612th
RO	Feigenbaum, George J.	Sgt 612th
TTG	Gabhardt, Charles R.	S/Sgt 612th
BTG	Wilson, Ben G.	S/Sgt 612th
TG	Perrlin, Joseph R.	S/Sgt 612th
FG	Watson, Robert W.	S/Sgt 612th
Plane 42-38733		
P	Campbell, Charles J.	2nd Lt 612th
CP	Foy, Phillip W.	2nd Lt 612th
N	Gruhn, David B.	P/O 612th
Tog	Emery, Robert I.	S/Sgt 612th
RO	Foo, Gene W. Jr.	S/Sgt 612th
T TG	Kartes, Charles F.	T/Sgt 612th
BTG	Sullivan, Earl Jr.	S/Sgt 612th
TG	Dalton, Charles K.	S/Sgt 612th
FG	Murray, Howard M.	Pvt 612th
Plane 42-31662		
P	Cox, Walter E.	1st Lt 612th
CP	Amundson, Glenn R.	2nd Lt 612th
N	Tiffany, Raymond L.	2nd Lt 612th
Tog	Ankrom, Lowell J.	S/Sgt 612th
RO	Hill, Robert H.	T/Sgt 612th
TTG	Warren, Emmitt E.	T/Sgt 612th
BTG	Pope, LeRoy G.	S/Sgt 612th
T G	Importe, George	S/Sgt 612th
FG	Dunn, Dale D.	S/Sgt 612th
Plane 42-38637		
P	Stein, William T.	1st Lt 612th
CP	Strauss,	Maj 612th
N	Tarr, Charles J.	1st Lt 612th
B	McClendon, Marion E.	1st Lt 612th
RO	Lawson, Harry C.	T/Sgt 612th
T TG	Nimmons, Alston H.	T/Sgt 612th
BTG	Norris, Robert V.	S/Sgt 612th
TG	Leabeth, Benson W.	S/Sgt 612th
FG	Giese, Carlton F.	S/Sgt 612th

↓  
 RCM-  
 SWANSON,  
 THEODORE K.  
 SGT.  
 ↙



Plane 43-38788		
P	Bloetscher, Andrew F.	1st Lt 612th
CP	McEllvain, Wilbert H.	2nd Lt 612th
N	F hrelkeld, Mercer L.	2nd Lt 612th
B	McMahon, John F.	2nd Lt 612th
RO	Kobinsky, Charles J.	T/Sgt 612th
TTG	Richards, Carl R.	T/Sgt 612th
BTG	ONEal, Hayes P. Jr.	S/Sgt 612th
TG	S ka ggs, Irl R.	S/Sgt 612th
FG	Giles, Otho N.	S/Sgt 612th
RO	Martin, James G.	Sgt 612th
Plane 42-38993		
P	Nolan, James A.	2nd Lt 612th
CP	T wiggs, Calvin N.	2nd Lt 612th
N	Moran, Robert E.	2nd Lt 612th
Tog	DelleDonno, Charles L.	S/Sgt 612th
RC	Hathaway, Stanley K.	S/Sgt 612th
TTG	S iconolfi, Patrick	S/Sgt 612th
BTG	Feldman, Warren H.	Sgt 612th
TG	Stewart, Jack C.	Sgt 612th
FG	Carry, Edward A. Jr.	S/Sgt 612th
Plane 43-37628		
P	S mith, Max M.	2nd Lt 612th
CP	Korwald, Morris N.	2nd Lt 612th
N	VanDuinen, Richard B.	F/O 612th
Tog	Schmalz, Nyle R.	Sgt 612th
RO	Hendrickson, Ernest W.	Sgt 612th
TTG	Ganga, Pietro J.	Sgt 612th
BTG	Laing, John	Sgt 612th
TG	F llistrauf, Frank E.	Sgt 612th
FG	Piallis, Emanuel B.	Cpl 612th
Plane 44-6508		
P	Lovell, Morris H.	1st Lt 612th
CP	Gerant, John M.	2nd Lt 612th
N	Price, George E.	2nd Lt 612th
B	Phinney, Roderick T.	2nd Lt 612th
RO	S tevens, Edger M.	Sgt 612th
TTG	Knower, Russell S.	Sgt 612th
BTG	Ba lfe, James	Sgt 612th
XXXXXXXXXX		
TG	Broadbooks, Ray	Sgt 612th
FG	Martinea u, Emile R.	Sgt 612th
Plane 42-107029		
P	Martin, William F.	1st Lt 612th
CP	Matthiasen, Rex A.	2nd Lt 612th
N	Hill, Lon F.	2nd Lt 612th
Tog	Milhone, Robert J.	S/Sgt 612th
RO	Rague, Kenneth A.	S/Sgt 612th
TTG	Delawder, Joseph A.	T/Sgt 612th
BTG	Berror, Norwood E.	S/Sgt 612th
TG	Bacon, Charlie M.	S/Sgt 612th
FG	Becker, Alex A.	S/Sgt 612th



