

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

MISSION No. **229**

Date: **15 MAR. 45**

TO: **ZOSSEN , GER.**

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.
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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 # 229

Date 15 March 1945

ASSIGNMENT

- 1. Assigned Target: ZOSSEN/WUNSDORF, GERMANY (German Staff Hq)
- 2. Commitments: The 401st Group furnished the complete 36 A/C 94th "B" Group. Two PFF were included in the lead squadron, with one in each of the other two. Due to one A/C F.T.O. only one spare accompanied the formation.

EXECUTION

- 1. Target Bombed: ZOSSEN/WUNSDORF, GERMANY (Vis)
- 2. a. Group Leader: Major A. H. CHAPMAN (Seder)
 - Lead Navigator: Capt. C. M. SMITH (Goodman-MO)
 - Extra Navigator: 1st Lt. L. F. STEWART
 - Lead Bombardier: 1st Lt. F. CONWAY
- b. Low Sqdn Leader: Capt. P. E. CAMPBELL
 - Lead Navigator: 1st Lt. R. F. WHITNEY (Dean-MO)
 - Lead Bombardier: 1st Lt. K. K. STOUT
- c. High Sqdn Leader: 1st Lt. R. S. HAYES
 - Lead Navigator: 1st Lt. C. B. MINOR (Barnes-MO)
 - Lead Bombardier: 1st Lt. K. E. SANDOE

3. Flight Over England:

a. Takeoff:

Prior to take off a one hour delay in timing was received accounting for differences in track chart. Take off for 37 A/C was normal in clear weather. One A/C failed to take off because of a blown tire.

MISSION SUMMARY REPORT (Cont.)3. b. Squadron and Group Assemblies:

Group assembled at 9500' and had 37 A/C in formation 17 minutes prior to leaving the buncher. Group departed buncher 1 minute early on course as 94th "A" had called his plan to depart 1 minute early over VHF to 94th "B" leader.

c. Route Over England:

Route and timings as briefed joining 94th "A" at point "O". Division assembly was made as briefed with 94th "B" in eighth position in "A" Task Force.

4. Attack:a. Flight to Target:

Over channel 94th "A" dropped behind 94th "B" but 94th "B" remained proper distance behind 41st C (6th in column). One double drift over channel and one over Zuider Zee put 94th "A" back ahead of 94th "B". 94th "B" rode left of course entire penetration to avoid prop wash from preceding groups. Timings made good and no opposition encountered.

b. Bombing Run:Lead Sqdn:

Buckeye called that the target could be bombed visually. The lead squadron uncovered at the IP and began the bomb run. Visibility was approximately three miles and therefore difficult to pin point. As the group neared the target area smoke and fire completely covered the area making it impossible to locate the MPI. And when it came upon the target the only alternative was to pick up the area directly in line of the sight. A quick synchronization was made and bombs away at 1447 $\frac{1}{2}$. C-1 was used satisfactorily. Results were unobserved.

Low Sqdn:

When the air commander called that bombing would be visual the low squadron encountered a ground haze which made the run difficult. Being on aBR heading and everything pre-set the bombardier immediately began pin pointing to the target. As he approached the target it was noted that smoke and fire made it impossible to pick out the MPI. Not having a RAF grid to use the bombardier had to approximate the MPI. Bombs away at 1448 on a heading of 87°. Results were observed to be poor. C-1 was operational.

High Sqdn:

The high squadron took over bomb run interval just before the IP and crossed the IP a little south of course. The navigator and bombardier did pin point pilotage the whole way down the run. The high squadron remained the same distance south of course. The bombardier corrected after taking over to the left and ~~and~~ could pick up the MPI to the right of that assigned. He saw the railroad plainly. At the last minute he could pick up the building just short of the MPI, and moved his cross hairs to the

MISSION SUMMARY REPORT (Cont)4. b. Bombing Run: (Cont)High Sqdn:

left and up. It is felt the bombs hit very close to the assigned MPI since he could see within 1000' of it. The haze was heavy, no clouds, dense smoke. The bomb run was good although the high squadron leader was worried about over running the low box. C-1 was fair. Results unobserved.

c. Flight From Target:

Let down to 22,000' and group rally made very quickly after target. 94th "A" announced he was with drawing at his bombing altitude so this prevented 94th "B" from letting down to briefed 21,500', 94th "B" stayed left of the column to avoid prop wash but entire division was north of course on with drawal. No opposition on withdrawal.

d. Return to Base:

Crossed channel at 12,000' as per "Buckeye" recommendation. Let down to 1000' from wing break up point to base through moderate haze layer. Normal formation landing, all ships landing safely.

e. Weather:

Weather was described as clear until Brunswick area was reached, at which point haze was encountered. In addition to ground haze, a middle cloud was encountered between IP and target. Weather over target was clear with considerable ground haze and air to ground visibility approximately 3 - 5 miles. Non-persistent contrails were encountered on route back.

f. Fighter Support:

Support was excellent.

g. Comments on Formation and Interval:

Formation was good in lead and low but high squadron was too far back. High squadron had poor formation on withdrawal.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

A/C 42-97478 - Credit. No 4 engine failed and pilot jettisoned bombs 3 minutes past IP. (Mech)

MISSION SUMMARY REPORT (Cont)6. Enemy Opposition:

No air nor ground opposition encountered. (see Flak Report)

7. Battle Damage:

None.

8. Casualties:

None.

9. Statistical Summary of Operations: (see attached form)10. Bombing Data:a. Observations:

Results were poor. All bombfalls were short.

b. Disposition of Bombs:Lead Squadron:

Of the 12 A/C entering enemy territory, eleven attacked the target, dropping 31 X 500# RDX, 35 X 500# GP and 44 X 500# IB bombs. A/C 478 had engine trouble and jettisoned 6 GP's and 4 IB's 3 minutes past IP. The spare returned 6 RDX and 4 IB bombs to base.

Low Squadron:

All 12 scheduled A/C attacked the target, dropping 72 X 500# GP and 48 X 500# IB bombs.

High Squadron:

All 12 A/C airborne attacked the target, dropping 18 X 500# RDX, 54 X 500# GP and 48 X 500# IB bombs.

MISSION SUMMARY REPORT (Concl'd)

10. c. Tabular Summary of Disposition of Bombs:

| | Aircraft | | Bombs | | | | |
|----------------------------------|-------------|---------|--------|------|------|---------------------|------|
| | Over Target | Bombing | Number | Size | Type | Fusing Nose Tail | |
| Main Bombfall | 35 | 35 | 49 | 500# | RDX | 1/10 | 1/40 |
| | | | 161* | 500# | GP | 1/10 | 1/40 |
| | | | 140 | 500# | IB | - | - |
| Other Attacks | - | - | - | - | - | - | - |
| Total Bombs on Target | | | 49 | 500# | RDX | 1/10 | 1/40 |
| | | | 161 | 500# | GP | 1/10 | 1/40 |
| | | | 140 | 500# | IB | - | - |
| Other Expenditures | | | 6 | 500# | GP | 1/10 | 1/40 |
| | | | 4 | 500# | IB | - | - |
| Bombs Returned | | | 6 | 500# | RDX | 1/10 | 1/40 |
| | | | 4 | 500# | IB | - | - |
| Total (Loaded on A/C Taking Off) | | | 55 | 500# | RDX | 1/10 | 1/40 |
| | | | 167 | 500# | GP | 1/10 | 1/40 |
| | | | 148 | 500# | IB | - | - |

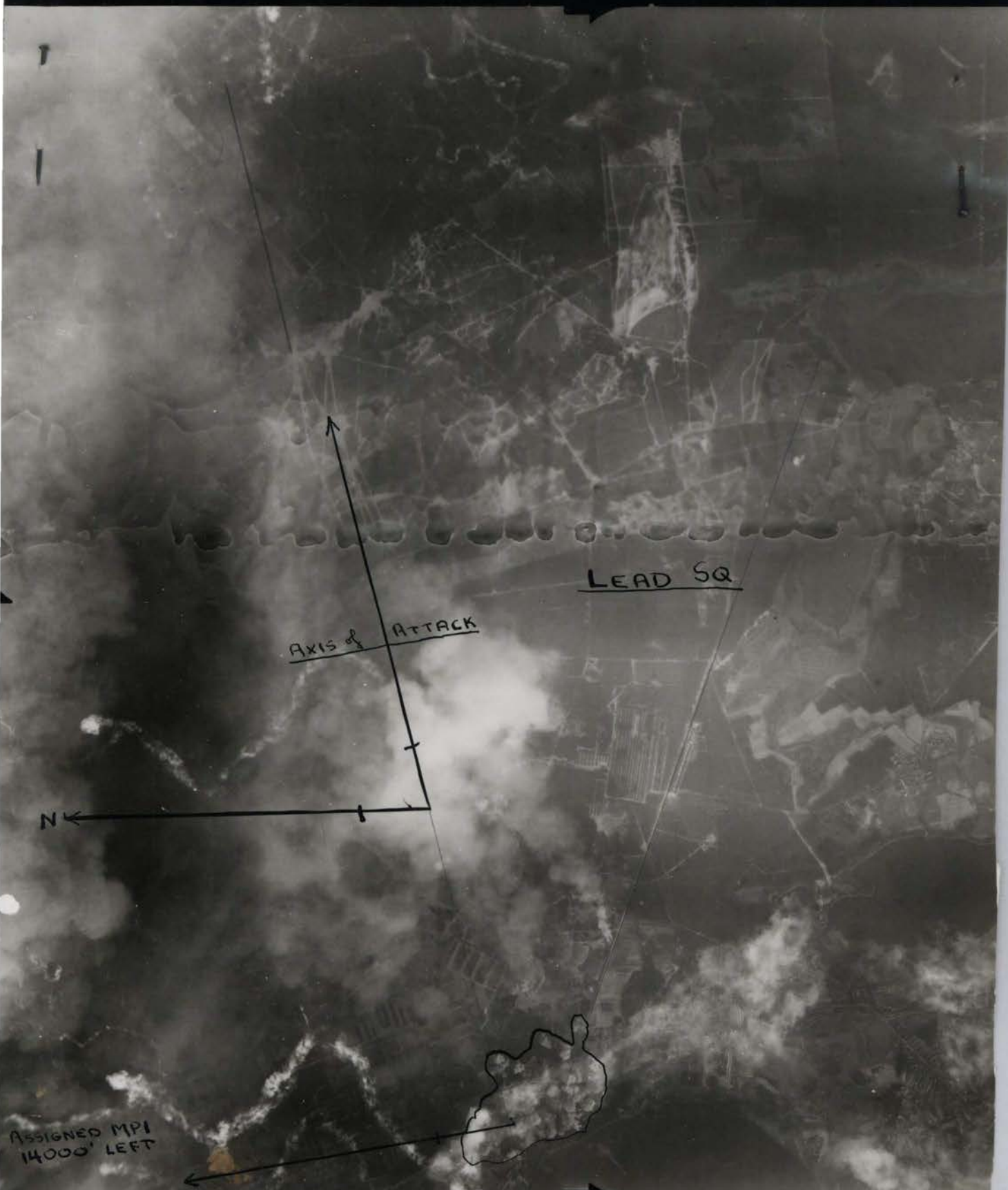
* Incl long delays: 2 - 1 hr.
 2 - 6 hr.
 2 - 12 hr.

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer



(SAV-401) 11206 8 X/S-3-45X4 - 8648-12-229 00 (ZOSSEN-WUNSDORF)
LOW
CONFIDENTIAL

8

ASSIGNED MPI: 24000 OVER
6300 LEFT

LOW ~~SQUADRON~~ SQUADRON

STRIPES

Axis of Attack

N ←

(SAV-401 11207-7 X 15-3-4 14 -8500 -12-237 00)(ZOSSEN-WUNSDORF)
LEAD CONFIDENTIAL

6

ASSIGNED
MPI

AXIS of ATTACK

HIGH SQ

N ←

PRODDLE STRIKES
12000' SHORT

(SAV-401 HIGH 11205-5 X15-3-45X4-8033-12-248 00)(ZOSSEN-WUNSDORF)
CONFIDENTIAL

PRIMARY

Target No.

Illustration No.

5213E/7/a
5213E/7/b

ARMY HEADQUARTERS
BARRACKS & TANK TRAINING DEPOT

ZOSSEN
ZOSSEN/WUNSDORF
(GERMANY)

5213E/7/1

G.S.G.S. 4416 Sheet P 8 a.RZ 920138; b.RZ 927116 Lat. 52° 10' 40" N. Long. 13° 28' 40" E.

Photographed 19 June 1944

0 2000
Yards approx.
1:32,800 approx.

Issued March 1945

53893



94TH B GROUP

Combat Sq. Leader: MAJ CHAPMAN Date: 15 March 1945

Deputy Sq. Leader: LT TAUSIG

Deputy Gp. Leader: LT TAUSIG

614 Sqn

613 SQ JENCK
610 IN MACRA
614 IN COLFELSB
615 IN SULZARD

SEDER (CHAPMAN)

550

401st Lead Squadron on Take Off
and over Target

CAMERON

151

TAUSIG

153

Sqn

Sqn

BARCOCK

565

DJERNES

468

SALISBURY

551

VISHMAN

738

SCRENSON

395

AYRE

931

FORDREN

478

JAMES

~~692x~~
646

GRAY GRAY

330

SPACES

LINDSEY

602 Ret

94TH B GROUP

Combat Sq. Leader: **CAPT CAMPBELL** Date: **15 March 1945**

Deputy Sq. Leader: **LT HART**

Deputy Cp. Leader: **LT TAUSIG**

401st Low Squadron on Take Off
and over Target

613 ^{Sq. Ldr.}
CAMPBELL
612 ^{Sq. Ldr.} **JABLOK**
613 ^{Sq. Ldr.} **IN-MACRO**
614 ^{Sq. Ldr.} **IW COLFOUB**
615 ^{Sq. Ldr.} **IY BELLARD**

618
HART
077

CRACRAFT
146

MC KENNEY
862

LEVY
730

GEREN
758

SMITH
132

NIELSON
588

BERNEBURG
947

MAHARICK
842

JONES
160

LITCHFIELD
706

SPACES

Combat Sq. Leader: **CAPT HAYES**

Date: **15 March 1945**

Deputy Sq. Leader: **LT BODDIN**

Deputy Cp. Leader: **LT TAUSIG**

612 SQDN

612 SQ JARROCK
613 IN LACRO
614 IN GOLFOUB
615 IN BULLARD

401st Low Squadron on Take Off
and over Target

HAYES

033

DE MARCO

BODDIN

790

767

SqDn

SqDn

FRENCH

SMITH

506

891

STEPHENS

LONG

KELAN SPENCE

HUDNALL

115

637

738

689

CAMPBELL

733

BLONQUIST

GILLER

398

810

SPARRO

Lead

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

Date 15 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Zossen, 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 1030 hours.
- b. Group formed at 1835 hours on Cottesmore buncher.
at 9500 ft.
- c. Wing assembly was completed at 1210 hours at 50-05N.
- d. Route over England was ~~(not)~~ flown as briefed. 00-40E

e. Methods of navigation over England.
Geo, Radio, Pilotage, D.R.

- f. Division formation was joined at 1224 hrs. at Cromer
- g. Flight to I.P. was ~~(not)~~ as briefed.

h. Methods of navigation to the I. P.
Mickey, Pilotage, D.R.

- i. Bomb run.
 - (1) Actual I. P. was (not) as briefed.
3 mi south of actual IP

- (2) True heading over target 80
- (3) Actual drift 5 right
- (4) Altitude over target 29500
- (5) Time bombs away 1447 1/2
- (6) Wind used for bombing 305/25
- (7) Method of target identification.
Visual

~~(8) Difficulties on bomb run.~~

Hazy and smoke limited pin-pointing into Target.

(9) Weather over Target.

Heavy haze

(10) Axis of withdrawal 96

- j. Group rally was accomplished at 52-00N 13-47E at 1452 hrs.
- k. Wing rally was accomplished at " " at " hrs.
- l. Division rally was accomplished at " " at " hrs.
- m. Flight home was ~~(not)~~ as briefed.

n. Methods of navigation on return route.

Mickey, Pilotage, D.R.

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

q. Performance of equipment.

- (1) Mickey **OK**
- (2) Gee **Out at Eng. Coast**
- (3) Radio Compass **OK**
- (4) Fluxgate **OK**
- (5) Other equipment. **OK**

~~/s/ C. M. Smith~~ - ~~L. F. Stewart~~
 C. M. SMITH L. F. STEWART
~~Capt., A.C.~~ ~~1st Lt., A. C.~~

Lead Navigator. , Lead Sq.

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

Low

Date 15 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Zossen, 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 1032 hours.
- b. Group formed at 1140 hours on Cottesmore buncher.
at 8500 ft.
- c. Wing assembly was completed at 1210 hours at 53-05N 00-40E
- d. Route over England was (not) flown as briefed. ~~xxx~~

e. Methods of navigation over England.

Gee, D.R.

- f. Division formation was joined at 1224 hrs at Groner
- g. Flight to I. P. was (not) as briefed. ~~xxx~~

h. Methods of navigation to the I. P.

D.R., Pilotage (Mickey out)

i. Bomb run.

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

- (2) True heading over target 87
- (3) Actual drift 4 right
- (4) Altitude over target 22900
- (5) Time bombs away 1447
- (6) Wind used for bombing 205/25
- (7) Method of target identification

Visual (Haze)

(8) ~~Difficulties on bomb run.~~

Haze and smoke

(9) Weather over Target.

1-3/10ths middle clouds

(10) Axis of withdrawal 110.

- j. Group rally was accomplished at 52-00N 13-47E at 1452 hrs.
- k. Wing rally was accomplished at " " at " hrs.
- l. Division rally was accomplished at " " at " hrs.
- m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Pilotsge, Gee

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

q. Performance of equipment.

- (1) Mickey **Out**
- (2) Gee **Poor**
- (3) Radio Comp **Good**
- (4) Fluxgate **Good**
- (5) Other equipment.

/s/ R. F. Whitney
R. F. WHITNEY
1st Lt., A. C.

Lead Navigator, **Low Sq.**

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

Date 15 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Essen, 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 1030 hours.
- b. Group formed at 1140 hours on Cottesmore buncher.
at 9500 ft.
- c. Wing assembly was completed at 1215 hours at 53-11N 00-51E
- d. Route over England was (~~not~~) flown as briefed.

e. Methods of navigation over England.

Pilotage, D.R., Radio, Gee

- f. Division formation was joined at 1230 hrs. at Cromer
- g. Flight to I. F. was (~~not~~) as briefed.

h. Methods of navigation to the I. F.

Pilotage, Gee, D.R., Mickey

i. Bomb run.

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

- (2) True heading over target 64
- (3) Actual drift -2 R.
- (4) Altitude over target 21840
- (5) Time bombs away 1448
- (6) Wind used for bombing 245/26
- (7) Method of target identification.

Pilotage.

~~(8) Difficulties on bomb run.~~

Vis. about 4 mi. Could get pin-pints to target. Lot of smoke at MPI.

(9) Weather over Target.

No clouds, but very hazy. Vis about 3-5 miles.

(10) Axis of withdrawal 130.

- j. Group rally was accomplished at 52-00N 13-47E at 1452 hrs.
- k. Wing rally was accomplished at " " at " hrs.
- l. Division rally was accomplished at " " at " hrs.
- m. Flight home was ~~(not)~~ as briefed.

n. Methods of navigation on return route.

Pilotage, D.R., Mickey, Radio

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

p. Fighter rendezvous were ~~(not)~~ as briefed.

q. Performance of equipment.

- (1) Mickey **Very good**
- (2) Gee " "
- (3) Radio Compass **Good**
- (4) Fluxgate **Good**
- (5) Other equipment. **OK**

/s/ Charles B. Minor
CHARLES B. MINOR
1st Lt., A. C.

Lead Navigator., High Sq.

PILOT Capt. Chapman NAVIGATOR Capt. C. M. Smith - Lt. L. F. Stewart DATE 15 March 1945

| | | | | | | | |
|-----------------|------------|---------|------|-------------|------|------|------|
| STATIONS | 0810 | ENGINES | 0910 | TAXI | 0925 | T.O. | 0940 |
| LEAVE BASE | Cott. 1059 | | | | | | |
| COAST OUT | 1124 | | | | | | |
| ENEMY COAST | 1203 | | | | | | |
| I.P. | 1337 | | | | | | |
| TARGET | 1350 | | | | | | |
| ENEMY COAST | 1610 | | | | | | |
| Eng. Coast 1658 | | | | ETRA-- 1736 | | | |

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

Z. Hr - 1100
Ref alt- 24000
Bomb alt- 23500
Oxygen - 5 hr.

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

At..... G.M.T. Div assembly - Crosser to 52-45N 04-35E.