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

14 FEBRUARY 1945

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6319	P	1st Lt.	SCHILLER	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.
43-38607	P	2nd Lt.	COX	HERBERT	P.
	CP	F/O	SHAW	MARVIN	W.
	N	2nd Lt.	SCHPER	KENNETH	M.
	B	S/SGT.	LOCKE	LESLIE	E.
	RO	S/SGT.	HOWELL	THOMAS	E.
	TT	S/SGT.	STEWART	LEONARD	C.
	BT	S/SGT.	TANAZEVICH	ALEXANDER	(NMI)
	TG	S/SGT.	NORRIS	LAMON	(NMI)
	WG	S/SGT.	RAYMOND	LLOYD	A.
43-38458	P	1st Lt.	BAKER	KAY	A.
	CP	2nd Lt.	LYNG	KENNETH	H.
	N	1st Lt.	KORETSKY	HARRY	(NMI)
	B	1st Lt.	MOORE	CARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	T/SGT.	BACCHES	GEO.	B.
	BT	S/SGT.	CLOYD	SHIRLEY	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	MORRISON	JULIUS	J.
42-31072	P	1st Lt.	STEELE	RICHARD	H.
	CP	2nd Lt.	ZEMAN	ROGER	R.
	N	2nd Lt.	TORNE	ALVIN	E.
	B	SGT.	VALDEZ	RAYMOND	(NMI)
	RO	S/SGT.	SINOMBING	ALEXANDER	(NMI)
	TT	S/SGT.	STACHIRA	FREDERICK	(NMI)
	BT	S/SGT.	MYERS	ERROL	A.
	TG	S/SGT.	LUTZ	LEO	B.
	WG	S/SGT.	WOWAK	CHESTER	A.
44-3449	P	CAPT.	RINGLER	WILLIAM	(NMI)
	CP	LT. COL.	BROWN	DUWIN	W.
	N	CAPT.	WOOD	HERAGE	O.
	N	1st Lt.	HEPLIN	JIM	D.
	B	CAPT.	MEADVILLE	HARRY	W.
	V	1st Lt.	STRONG	WILLIAM	C.
	RO	T/SGT.	MOLLER	THEODORE	H.
	TT	T/SGT.	SEELY	EARL	W.
	TG	1st Lt.	GAPTON	FREW	M.
WG	S/SGT.	QUIST	HAROLD	(NMI)	



43-31187

P	2nd Lt.	MAY	JAMES	H.
CP	2nd Lt.	COLLINS	EUGENE	B.
N	2nd Lt.	ANDERS	WALTER	R.
B	S/SGT.	RIDMAN	WILLARD	D.
RO	SGT.	PAULK	ALBERT	L. JR.
TT	T/SGT.	LINDHOLM	ALVIN	T.
BT	S/SGT.	MEANEY	ANTHONY	J.
TG	SGT.	McKEE	WILLIAM	J.
WG	SGT.	KROZEL	JOSEPH	A.

44-6588

P	1st Lt.	NILSEN	HANS	V.
CP	2nd Lt.	THOMAS	JAMES	A.
N	2nd Lt.	TUMMELSON	HERSHAL	G.
B	S/SGT.	VIGNETTI	ANGELO	J.
RO	S/SGT.	HARROVE	EMANUEL	(NMI)
TT	S/SGT.	SWINDLE	FRANK	G.
BT	S/SGT.	EVANS	CARL	F.
TG	S/SGT.	STEKA	FRANCIS	S.
WG	S/SGT.	DE PRA	ARTHUR	P.
RCM	SGT.	SELTZ	JOHN	J.