Letdown Cott. Buncher - Normal - 010 Mag.

| 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. |
| 52-44N 00-39E Grantham (B) | 240/20 | 9500 | 150 -1 | 150 | 004 | -6 | 358 | A11 | 009 | 160 | 11 | 04 | 1053 1057 | Depart | | | |
| 52-55N 00-38E Point D | 242/21 | 11500 | 150 -4 | 154 | 074 | A2 | 076 | A10 | 086 | 174 | 55 | 19 | 1116 | | | | |
| 52-10W 00-50E Crosser CP 1 | " | " | 150 -5 | 155 | 128 | A7 | 135 | A10 | 145 | 162 | 23 | 08 1/2 | 1124 | Eng. Coast, CP 1 | 1124 | | |
| 52-56N 01-20E 52-45N 04-37E | 250/25 | 21500 | 150 -10 | 168 | 095 | A4 | 099 | A9 | 108 | 190 | 120 | 38 A1 | 1203 | Coast, CP 2 | 1203 | | |
| 52-35N 08-00E | 285/21 | 21500 | 150 -28 | 182 | 094 | -1 | 093 | A7 | 100 | 203 | 125 | 37 A2 | 1242 | | | | |
| 52-22N 08-28E | 303/21 | 21500 | 150 -31 | " | 128 | A1 | 129 | A6 | 135 | 203 | 21 1/2 | 06 1/2 | 1249 | | CP 3 | | |
| 52-38N 09-40E | 305/22 | 23500 | 150 -31 | 184 | 070 | -6 | 064 | A6 | 070 | 196 | 48 | 15 | 1304 | | | | |
| 52-48N 11-33E | 307/23 | 23500 | 150 -31 | 188 | 088 | -5 | 83 | A5 | 88 | 205 | 69 | 20 A1 | 1325 | | | | |
| 52-13N 12-20E | " | 23500 | 150 -31 | " | 133 | A1 | 134 | A4 | 138 | 211 | 40 | 11 1/2 A2 | 1337 | IP | | | |
| T. 52-10-40N 13-28-40E | " | 23500 | 150 -31 | " | 095 | -4 | 091 | A4 | 095 | 207 | 42 | 12 A1 | 1350 | Target | | | |
| 52-06N 18-45E | 305/22 | 22000 | 170 -31 | 210 | 112 | -1 | 111 | A4 | 115 | 232 | 12 | 3 | 1353 | | | | |
| 51-51N 13-37E | 302/21 | 21500 | 150 -31 | 182 | 198 | A6 | 204 | A4 | 208 | 186 | 16 | 5 A1 | 1359 | | | | |
| 52-12N 12-10E | " | 21500 | 150 | " | 293 | A1 | 294 | A4 | 298 | 161 | 58 | 21 1/2 A1 1/2 | 1422 | | | | |
| 52-32N 11-25E | " | " | " | " | 305 | 0 | 305 | A4 | 309 | 161 | 34 | 13 | 1435 | | | | |
| 52-38N 09-40E | " | " | " | " | 275 | A3 | 278 | A5 | 283 | 163 | 65 | 24 | 1459 | | | | |
| 52-22N 08-28E | " | " | " | " | 250 | A5 | 255 | A6 | 261 | 168 | 48 | 17 | 1516 | CP 4 | | | |
| 52-35N 08-00E | " | " | " | " | 308 | -1 | 307 | A6 | 310 1/2 | 161 | 21 1/2 | 8 | 1524 | | | | |
| 52-45N 04-37E | 285/21 | 21500 | 150 | " | 274 | A3 | 277 | A7 | 284 | 163 | 125 | 46 | 1610 | Coast | | | |
| Crosser | 240/15 | 6500 | 150 | 143 | 275 | -4 | 271 | A10 | 280 | 130 | 39 | 18 | 1658 | English Coast | | | |
| Kings Lynn Base | 240/15 | 2000 | 150 | 133 | 254 | -3 | 252 | A10 | 261 | 119 | 35 | 18 | 1726 | Ying Break-up | | | |
| Base Crosser | 245/15 | 0 to 11500 | 150 A5 | 142 | 070 | A1 | 071 | A10 | 255 | 118 | 35 | 20 | 1696 | ETP | | | |

Base Crosser 245/15 0 to 11500 150 142 070 A1 071 LIGHT RECORD 157 75 29 1055 1124 LPTO. Takes 29 min to climb

| 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 | DIST. | TIME | | |
| | | | | | VHF - Authentication - "Radio City" Abandon mission - "Tara-Baker-Love" Chaff - Discharge at IP, continue for 15 min. Spores - Turn back to N. Interval - 1 min between Groups | | | | | | | | | | |
| 1010 | | | | | Engines | | | | | | | | | | |
| 1029 | | | | | Take off, runway 23 | | | | | | | | | | |
| 1047 | | | 195 | | VHF Wind 270/29K | | 140 | 7000 | | | | | | | |
| 1051 | | | 195 | | Cottesmore - Circle to form group | | 150 | 9500 | 152 | | | | | | |
| 1059 | 297 | -8 | 305 | | Drift reading. Setting up API | | 150 | 5500 | 152 | | | | | | |
| 1103 | 187 | A8 | 195 | | Drift reading. APC trouble | | 150 | 9500 | 152 | | | | | | |
| 1109 | 074 | -3 | 075 | | Swing too wide - APC - wind 265/25K | | 150 | 9500 | 152 | | | | | | |
| 1115 | 275 | -5 | 260 | | APC set up OK | | 150 | 9500 | 152 | | | | | | |
| 1119 | 238 | A2 | 240 | | Wind 250/24K. Normal turn | | 150 | 9500 | 152 | | | | | | |
| 1135 | | | | | Group formed | | 150 | 9500 | 152 | | | | | | |
| 1152 | 004 | -8 | 356 | | Depart Cottesmore, 1 min early | | 150 | 9500 | 152 | | | 160 | 11 | 04 | 1156 |
| 1154 | 004 | -8 | 356 | | A/C 52-51N 00-48W | | 150 | 9500 | 152 | 10 1/2 | 04 | 160 | | | |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF | TRUE HDNC. | MAC. HDNC. | NAVICATIONAL OBSERVATION | GENERAL OBSERVATION | IAS. MPH. /K | HEIGHT & AIR TEMP. | T.A.S. | RUN | | C. S. | TO RUN | | E.T.A. |
|----------------|------------|-------------------------|--------------|------------|---|---------------------|--------------|--------------------|---------|-------|------|-------|--------|------|--------|
| | | | | | | | | | | DIST. | TIME | | DIST. | TIME | |
| 1157½ | 074 | 0 | 074 | | Pt. B, Cranham, Start climb | | 150 | 9500 | 152 | | | | | | |
| 1157½ | 074 | 0 | 074 | | A/C to D (53-10N 00-50E) | | 150 | 9500 | 154 | | | 170 | 55 | 18½ | 1216 |
| 1200 | 074 | A | 075 | | Drift. "G" out | | 150 | 9800 | | | | | | | |
| 1205 | 079 | -A | 080 | | Poston 53-00N 00-01W | Check wind 250/24K | 150 | 11000 | 154 | 22 | 08 | 170 | 32½ | 11 | 1216 |
| 1210 | 074 | A | 075 | | Behind "odcraft Able | | 150 | 11500 | 157 | | | | | | |
| 1215½ | 074 | A | 075 | | Pt. B 53-10N 00-50E | Wind 250/29K | 150 | 11500 | 159 | 32½ | 10½ | 186 | | | |
| 1216 | 120 | A | 137 | | A/C to CP #1, Craner | | 150 | 11500 | 157 | | | 170 | 23 | 08 | 1224 |
| 1219 | 125 | A | 134 | | 53-00½N 00-59½E, Gee | | 150 | 11500 | 156 | | | | | | |
| 1219-- 1124 | 125 - A | A - - | 134 - 137 | | CP #1, on course, on time | 52-56N 01-21E, P. | 150 | 11500 | 156 | 23 | 08 | 170 | | | |
| 1124 | 095 | A | 100 | | A/C to CP #2. Post wind 250/30 | | 150 | 11500 | av. 160 | | | 194 | 120 | 37 | 1301 |
| 1225 | | | 040 | | Turn to right to attain position in "A" | | 150 | 11600 | | | | | | | |
| 1228½ | | | 050 | | 53-04N 01-32E, G | | 150 | 11800 | | | | | | | |
| 1230 | 100 | A | 105 | | Climbing | | 150 | 12000 | av 160 | | | 192 | 114 | 35½ | 1304 |
| 1232 | | | 100 | | 52-08N 01-52E, G | | 150 | 12500 | 160 | | | 192 | 102 | 32 | 1304 |
| 1236½ | | | 100 | | 53-06N 02-12E, G. | | 150 | 13700 | av 150 | 21 | 06½ | 194 | | | |
| 1236½ | 105 | A | 110 | | A/C to CP #2 | | 150 | 13200 | | | | | | | |
| 1245 | | | 105 | | "G" in operative again. Wind 250/30 | | 150 | 14700 | | | | | | | |
| 1250 | 100 | A | 105 | | D.R. 52-58N 03-25K | | 150 | 16000 | 165 | 43½ | 13½ | 192 | 46 | 14½ | 1304½ |
| 1255 | | | 115 | | Spare turning back D.D. to left to get behind A | | 150 | 17000 | | | | | | | |
| 1256½ | | | 085 | | 52-56N 03-55E, M. | | 150 | 17200 | | 62 | 20 | 186 | | | |
| 1301 | | | 120 | | 52-54N 05-12E, M. | | 150 | 18000 | | | | | | | |
| 1304 | | | 095 | | CP #2, on course, 1 min late | | 150 | 18500 | 160 | 120 | 40 | 180 | | | |
| 1304 | 095 | A | 100 | | A/C to 52-55N 06-00E "A" abreast of us. | | 150 | 18500 | av 180 | | | 208 | 125 | 36 | 1340 |
| 1310 | | | 085 | | 52-50N 05-07E. Another DD | | 150 | | | | | | | | |
| 1316 | | | 150 | | DD - Pilotage 52-53N 05-37E | | 150 | 21500 | | | | | | | |
| 1321 | 095 | A | 100 | | 52-42N 05-52E, Pilotage. In Div formation | | 150 | 21500 | | | | 208 | 78 | 22½ | 1343½ |
| 1326 | 095 | A | 100 | | 52-41N 06-29E | | 150 | 21500 | 184 | 21 | 05 | | | | |
| 1329½ | | | 100 | | 52-40N 06-41E | | 150 | 21500 | 184 | | | | | | |
| 1334 | | | 100 | | Smoke marker 52-38N 07-16E | | 150 | 21500 | 184 | | | | | | |
| 1336 | | | 100 | | 52-35N 07-19E | | 150 | 21500 | 184 | | | | | | |
| 1340 | | | 090 | | Wind 250/30K | | 150 | 21500 | 184 | | | | | | |
| 1344 | | | av 100 | | A/C 52-32N 08-00E | | 150 | 21500 | 184 | | | | | | |
| 1344 | 120 | A | 135 | | | | 150 | 21500 | 184 | | | 200 | 21½ | 06½ | 1350½ |
| 1349 | 123 | -3 | 120 | | 52-25N 08-30E. CP #3, on time, on course | | 150 | | | | | | | | |
| 1349 | 070 | -5 | 065 | | Metro 305/22K, A/C | | 150 | 21500 | 184 | | | | 48 | 14½ | 1403½ |
| 1355 | | | 055 | | 09-16E 52-27E, Pilotage | | 150 | 23500 | 190 | | | | | | |
| 1359 | | | 055 | | | | 150 | 23500 | 190 | | | | | | |
| 1402 | | | 055 | | 52-29N 09-39E | | 150 | 23500 | 190 | | | | | | |
| 1402 | | | 083 | | A/C 52-40N 09-35E | | 150 | 23500 | 190 | 46 | 13 | 212 | | | |
| 1404 | | | 083 | | " " Pilotage Wind 305/25K | | 150 | 23500 | 190 | | | 206 | 69 | 20 | 1424 |
| 1407 | 079 | -4 | 083 | | 1 mi n. Celle 52-39N 10-05K | | 150 | 23500 | 190 | | | | | | |
| 1418½ | | | 083 | | 52-43N 11-35E | | 150 | 23500 | 190 | 56½ | 14½ | 230 | | | |

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 | |
| 1519 | 290 | A3 | 293 | | 260/22 Schenebeck | | 150 | 22000 | 184 | 41 | 14 | 176 | | | |
| 1519 | 304 | A1 | 305 | | A/C 52-11N 12-12E. Wind 325/15K | | 150 | 22000 | 184 | | | 170 | 34 | 12 | 1531 1/2 |
| 1523 1/2 | | | 330 | | 52-20N 12-05E, Pilotage | | 150 | 22000 | 184 | | | | | | |
| 1526 | 304 | A1 | 305 | | Flak @ Stendan. Gpl bombing | | 150 | 22000 | 184 | | | | | | |
| 1532 | | | 300 | | Schenebeck 341/34 mi | | 150 | 22000 | 184 | 34 | 12 1/2 | 164 | | | |
| 1532 | 275 | A3 | 278 | | A/C 52-34N 11-23E. Wind 325/15 | | 150 | 22000 | 184 | | | 174 | 65 | 22 1/2 | 1555 1/2 |
| 1537 | | | 278 | | 52-38N 11-09E, Pilotage | | 150 | 22000 | 184 | | | | | | |
| 1545 | 275 | A5 | 280 | | 52-40N 10-30E, W. | | 150 | 22000 | 184 | | | 178 | | | |
| 1551 | 275 | -8 | 280 | | 52-38N 10-05E, Pil | | 150 | 22000 | 184 | 48 | 19 | 152 | | | |
| 1558 | | | 280 | | Wind 300/32K. 52-42N 09-34E | | 150 | 22000 | 184 | 66 | 26 | 152 | | | |
| 1558 | 245 | A9 | 254 | | A/c to CP A | | 150 | 22000 | 184 | | | 164 | 45 | 16 1/2 | 1614 1/2 |
| 1605 1/2 | | | 240 | | 52-32N 09-10E. Staying left of "A" | | 22000 | 184 | | | | | | | |
| 1610 1/2 | | | 240 | | Delmonkonst 354/40 mi. | | 150 | 22000 | 184 | | | | | | |
| 1614 1/2 | 308 | -1 | 307 | | CP #4, on course, 2 min early | | 150 | 22000 | 184 | | | | | | |
| 1617 | | | 300 | | 52-24N 08-20E, Pilotage | | 150 | 22000 | 184 | | | 150 | 16 | 06 1/2 | 1623 1/2 |
| 1623 | | | 300 | | A/C 52-35N 00-00E | | 150 | 22000 | 184 | 21 1/2 | 08 1/2 | 150 | | | |
| 1623 | 274 | -15 | 279 | | A/C to coast out | | 150 | 22000 | 184 | | | 153 | 125 | 49 | 1712 |
| 1627 | | | 293 | | Oldenburg 52-33N 07-38E | | 150 | 22000 | 184 | | | 153 | 109 | 43 | 1710 |
| 1631 | 277 | | 299 | | 52-33N 07-19E | | 149 | 22000 | 184 | 11 | 4 | 133 | 98 | 38 | 1709 |
| 1638 | 275 | | 282 | | 52-41N 06-42E | | 146 | 22000 | 184 | 23 | 7 1/2 | 153 | 77 | 30 | 1709 |
| 1645 1/2 | 270 | 268 | 268 | | 2wolle 18/360 52-46N 06-23E | | 148 | 22000 | 185 | 24 | 4 1/2 | 153 | 64 | 25 | 1710 1/2 |
| 1647 | 272 | | 268 | | 52-43N 06-12E, Pil | | 148 | 22000 | 184 | 7 | 2 | 153 | 57 | 22 | 1709 |
| 1657 1/2 | 279 | | 285 | | 52-40N 05-30E, PFF | | 147 | 22000 | 184 | 25 | 10 | 146 | 32 | 12 1/2 | 1710 |
| 1705 | | | 275 | | 52-46N 05-00E | | 148 | 22000 | 184 | 18 | 7 1/2 | 146 | 15 | 6 | 1711 |
| 1710 1/2 | 275 | | 275 | | Coast out, on course | | 148 | 22000 | 184 | | | 125 | 46x | | |
| 1711 | | | 278 | | Begin letdown | | 165 | 22000 | | | | | 125 | 46 | 1756 1/2 |
| 1715 | | | 276 | | Spl. #5 | | 150 | 18000 | 196 | 11 | 14 1/2 | 170 | | | |
| 1725 | | | 273 | | DR 52-48N 03-32E | | 169 | 14500 | | | | | 30 | | 1755 |
| 1730 | 270 | | 273 | | Levelled off | | 165 | 12000 | 157 | | | | | | |
| 1740 | | | 268 | | D.H. 52-52N 05-30E | | 150 | 12000 | 157 | 37 1/2 | 15 | | 46 1/2 | 18 | 1758 |
| 1747 | | | 265 | | LOP Spl. #, T.B. 251 | | 150 | 12000 | 157 | | | | | | |
| 1748 | | | 265 | | LOP, SPL #7 T.B. 220 | | 147 | 12000 | | | | | | | |
| 1759 | | | 265 | | Over Groner | | 150 | 12000 | | | | | | | |
| 1759 | | | 251 | | Groner, A/C | | 150 | 12000 | | | | | | | 1833 |
| 1810 | 250 | | 251 | | 52-49N 00-42E. Begin letdown | | 170 | 12000 | | | | 51 | 20 | | 1830 |
| 1815 | 250 | | 246 | | Kings Lynn A/C | | 170 | 7000 | | | | | | | |
| 1815 | 247 | | 246 | | Kings Lynn | | 170 | 7000 | | | | 39 | 15 | | 1830 |
| 1820 | | | | | Over Wisbeck | | 170 | 5000 | | | | | | | |
| 1833 | | | 280 | | Ease . Fuel off | | | 1500 | | | | | | | |
| 1835 | | | | | Landed | | | | | | | | | | |