44-8648

P	1st Lt.	TATSIO	HERMAN	(NMI)
CP	2nd Lt.	MAKIN	PETER	D.
N	1st Lt.	WALKER	DENSON	F.
B	1st Lt.	BUCHANAN	ALLEN	S.
V	1st Lt.	PETERSON	GEO.	V.
RO	T/SGT.	FITZGERALD	JAMES	J.
TT	T/SGT.	JOHNSTON	DONALD	C.
TG	S/SGT.	KATZ	ALVIN	C.
WG	S/SGT.	BUCKBAUM	ELMER	(NMI)

43-38791

P	2nd Lt.	GEREN	TERMAN	H.
CP	2nd Lt.	MAJONEY	JOSEPH	H.
N	2nd Lt.	JEFFERS	WILLIAM	V.
B	SGT.	SUMMERS	RICHARD	L.
RO	SGT.	HARVEY	GERALD	S.
TT	SGT.	STREETER	WILLIAM	O.
BT	SGT.	SHRECK	ADELBERT	D.
TG	SGT.	HARRINGTON	JACK	H.
WG	SGT.	GAGICH	MICHAEL	(NMI)
RCM	SGT.	POGLEMAN	JAMES	(NMI)

44-6132

P	2nd Lt.	MAFARICK	MATT	(NMI)
CP	2nd Lt.	ROBERSON	WENDELL	P.
N	2nd Lt.	POWLEY	DONALD	E.
B	SGT.	ALLES	ROBERT	F.
RO	SGT.	HEED	WILLIAM	H. JR.
TT	SGT.	LAMIER	LESLIE	H.
BT	SGT.	MOORE	WILLIAM	F.
TG	SGT.	WEBB	WENDELL	E.
WG	SGT.	HEINGOLD	DAN	E.

SHIP NO. 001  
 WEATHER SHIP

P	CAPT.	LOCHER	JAMES	R. JR.
CP	2nd Lt.	YOUNG	CHAS.	E.
N	2nd Lt.	SEKVIY	FRANK	R.
B	2nd Lt.	VAN ECK	HERMAN	C.
RO	S/SGT.	SITTON	WILLIAM	C.



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

AAF Station # 128  
 14 February 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:

<u>Plane 42-107151</u>			
P	1st Lt.	BABCOCK, FREDRICK H.	614th Sq.
CP	2nd Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	CRAWFORD, ALLEN H. JR.	"
CTG	S/Sgt.	Langford, A.	"
RO	T/Sgt.	Bilby, John F. Jr.	"
TT	T/Sgt.	Caldwell, Carroll L.	"
BT	S/Sgt.	Wells, Cleburne D.	"
TG	S/Sgt.	Parnham, Walter E.	"
WG	S/Sgt.	Casselman, Charles R.	2
<u>Plane 42-97478</u>			
P	1st Lt.	FONDREN, JOHN E.	"
CP	2nd Lt.	VIA, JAMES C.	"
N	2nd Lt.	COYNE, JOHN T.	"
CTG	S/Sgt.	Connors, Robert A.	"
RO	S/Sgt.	Wensel, John W.	"
TT	S/Sgt.	Brobst, Clyde J.	"
BT	S/Sgt.	Wicklaine, John H.	"
TG	S/Sgt.	Wilbers, Herman E.	"
WG	S/Sgt.	Youmans, Henry A.	"
<u>Plane 43-38738</u>			
P	2nd Lt.	JAMES, HERBERT W.	"
CP	2nd Lt.	PARKER, VICTOR E.	"
N	2nd Lt.	FACKRELL, JESSE, L.	"
CTG	Sgt.	Branch, Willard A.	"
RO	Sgt.	Kent, Donald R.	"
TT	Sgt.	Parker, Robert S.	"
BT	Sgt.	Toloso, Melvin N.	"
TG	Sgt.	McCallon, Lynn G.	"
WG	Sgt.	Baumann, Archie M.	"
<u>Plane 43-38646</u>			
P	1st Lt.	THOMPSON, RUSSELL B.	"
CP	2nd Lt.	CASSIDY, CLARENCE	"
N	2nd Lt.	LUPOWITZ, HYMAN J.	"
CTG	S/Sgt.	Smith, Malcome F.	"
RO	T/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.	"