I certify that this is a true copy of the Lead Navigator's Log

SIGNED J. F. IGAN Major, A. C. NAVIGATOR

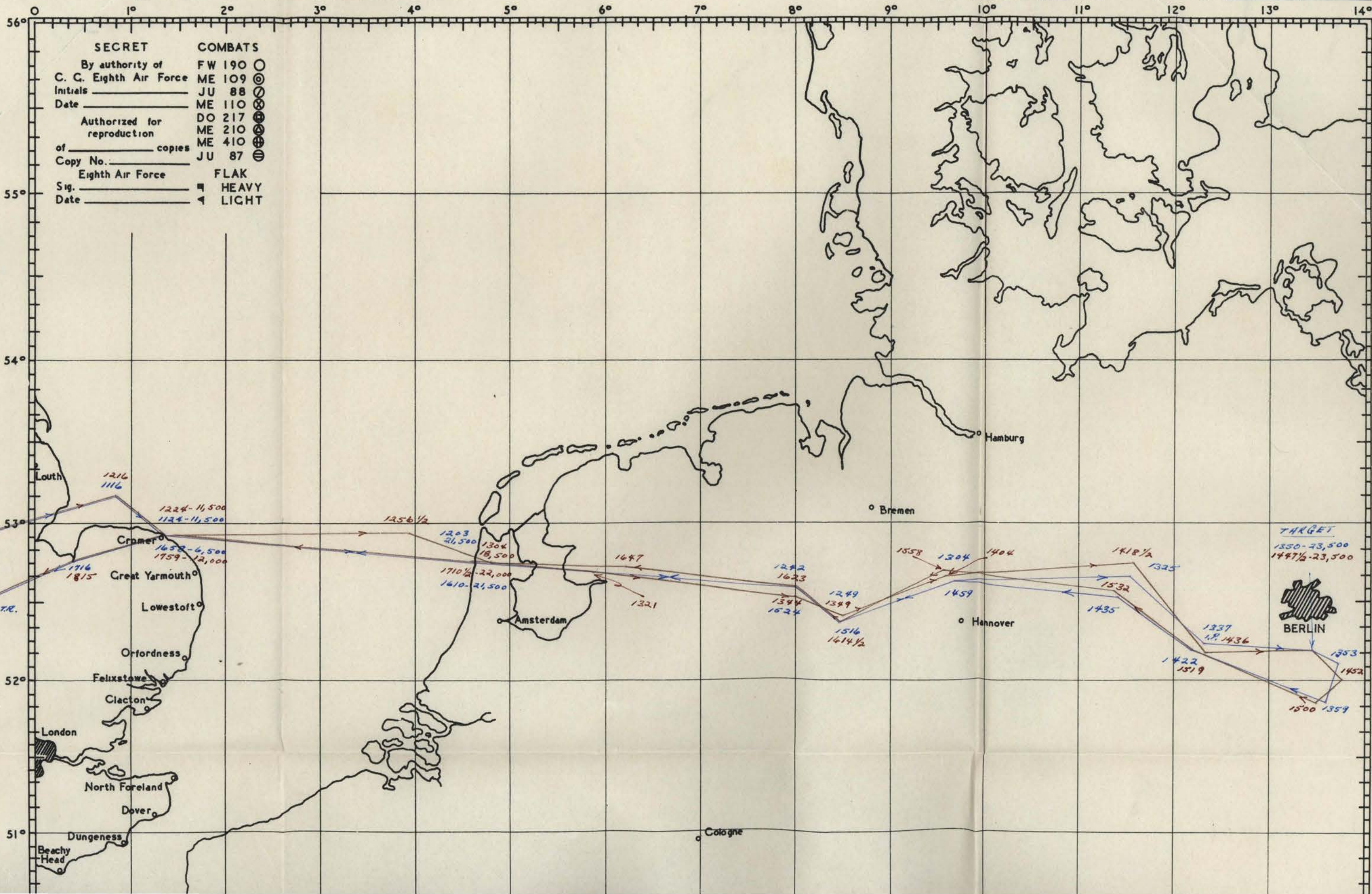
TRACK CHART

DATE Mar. 12, 1945

TARGETS
PRIMARY

Lossen, Germany

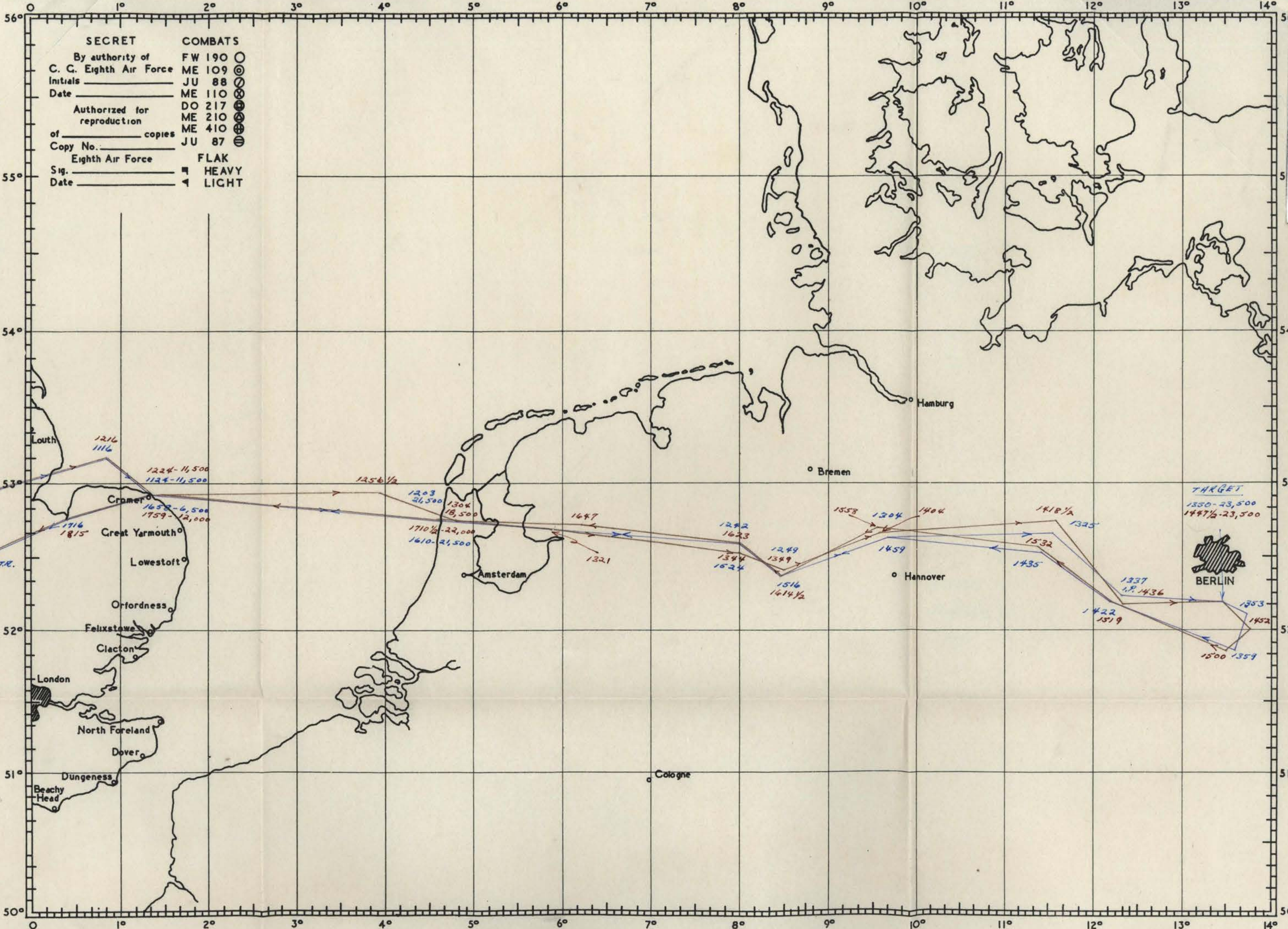
Blue ROUTE FOLLOWED BY Briefed
Brown 401st. B. G. (H)



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

FLAK
□ HEAVY
◀ LIGHT



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JU 88 ⊗
ME 110 ⊗
DO 217 ⊗
ME 210 ⊗
ME 410 ⊗
JU 87 ⊗

FLAK

HEAVY ⊞
LIGHT ⊞

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 657

Date of 15 March 1945

PART I - ATTACKS & RESULTS

94th "B" Group

| | LEAD | LOW | HIGH |
|--|--------------------|--------------|---------------|
| | Borrowed A/C | Borrowed A/C | Borrowed A/C |
| 1. No. of A/C Failing to Take Off | * | - | 1 |
| 2. No. of A/C Sorties | 13 | 12 | 12 |
| 3. No. of A/C Sorties less Unused Sp | 12 | 12 | 12 |
| 4. No. of A/C Credit Sorties | 12 | 12 | 12 |
| 5. No. of Effective Sorties | 11 | 12 | 12 |
| 6. No. of Non-Effective Sorties | 1 | - | - |
| (a) Early Returns Included | - | - | - |
| 7. Name of Primary Target | ZOSSEN (Vis) | | |
| (a) No. of A/C Attacking | 11 | 12 | 12 |
| (b) No., Size, Type of Bombs | 31 X 500# RDX | 72 X 500# GP | 18 X 500# RDX |
| | 35 X 500# GP | 48 X 500# IB | 54 X 500# GP |
| | 44 X 500# IB | | 48 X 500# IB |
| 8. Name of Secondary Target | | | |
| (a) No. of A/C Attacking | | | |
| (b) No., Size, Type of Bombs | | | |
| 9. Name of Last Resort Target (LRT) | | | |
| (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 of Opportunity | | | |
| (a) No. of A/C Attacking | | | |
| (b) No., Size, Type of Bombs | | | |
| 12. No. of A/C MIA - TOTAL | None | None | None |
| 13. No. of A/C MIA - Flak | | | |
| 14. No. of A/C MIA - Flak and E/A | | | |
| 15. No. of A/C MIA - Enemy Aircraft | | | |
| 16. No. of A/C MIA - Accident over E.T. | | | |
| 17. No. of A/C MIA - Other & Unknown | | | |
| 18. Time of Take Off | 1030 | 1032 | 1030 |
| 19. Time of Attack | 1447 $\frac{1}{2}$ | 1447 | 1448 |
| 20. Total Time for Mission | 94:20 | 94:20 | 94:20 |
| 21. Altitude of Release | 23,500 | 22,900 | 24,840 |
| 22. Type of Sighting (Vis, H2X, GH, etc) | Vis | Vis | Vis |
| 23. Enemy Resistance --AA Inten & Acc | None | None | None |
| 24. Enemy Resistance - Fighters | - | - | - |
| 25. Enemy Resistance - Bombers | - | - | - |
| 26. U.S. A/C Engaged by Enemy A/C | - | - | - |
| 27. No. of Passes made by Enemy A/C | - | - | - |
| 28. Degree of Success | POOR | POOR | POOR |

None A/C borrowed from Groups:

None A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 229

Date 15 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "B" Group

| | LEAD | LOW | HIGH |
|-------------------------------------|--------------|--------------|--------------|
| | Borrowed A/C | Borrowed A/C | Borrowed A/C |
| 29. Non-Effective Sorties | 1 | | |
| (a) Weather | | | |
| (b) Personnel | | | |
| (c) Enemy Action | | | |
| (d) Other Non-Mechanical | | | |
| (e) Mechanical & Equipment | 1 | | |
| 30. Mechanical & Equipment Failures | | | |
| (a) Engine | 1 | | |
| (b) Oil System | | | |
| (c) Fuel System | | | |
| (d) Supercharger | | | |
| (e) Propeller & Governor | | | |
| (f) Communication System | | | |
| (g) Guns & Turrets | | | |
| (h) Bomb Release | | | |
| (i) Bombay Doors | | | |
| (j) Electric System | | | |
| (k) Instruments | | | |
| (l) Oxygen Equipment | | | |
| (m) Bomb Sights | | | |
| (n) A/C in General | | | |

31. Reasons for Failure to Attack:

A/C 42-97478 - Credit. No 4 engine failed and pilot jettisoned bombs 3 minutes past IP. (mech)

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. CONWAY DATE 15 March 1948
 PILOT CAPT SMITH (CHAPMAN) TAKE OFF 1029
 NAVIGATOR LT. STEWART, SMITH AIRPLANE _____
 WING 94th B GROUP 401st SQU. Lead LANDED 1035
 OBJECTIVE ZOBEN/NEUDORF, GERMANY (MPI) _____
 METHOD OF ATTACK Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 11 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 800# GP FUSING: NOSE 1/10 TAIL 1/40
800# RBX FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 31 RBX - 35 GP - 44 IB RELEASED 31RBX-35GP-44IB

INFORMATION AT RELEASE POINT:

| | |
|--|--|
| Altitude of Target <u>100</u> | Temp Aloft: Metro <u>-55</u> Actual <u>-52</u> |
| True Altitude above target <u>23300</u> | Mag Head, order <u>95</u> Actual <u>84</u> |
| Ind. Altitude <u>23300</u> | True Heading <u>80</u> |
| Pressure alt of target <u>-346 @ SL</u> | Drift, Est <u>42</u> Actual <u>22</u> |
| Altimeter setting <u>29.92</u> | True Track <u>82</u> |
| C.I.A.S. <u>160</u> I.A.S. <u>150</u> | Actual Range <u>10,872</u> |
| G.S. Est <u>104</u> Actual <u>207</u> | B.S. Type <u>1-9</u> |
| Wind Direc Metro <u>105</u> Actual <u>105</u> | Time of Release <u>14:47 1/2</u> |
| Wind Veloc. Metro <u>25</u> Actual <u>25</u> | Intervalometer Setting <u>140ft</u> |
| D.S. <u>102.1</u> Trail <u>50</u> ATF <u>40.15</u> | Length of Bombing Run <u>30sec</u> |
| Tan. D.A. Est <u>.45</u> Actual <u>.545</u> | C-1 Pilot <u>OK</u> A-5 <u>--</u> |
| Mean Temp: Metro <u>-8</u> Actual <u>-8</u> | Manual Pilot <u>--</u> |
| Type of Release: Lead A/C <u>Salvo</u> | Type of Release: Other A/C <u>140ft</u> |