Loading List Continued

Plane 43-38677

P	2nd Lt.	STAUFFER, DAVID H.	614th Sq.
CP	2nd Lt.	HAAKE, EDWARD C.	"
N	2nd Lt.	BURNS, THOMAS E.	"
CTG	SGT.	Bidemiller, Wilmer P.	2
RO	S/Sgt.	Tuchin, Howard	"
TT	S/Sgt.	Smith, Howard J.	"
BT	S/Sgt.	Wright, Arthur L.	"
TG	Sgt.	Dobson, William J.	"
WG	Sgt.	Laura, Libero L.	"

Plane 42-97322

P	1st Lt.	ST AUBYN, GLENN H.	"
CP	1st Lt.	THOMPSON, WALLACE	"
N	F/O	KAHN, CHARLES	"
CTG	S/Sgt.	Falkowitz, Irving	"
RO	S/Sgt.	Tompkins, Harry A.	"
TT	T/Sgt.	Dearborn, Harry R.	"
BT	S/Sgt.	Lichtenberger, Gustave W.	"
TG	S/Sgt.	Hickey, Harold J.	"
WG	S/Sgt.	Buckley, John F.	"

Plane 43-38330

P	1st Lt.	WHITE, WYLIE K.	"
CP	2nd Lt.	POTTER, FRED R.	"
N	F/O	BRINER, WILLIAM L.	"
B	2nd Lt.	AUFANCE, RUSSELL L.	"
RO	S/Sgt.	McCommis, Max I.	"
TT	S/Sgt.	Whitney, Paul A.	"
BT	S/Sgt.	Vieseas, Arutro B.	"
TG	S/Sgt.	Mc Quade, John B.	"
WG	S/Sgt.	Granz, Edwin R.	"

Plane 42-97395

P	2nd Lt.	SOERENSEN, MELVIN H.	"
CP	2nd Lt.	TROUPE, JOHN T.	"
N	2nd Lt.	ZNEIMER, JOHN N.	"
CTG	S/Sgt.	Lee, William J.	"
RO	S/Sgt.	Collins, John G.	"
TT	S/Sgt.	Senoric, Steve S.	"
BT	Sgt.	Leppanen, Calvin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"

Plane 42-97602

P	1st Lt.	COLE, JOHN S. JR.	"
CP	2nd Lt.	SPELLMAN, 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.	McClure, James R.	"

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



SIX HUNDRED AND FIFTYFIFTH BOMBARDMENT SQUADRON (H)  
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)  
 Office of the Operations Officer  
 AAF - Sta - 128 - APO - 567

14 February 1946

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp. (H), Sta 128 - APO 567.

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

PLANE # 42-102468

DUTY	RANK	LAST (NAME)	FIRST	(IMI)	SQUADRON
P	2nd Lt.	Knowles	Willis	H.	615th
CP	2nd Lt.	Cornelius	Carl	Jl	"
N	F/O	Grisham	Cecil	W.	"
B	2nd Lt.	Kostolni	Walter	G.	"
RO	Sgt.	McCordick	Thomas	F.	"
TT	T/Sgt.	Roever	Robert	A.	"
BT	Sgt.	Wasmiller	Clifford	W.	"
TG	Sgt.	Settle	John	W.	"
FG	S/Sgt.	Geiger	Lewis	G.	"

PLANE # 42-07664

P	2nd Lt.	Bennett	Clifton	S.	615th
CP	2nd Lt.	Stevenson	Joseph	G.	"
N	2nd Lt.	Hamilton	Charles	W.	"
B	Sgt.	Ely	Calvin	P.	"
RO	Pfc.	Hanes	Billy	R.	"
TT	Pfc.	Henley	James	H.	"
BT	Sgt.	Spoor	Richard	A.	"
TG	Sgt.	Hartwick	Frederick	W.	"
FG	Sgt.	Joyner	Oliver	H.	"

PLANE # 43-38779

P	1st Lt.	McKey	George	H.	615th
CP	2nd Lt.	Daigian	Maurice	(IMI)	"
N	1st Lt.	Hong	Carl	L.	"
B	S/Sgt.	Jencks	Robert	L.	"
RO	T/Sgt.	Richardson	Samuel	T.	"
TT	S/Sgt.	Hakseyn	Chester	W.	"
BT	Sgt.	Wisdom	Kent	B.	"
TG	S/Sgt.	Wiederman	Lars	H.	"
FG	S/Sgt.	Butler	William	H.	"
SJ	S/Sgt.	Sparkman	Perry	L.	"