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. STOTT DATE 15 March 1945
PILOT CAPT CAMPBELL TAKE OFF 1032
NAVIGATOR LT. WHITNEY AIR PLANE _____
WING 94th B GROUP 401st SQDN Low LANDED 1854
OBJECTIVE ZOSSEN/TRINSDORF, GERMANY (MPT)

METHOD OF ATTACK _____
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY C/W SIGHTING OPERATION: 12/0

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

BOMBS, TYPES AND SIZES 500 IB FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 72 GP 48 IB RELEASED 72 GP 48 IB

INFORMATION AT RELEASE POINT:

| | |
|--|--|
| Altitude of Target <u>100</u> | Temp Aloft: Metro <u>-35</u> Actual <u>-30</u> |
| True Altitude above target <u>22800</u> | Mag Head, order <u>95</u> Actual <u>87</u> |
| Ind. Altitude <u>22900</u> | True Heading <u>83</u> |
| Pressure alt of target <u>-346 @ SL</u> | Drift, Est <u>42</u> Actual <u>42</u> |
| Altimeter setting <u>29.93</u> | True Track <u>87</u> |
| C.I.A.S. <u>150</u> I.A.S. <u>160</u> | Actual Range <u>10,322</u> |
| G.S. Est <u>194</u> Actual <u>198</u> | B.S. Type <u>K-9</u> |
| Wind Direc Metro <u>505</u> Actual <u>280</u> | Time of Release <u>14:47</u> |
| Wind Veloc. Metro <u>25</u> Actual <u>20</u> | Intervalometer Setting <u>140ft</u> |
| D.S. <u>133.7</u> Trail <u>49</u> ATF <u>30.65</u> | Length of Bombing Run <u>35sec</u> |
| Tan. D.A. Est <u>.48</u> Actual <u>.54</u> | C-1 Pilot <u>OK</u> A-5 _____ |
| Mean Temp: Metro <u>-8</u> Actual <u>-8</u> | Manual Pilot _____ |
| Type of Release: Lead A/C <u>Salvo</u> | Type of Release: Other A/C <u>140ft</u> |

I certify that thatabove figures have been checked and are correct.

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. DANBOS DATE 18 March 1944
 PILOT LT. HAYES TAKE OFF 1030
 NAVIGATOR LT. HINGR AIRPLANE _____
 WING 94th B GROUP 432d SQDL. High LANDED 1841
 OBJECTIVE ZOSSEN/STRENDORF, GERMANY (MPI) _____
 METHOD OF ATTACK Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 12 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# TDX FUSING: NOSE 1/30 TAIL 1/40
500# GP FUSING: NOSE 1/30 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 10RDX - 54 GP - 48 IB RELEASED 10RDX-54GP-48IB

INFORMATION AT RELEASE POINT:

| | |
|--|--|
| Altitude of Target <u>100</u> | Temp Aloft: Metro <u>-33</u> Actual <u>-32</u> |
| True Altitude above target <u>24450</u> | Mag Head, order <u>95</u> Actual <u>68</u> |
| Ind. Altitude <u>24100</u> | True Heading <u>64</u> |
| Pressure alt of target <u>-546 HSL</u> | Drift, Est <u>-</u> Actual <u>IN</u> |
| Altimeter setting <u>29.62</u> | True Track <u>65</u> |
| C.I.A.S. <u>150</u> I.A.S. <u>150</u> | Actual Range <u>12,391</u> |
| G.S. Est <u>194</u> Actual <u>228</u> | B.S. Type <u>M-9</u> |
| Wind Direc Metro <u>305</u> Actual <u>245</u> | Time of Release <u>14:48</u> |
| Wind Veloc. Metro <u>25</u> Actual <u>30</u> | Intervalometer Setting <u>140ft</u> |
| D.S. <u>127.5</u> Trail <u>56</u> ATF <u>41.21</u> | Length of Bombing Run <u>5000</u> |
| Tan. D.A. Est <u>.45</u> Actual <u>.55</u> | G-1 Pilot <u>OK</u> A-5 <u>--</u> |
| Mean Temp: Metro <u>-8</u> Actual <u>-7</u> | Manual Pilot <u>--</u> |
| Type of Release: Lead A/C <u>Salvo</u> | Type of Release: Other A/C <u>140ft</u> |

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

CONFIDENTIAL

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

J-A-1/4

413.44

15 MARCH

1945

SUBJECT: Communications Report, Operational Mission No 229. (Field Order 657)

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>0</u> |
| a. MF Beacons | <u>3</u> | 3. HF/DF Bearings (QDM's) | <u>1</u> |
| b. Bunchers, England | <u>40</u> | 4. VHF/DF Homings | <u>1</u> |
| c. Bunchers, Continent | <u>0</u> | 5. Distress Action (SOS's) | <u>0</u> |

SECTION TWO - USE OF RADAR

| | <u>Airborne</u> | <u>Used</u> | | <u>Airborne</u> | <u>Used</u> |
|-----------------------------------|-----------------|---------------|---------------------|-----------------|-------------|
| 1. Gee | <u>37</u> | <u>37</u> | 4. Gee-H | <u>0</u> | <u>0</u> |
| 2. H2X | <u>4</u> | <u>4</u> | 5. Carpet (Barrage) | <u>27</u> | <u>27</u> |
| 3. Micro-H | <u>0</u> | <u>0</u> | 6. Carpet (Spot) | <u>6</u> | <u>6</u> |
| 7. Total aircraft releasing Chaff | | <u>32</u> | | | |
| 8. Total number of units released | | <u>11,520</u> | | | |

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

| | | | |
|---------------|----------|----------------------|----------|
| 1. Interphone | <u>2</u> | 7. Gee | <u>0</u> |
| 2. VHF | <u>0</u> | 8. H2X | <u>2</u> |
| 3. Compass | <u>0</u> | 9. Micro-H | <u>0</u> |
| 4. Liaison | <u>0</u> | 10. Gee-H | <u>0</u> |
| 5. Command | <u>0</u> | 11. Carpet (Barrage) | <u>1</u> |
| 6. SCS-51 | <u>0</u> | 12. Carpet (Spot) | <u>0</u> |

SECTION FOUR - REMARKS

HAROLD M. KEMMARD, JR.
 Maj, A C,
 Gp Com O.

S E C R E T

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

ASSIGNED..... Zossen/Wunsdorf
 1. TARGET: BOMBED..... Zossen/Wunsdorf
 DATE OF MISSION..... 15 Mar 1945

2. ROUTE AS FLOWN:

Generally as briefed.

| 3. | AT TARGET | ENROUTE |
|---------------|----------------------------|---|
| WEATHER - - - | <u>Clear - Ground haze</u> | <u>Clear to Brunswick - ground haze</u> |
| CONTRAILS - - | <u>None</u> | <u>None-persistent</u> |
| SEEN-UNSEEN - | <u>Seen</u> | <u>Seen</u> |

4. DESCRIPTION OF FLAK AT TARGET:

NONE

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)

Stendal - Meagre, inaccurate to accurate, tracking (plotted as probable).
Gsnabruck - Meagre - observed.

6. CHAFF; HOW DISCHARGED:..... As briefed.

7. POSITION OF GROUP:..... 94th "g"

8. DETAILS:-

| SCEN: POS. | NO. A/O | DAMAGE | | A/O LOST TO | | | AX'IS OF | | TIME OVER TARGET | HEIGHT |
|---------------|------------|----------|----------|-------------|----|--------|-------------|--------------|------------------------|---------------|
| | | MAJ. | MIN. | AA | EA | AGG UK | ATTN | WITH | | |
| <u>Lead</u> | <u>12</u> | <u>0</u> | <u>0</u> | | | | <u>88°H</u> | <u>104°H</u> | <u>1447</u> | <u>25,500</u> |
| <u>High</u> | <u>12</u> | <u>1</u> | <u>6</u> | | | | <u>88°H</u> | <u>132°H</u> | <u>1448</u> | <u>24,800</u> |
| <u>Low</u> | <u>12</u> | <u>0</u> | <u>0</u> | | | | <u>91°H</u> | <u>114°H</u> | <u>1447</u> | <u>22,900</u> |
| TOTALS | <u>36</u> | <u>1</u> | <u>6</u> | | | | | | | |

9. COMMENTS - PHENOMENA:-

Lt. P.D. Myers.

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

D-K-1

14 March 1945

SUBJECT: Crew Comments and Suggestion on Mission to Lohne, Germany 14 Mar 45.

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

1. Lt. John E. Pondren, Pilot A/C 7478 - flew in prop-wash from English coast almost to IP.
2. Lt. Carl M. Gray, Pilot A/C 780 - questioned reason for SOP air speed being dropped to 155 mph in level flight.
3. Lt. William P. Martin, Pilot A/C 039 - although we usually wait one-half hour or more for truck at hard-stand No. 11, the truck was on time today.

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

Sp Engineering

LEAD SQDN. 24TH "A" GROUP

COMBAT SQ. LEADER MAJOR DE JONCKHEERE DATE: 14 MAR 1 1945
DEPUTY SQ. LEADER LT. TAUSIG
DEPUTY SP. LEADER: LT. TAUSIG

*34X100 Sps
No more 140 tail
+ 2 M 17 1 B's load
as per chart 3
2500 Gals.*

613 SQDN. 612 SQ JANWICK
613 IN MACRO
614 IN GOLDFELD
RIBLER (DE JONCKHEERE) 615 IY DUEZARD
LF J 8369 (OH) *Kimbalton*
YOUNG TAUSIG
IY D 8650 (PFF)

613 SQDN

613 SQDN

SCHILLER

SMITH

IN V 6842 ✓

IN B 6132 ✓

NIELSON

MAY

EGLIE

GREEN

IN D 6588 (RCM) ✓

IN M 9125 ✓

IN U 7706 (RCM) ✓

IN O 1750 ✓

SHEPHERD

IN A 8458 ✓

LITCFIELD

MC KENNY

IN P 8758 ✓

IN W 8767 ✓

SPARE LD. PFF IY S 8653 DISP 32
SPARE LD. VIS IY Q 8077 DISP 24

MAHARICK

GND SPARES IN N 8862 DISP 45

IN S 2947

~~IN X 8077 DISP 2~~ Replaced 017

EX A/C 50 N 6606 CAPT. GOODMAN

1742

*0700-1300 - GRR
1300-1900 - RRR*

LOW SQDN. 94TH "A" GROUP

COMBAT SQ. LEADER LT. KOCHERL DATE 14 MARCH 1945
DEPUTY SQ. LEADER LT. SPEER
DEPUTY GP. LEADER LT. TAUSIG

612 SQDN. 612 SC JAWOCK
613 IN MACRO
614 IN GOLFOLOB
615 IY BUZZARD
KOCHERL (STRAUSS)
IY N 8648 (PFF)

BLOOMQUIST SPEER
SC J 7790 ✓ IY L 8942 ✓

612 SQDN 612 SQDN

GRIME MARTIN
SC V 8610 (RCM) ✓ SC M 7089 ✓

HOWARD AHLERS MORAN SPENCE
SC B 1662 ✓ SC P 1891 ✓ SC H 2598 ✓ SC T 3788 (RCM) ✓

NOLAN
SC F 8541 ✓

HARVESSON HOLT
SC R 2593 ✓ SC D 6992 ✓
SPARE LD. PFF IY S 8658 DISP 32
SPARE LD. VIS IY Q 8077 DISP 24

GND SPARES IN H 8862 DISP 45
~~IY K 8677 DISP 2~~ Replaced 01Z

WX A/C SC N 6506 CAPT. GOODMAN

HIGH SQDN: 94th Aⁿ Gp

Combat Sq. Leader: Capt Hart Date: 14 March 1945
Deputy Sq. Leader: Lt. Knowles
Deputy Gp. Leader: Lt. Fausi

61st SQDN: 612 SC JARROCK
613 IN MACHO
614 IN GOLFCLUB
615 IY BUZZARD

HUBBELL (HARD)
L 8228 (Geo H)

WHITE
IN Z 8330 ✓
KNOWLES
IY P - 6947

SQDN

SQDN

THOMPSON, R.

FONDREN

IN T 8648 (RCM) ✓

IN Q 7478 ✓

GRAY

JAMES

AYRE

SOHENSEN

IN R 7780

IN P 2012
IW K 8677 ✓

IN A 7931 ✓

IN F 7395 ✓

DJERNES

IN S 2458 ✓

CAMPSON

SALISBURY

IN X 8565 ✓

IN Y 7851 (RCM) ✓

OPARIS

VIRBIAN

IN N 8730

SPARE LD (PPF) IY S 8653 Disp 32
SPARE LD (VIS) IY Q 8077 Disp 26

2nd Spares: IN N 8562 Disp 45
IN X 8677 Disp 8 REPLACED 01Z

WX A/C SC N 8506 Capt Goodson

DEFENSE NOTES

DATE: 15 March 1945

DUTY OFFICER: Capt Coit

BRIEFING OFFICER: Lt Rea

1. TARGETS AND MPI'S FOR:

- a. 1st AD
- (1) 401st Bomb Group:

No. 1 ~~Primary~~ Primary: BERLIN. Headquarters of the German General Staff. This is located in the outskirts of the City - to the South. Bombing Altitude - 23,500

*8th wave Target - 1st fliv. - 2nd wave in column -
PFF done by Group -
No blind bombing unless Target positively identified - by marker lights -
+ GH. supported by visual pin pointing. -*

No. 2 ~~Secondary~~ BERLIN (SPANDAU) Plant engaged in manufacture of special parts
No. 3 for motor vehicles and aircraft. Tools, jigs, dies, etc.

No. 4 ~~Last Resort~~ STENDAL: (5236-1152) Important Rail Communications Center.

5 Same if H2X - Any military objective within H2X within
(2) Other Groups in 94th CBW: 94C (351) ORANIENBURG (5247-1316) Large and important Marshalling Yard.

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

| "A" FORCE | | | "B" FORCE | |
|-----------|-----------|------------|------------|-------------|
| 40A (305) | 41A (303) | 94A (457)) | 94C (351)) | |
| 40B (306) | 41B (379) | 94B (401)) | 1A (398)) | ORANIENBURG |
| 40C (92) | 41C (384) |) | 1B (91)) | (5247-1316) |
| | | | 1C (381)) | |

b. 2nd AD: Same as 1 AD 36 Squadrons A FORCE

c. 3rd AD: Same as 1 AD 14 Groups B FORCE

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast:

AT YAR
Cross Continental Coast: 2 AD - Zero plus 41; 1 AD - Zero plus 56; ~~3~~ AD - zero plus *3rd + 10th*

b. Fighter Support: 6 Groups of P-51's supporting "A" Force; 4 Groups of P-51's in support of "B" Force.

3. ANTICIPATED ENEMY OPPOSITION.

a. Flak: No. 1: No known Flak. No. 2 and 3: 428 guns in Area. In - 45°; out -

300°

b. Enemy Fighters: Intense Enemy reaction may be expected.

c. Smoke Screens: No. 1.: None Known; No. 2 and 3: Probable Effective.

d. Camouflage: Concealed in woods and under ground.

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly:

| | | |
|---------------|------------------|--------------------|
| 94A - Glatton | 94B - Cottesmore | 94C - Kings Cliffe |
| Crowland | Grantham | Bourne |
| (5310-0050E) | (5310-0050E) | 5310-0050E) |
| Cromer | Cromer | Cromer |

b. Air Commanders: "A" Force: Col McDonald (305); 94CBW and "A" Group;

Capt Dozier (457) 94B; Major Chapman (401); ~~NA~~ "B" Force: Major Richardson (94C
351)

c. Zero Hour and Date: 1100 hours, 15 March 1945

d. General Instructions Pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: 2780 gals

b. Bomb Load (and Intervalometer Settings) 6 X 500 GP 1/10 - 1/40;

4 X M-17 IB (Chart 12) 140 feet Visual or H2X.

c. Chaff Load (Point and Time of Commencing Discharge) 360 units; IP and con-
tinue for 15 minutes.

d. Screening Force: None for "A" Force; 3 mosquitos for "B" Force.

i. COMMUNICATIONS:

a. Flares and Lamps: None.

b. VHF and Other Radio: (Security Force Information) 6 x P-51s Buckeye Red
from 20 minutes prior to Foxhole Able. Fighter-Bomber Common (741 and 701)
94 B (Vinegrove 2-8): Fighters Balance two; Ground Sector Control - Colgate on
Channels 741 and 701; Authentication - Radio City. Relay A/C - 40 CBW at 20,000
vicinity 5240-0300 Zero plus 15 until recalled.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: _____

b. S.O.P.'s _____

c. Miscellaneous: Base Reference Altitude: 24,000. Interval between
Groups - 1 minute; Division Assembly - Cromer to 5245-0435

d. Security: _____

ROUTE FLIMSIES

- Leon F. Stewart*
- Ray J. Whitney*
- Andrew J. Ukrain*
- Michael Andrews*
- Charles B. Minor*
- D. Walter*

S E C R E T

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

AAF Station # 128
 15 March 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 42-107151

| | | | |
|-----|---------|-----------------------|-----------|
| P | 2nd Lt. | CAMERON, ELLIOTT F. | 614th Sq. |
| CP | F/O | DAVIDSON, ROBERT L. | " |
| N | 2nd Lt. | GUILLERMETTY, FRED A. | " |
| CTG | A/Sgt. | Fasulo, Thomas G. | " |
| RO | Sgt. | De Leon, Jerrold J. | " |
| TT | S/Sgt. | Fabain, Emory P Jr. | " |
| BT | Sgt. | Hargas, Mike S. | " |
| TG | S/Sgt. | Grasela, Edward S. | " |
| WG | Sgt. | Gabbert, David J. | " |

PLANE 43-38565

| | | | |
|-----|---------|------------------------|---|
| P | 1st Lt. | BABCOCK, FREDRICK H. | " |
| CP | 1st Lt. | BOUSFIELD, JOHN | " |
| N | 2nd Lt. | CRAWFORD, ALLEN H. JR. | " |
| CTG | S/Sgt. | Casselman, Charles H. | " |
| RO | T/Sgt. | Bilby, John F. | " |
| TT | T/Sgt. | Caldwell, Carroll L. | " |
| BT | S/Sgt. | Cole, Harry L. | " |
| TG | S/Sgt. | Wilczynski, Walter J. | " |
| WG | S/Sgt. | Farnham, Walter E. | " |
| RCM | S/Sgt. | Richey, Leland M. | " |

PLANE 43-38738

| | | | |
|---------|---------|----------------------|---|
| P | 2nd Lt. | VIERMAN, EUGENE A. | " |
| CP | 2nd Lt. | COUTTS, HAROLD K. | " |
| N | 1st Lt. | BRUCE, WILLIAM M. | " |
| HEM CTG | Sgt. | Orlando, Peter | " |
| RO | Sgt. | Retzleff, James A. | " |
| TT | Sgt. | Schwarz, Edwin D. | " |
| BT | Sgt. | Hobson, Kenneth E. | " |
| TG | Sgt. | Rutkowski, Joseph E. | " |
| WG | Sgt. | Hay, David M. | " |
| RCM | S/Sgt. | Genauer, Lawrence | " |

PLANE 43-97651

| | | | |
|-----|---------|-----------------------|---|
| P | 2nd Lt. | SALISBURY, THOMAS E. | " |
| CP | F/O | WYLIE, RONALD J. | " |
| N | 2nd Lt. | BOUCHER, JAMES D. JR. | " |
| CTG | Sgt. | Wagener, Norman H. | " |
| RO | Sgt. | Pinkerton, Oliver | " |
| TT | Sgt. | Benthall, Clyde T. | " |
| BT | Sgt. | Walls, Joseph F. | " |
| TG | Sgt. | Chapman, Guy W. | " |
| WG | Sgt. | Cain, Hobart P. | " |

Loading List Cont't.

Plane 42-97478
 P 1st Lt.
 CP 2nd Lt.
 N 2nd Lt.
 CTG S/Sgt.
 RO T/Sgt.
 TT T/Sgt.
 BT S/Sgt.
 TG S/Sgt.
 WG S/Sgt.

FONDREN, WYLLIE K. 614th Sq
 VIA, JAMES C. "
 COYNE, JOHN T. "
 Youmans, Henry A. "
 Wensel, John W. "
 Brobst, Clyde J. "
 Wickline, John H. "
 Wilbers, Herman E. "
 McCormick, Edson C. "

Plane 43-38330
 P 2nd Lt.
 CP 2nd Lt.
 N 2nd Lt.
 CTG Sgt.
 RO Sgt.
 TT Sgt.
 BT Sgt.
 TG Sgt.
 WG Sgt.