PLANE # 43-38027

P	1st Lt.	Gerber	John	D.	615th
CP	2nd Lt.	Gentry	James	H.	"
N	1st Lt.	Lowry	Lawrence	E.	"
B	1st Lt.	Moore	Max	L.	"
RO	S/Sgt.	Freitas	Daniel	D.	"
TT	S/Sgt.	Martin	Cyril	I.	"
BT	Sgt.	McKenna	James	P.	"
TG	Sgt.	Atchison	Alfred	R.	"
FG	Sgt.	Geierman	Edward	F.	"

PLANE # 42-51985

P	1st Lt.	Cracraft	George	K.	615th
CP	2nd Lt.	Hagee	Eldon	H.	"
N	2nd Lt.	King	Jack	L.	"
B	S/Sgt.	Guerin	Roland	L.	"
RO	Sgt.	Huzinco	Andrew	(IMI)	"
TT	T/Sgt.	Jacquart	Robert	R.	"
BT	Sgt.	Schenel	Paul	J.	"
TG	S/Sgt.	Hudson	Leonard	L.	"
FG	S/Sgt.	Allen	Lewis	(IMI)	"

Continued :



LOADING LIST (Continued)

PLANE # 44-8655

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Haskett	Harry	E.	615th
CP	Major	Pfund	Melvin	G.	615th
N	1st Lt.	Wilhelm	Andrew	G.	"
M/O	2nd Lt.	Bradford	David	H.	"
B	1st Lt.	Stout	Heldridge	K.	615th
RO	T/Sgt.	Coneino	Joseph	A.	615th
TT	T/Sgt.	Eudaley	Orville	A.	"
NETG	S/Sgt.	Hutchinson	William	D.	"
FG	S/Sgt.	Jones	Hinson	C.	"

PLANE # 42-107115

P	1st Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
N	2nd Lt.	Greenberg	Martin	(NMI)	"
B	S/Sgt.	Harrison	James	L.	"
RO	S/Sgt.	DeLong	Billie	D.	"
TT	T/Sgt.	Miller	Raymond	A.	"
BT	S/Sgt.	Brunson	Wade	T.	"
TG	S/Sgt.	McKnight	Leroy	H.	"
FG	S/Sgt.	Karcher	Alonso	A.	"

PLANE # 43-37551

P	1st Lt.	Jordan	Robert	E.	615th
CP	1st Lt.	Deen	Robert	H.	"
N	F/O	Braslawsky	Max	(NMI)	"
B	Sgt.	Carlson	Werner	A.	"
RO	Pvt.	Mauldin	Harold	H.	"
TT	T/Sgt.	Anderson	Howard	E.	"
BT	Sgt.	Caruth	Merton	A.	"
TG	Pvt.	Corwin	Clarence	F.	"
FG	S/Sgt.	Seeley	Duane	F.	"

PLANE # 42-51750

P	2nd Lt.	Smith	Samuel	R.	615th
CP	2nd Lt.	Jancsek	Walter	(NMI)	"
N	F/O	Andler	Lyle	E.	"
B	Sgt.	Reckers	Russell	E.	"
RO	Sgt.	Herchenroether	Raymond	A.	"
TT	Sgt.	Dils	Reinhold	J.	"
BT	Sgt.	McDow	Miles	J.	"
TG	Sgt.	Wootman	Robert	J.	"
FG	Sgt.	Hood	Clyde	L.	"

PLANE # 43-38810

P	1st Lt.	Grimm	Alfred	R.	615th
CP	2nd Lt.	Regan	John	J.	"
N	F/O	Contes	Alvin	H.	"
B	S/Sgt.	Boyer	William	G.	"
RO	S/Sgt.	Kapson	George	D.	"
TT	S/Sgt.	Geers	Louis	J.	"
BT	S/Sgt.	Cox	Clyde	H.	"
TG	S/Sgt.	Chabers	Arthur	R.	"
FG	S/Sgt.	Hausperger	Henry	(NMI)	"
SJ	S/Sgt.	Heaton	Charlie	(NMI)	"