GRAY, CARL M. "
 SMITH, CHARLES "
 STEWART, RICHARD E. "
 Giathwain, Edward A. "
 Fort, Collins G. "
 Kirby, Lee D. Jr. "
 Harrell, Jean F. "
 Saenz, Hector J. "
 Bonanno, Joe M. "

Plane 42-39012
 P 2nd Lt.
 CP 2dn Lt.
 N 2nd Lt.
 CTG Sgt.
 RO Sgt.
 TT Sgt.
 BT Sgt.
 TG Sgt.
 WG Sgt.

JAMES, HERBERT W. "
 PARKER, VICTOR E. "
 MENZEL, GEORGE H. "
 Branch, Willard A. "
 Kent, Donald R. "
 Parker, Robert S. "
 Toloso, Melvin N. "
 McCallon, Lynn G. "
 Baumann, Archie H. "

Plane 42-97602
 P 2nd Lt.
 CP 2nd Lt.
 N F/O.
 CTG S/Sgt.
 RO Sgt.
 TT Sgt.
 BT Sgt.
 TG Sgt.
 WG Sgt.

LINDSAY, JOHN E. "
 MADLEY, WILLIAM H. "
 BRUSSETT, JAMES O. "
 Green, Warren H. "
 Ippolito, Samuel "
 Warner, Carl F. "
 Sanders, William H. "
 Fortier, Ellis A. "
 York, John C. "

Plane 42-102468
 P 1st Lt.
 CP 2nd Lt.
 N 2nd Lt.
 CTG S/Sgt.
 RO S/Sgt.
 TT T/Sgt.
 BT S/Sgt.
 TG Sgt.
 WG S/Sgt.

DJERNES, CARL P. "
 SPIVA, RAYMOND H. "
 CANALE, JOHN F. "
 Akins, Ora R. "
 LaCourse, Lucian "
 Chiu, Donald "
 Bill, Richard H. "
 Wagner, Algysius E. "
 Reiher, Gordon A. "

Loading List (Con't)

PLANE 43-97931

| | | | |
|-----|---------|---------------------|-----------|
| P | 2nd Lt. | AYRE, LAWRENCE E. | 614th Sq. |
| CP | 2nd Lt. | SCHOCK, NORMAN R. | " |
| N | 2nd Lt. | LEASE, GERALD H. | " |
| CTG | Sgt. | De Loriez George A. | " |
| RO | Sgt. | Mandel, Louis I. | " |
| TT | Sgt. | Brass, Forrest A. | " |
| BT | Sgt. | Gilbert, Luther F. | " |
| TG | Sgt. | Myers, John E. | " |
| WG | Sgt. | Luni, Andrew W. | " |

PLANE 42-97395

| | | | |
|-----|---------|------------------------|---|
| P | 1st Lt. | SORENSEN, MELVIN H. | " |
| CP | 2nd Lt. | TROUPE, JOHN T. | " |
| N | 2nd Lt. | PACKRELL, JESSE K. | " |
| CTG | S/Sgt. | Lee, William J. | " |
| RO | S/Sgt. | Collins, GeorgeJohn G. | " |
| TT | S/Sgt. | Senorio, Steve S. | " |
| BT | S/ Sgt | Leppanen, Calvin E. | " |
| TG | Sgt. | Nichols, Norman D. | " |
| WG | Sgt. | Turner, Eldon A. | " |

Major ALVAH H. CHAPMAN JR. is flying with the 615th Sq.
Captain CHARLES H. SMITH is flying with the 615th Sq.

For the Squadron Commander:

DONALD V KIRKRUFF
Capt., Air Corps,
Operations Officer.

612TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 APO 557

Mission 229
 15 March 1945

SUBJECT: Loading List

TO : Operations Officer, 401st Bombardment Group (H),
 AAF Station 128, APO 557

A/C 43-38788

| | | | |
|-----|------------------------|---------|-------|
| P | Spence, Claude F. | 1st Lt. | 612th |
| CP | Reiner, Hughie J. | F/O | " |
| N | Kennedy, William F. | F/O | " |
| TOG | Tumminia, Philip (NMI) | Cpl | " |
| ROG | Starrs, Michael F.J. | Cpl | " |
| TIG | Lehat, Abraham A. | Cpl | " |
| BIG | Meadows, Mark R. | Cpl | " |
| TG | Bane, John D. | Cpl | " |
| FG | DeFazio, Dante E. | Cpl | " |

A/C 44-6113

| | | | |
|-----|---------------------|---------|-------|
| P | Stephens, Lloyd J. | 2nd Lt. | 612th |
| CP | Wilt, Elmer L. | 2nd Lt. | " |
| N | Harper, Robert F. | 2nd Lt. | " |
| TOG | Whitlock, Howard D. | Sgt | " |
| ROG | Douglass, James B. | S/Sgt | " |
| TIG | Graham, James D. | Sgt | " |
| BIG | Wisdom, Kent B. | Pvt | " |
| TG | Brennan, William J. | Sgt | " |
| FG | Lwelling, Fred E. | Sgt | " |

A/C 42-102398

| | | | |
|-----|----------------------|---------|-------|
| P | Blomquist, Harold H. | 2nd Lt. | 612th |
| CP | Tullos, Billie M. | 2nd Lt. | " |
| N | McConnell, George G. | 2nd Lt. | " |
| B | Austin, Merlyn E. | F/O | " |
| ROG | Arnst, Frank R. | Pvt | " |
| TIG | Slaughter, John G. | Cpl | " |
| BIG | Balfe, James | Sgt | " |
| TG | Riley, Lex G. Jr | Cpl | " |
| FG | Wood, Frank O. | Cpl | " |

A/C 43-37628

| | | | |
|-----|-------------------------|---------|-------|
| P | Hudnall, Carl L. | 1st Lt. | 612th |
| CP | Mitchell, Frank G., Jr. | 2nd Lt. | " |
| N | Martin, Phillip A. | 1st Lt. | " |
| TOG | Beardall, Keith E. | S/Sgt | " |
| ROG | Knight, Adam (NMI) | T/Sgt | " |
| TIG | Moorman, Lloyd F. | T/Sgt | " |
| BIG | Gyles, Alfred R. | S/Sgt | " |
| TG | Parker, Robert H. | S/Sgt | " |
| FG | Parker, Matt M. | S/Sgt | " |

A/C 43-38637

| | | | |
|-----|-------------------------|---------|-------|
| P | Long, Robert L. | 1st Lt. | 612th |
| CP | Watterson, Stuart E. Jr | 2nd Lt. | " |
| N | Crick, Lawrence A. | 2nd Lt. | " |
| TOG | Klindworth, Louis O. | S/Sgt | " |
| ROG | Chastain, Robert R. | S/Sgt | " |
| TTG | Kovezak, Henry | T/Sgt | " |
| BTG | Huston, Cecil A. | Sgt | " |
| TG | Iles, Earl L. | S/Sgt | " |
| FG | Willick, Edward L. | Sgt | " |
| RCM | Martin, James G. | Sgt | " |

A/C 42-31891

| | | | |
|-----|------------------------|---------|-------|
| P | Smith, Max M. | 1st Lt. | 612th |
| CP | Korwald, Morris M. | 2nd Lt. | " |
| N | VanDuisen, Richard B. | 2nd Lt. | " |
| TOG | Schwalz, Nyle R. | S/Sgt | " |
| ROG | Hendrickson, Ernest W. | S/Sgt | " |
| TTG | Genga, Pietro J. | S/Sgt | " |
| BTG | Laing, John (NMI) | S/Sgt | " |
| TG | Filiatraut, Frank E. | S/Sgt | " |
| FG | Pinilis, Emanuel B. | Sgt | " |

A/C 43-38733

| | | | |
|-----|-------------------------|---------|-------|
| P | Campbell, Charles J. | 1st Lt. | 612th |
| CP | Foy, Phillip W. | 2nd Lt. | " |
| N | Gruhn, David B. | 2nd Lt. | " |
| TOG | Emery, Robert I. | S/Sgt | " |
| ROG | Feo, Gene M., Jr. | T/Sgt | " |
| TTG | Kartes, Charles F., Jr. | T/Sgt | " |
| BTG | Sullivan, Earl Jr. | S/Sgt | " |
| TG | Dalton, Charles K. | S/Sgt | " |
| FG | Murray, Howard M. | S/Sgt | " |
| RCM | Swanson, Theodore K. | Sgt | " |

A/C 43-37780

| | | | |
|-----|---------------------|---------|-------|
| P | DeMarco, Robert P. | 2nd Lt. | 612th |
| CP | Virgin, Howard G. | 2nd Lt. | " |
| N | Hill, Ben F., Jr. | 2nd Lt. | " |
| TOG | Ferrlin, Joseph R. | S/Sgt | " |
| ROG | Edwards, Shannon J. | Cpl | " |
| TTG | Bailey, Ora K. | Cpl | " |
| BTG | Gray, John J. | Cpl | " |
| TG | Barrett, Robert G. | Cpl | " |
| FG | Jackson, Louis A. | Cpl | " |

A/C 43-38810

| | | | |
|-----|----------------------|---------|-------|
| P | Guiler, Gilbert S. | 2nd Lt. | 612th |
| CP | Bergman, Wayne H. | 2nd Lt. | " |
| N | Gordon, Robert Jr. | 2nd Lt. | " |
| B | Sims, Morton D. | 2nd Lt. | " |
| RCG | Mountain, John H. | Cpl | " |
| ITG | Martin, Norman R. | Cpl | " |
| BTG | Kaschak, Joseph J. | Cpl | " |
| TG | Deagle, Walter W. | Cpl | " |
| FG | Graner, John G., Jr. | Cpl | " |

A/C 44-6506

| | | | |
|-----|--------------------|---------|-------|
| P | French, Millard H. | 1st Lt. | 612th |
| CP | McKale, William L. | 2nd Lt. | " |
| N | Cannon, Thomas P. | F/O | " |
| RCG | Johnson, Jerry M. | S/Sgt | " |
| RCG | Alleroft, James W. | S/Sgt | " |
| BTG | Hansen, Arthur W. | S/Sgt | " |
| BTG | Deck, Floyd J. | S/Sgt | " |
| TG | Lagrange, Wesley | Sgt | " |
| FG | Devore, Arthur D. | S/Sgt | " |

A/C 42-97664

| | | | |
|-----|------------------------|---------|-------|
| P | Nolan, James A. | 1st Lt. | 612th |
| CP | Twiggs, Calvin H. | 2nd Lt. | " |
| N | Hoffman, Lloyd G. | 1st Lt. | " |
| TCG | Delledonne, Charles L. | S/Sgt | " |
| RCG | Hathaway, Stanley K. | S/Sgt | " |
| ITG | Biconolfi, Patrick | S/Sgt | " |
| BTG | Feldman, Warren H. | Sgt | " |
| TG | Graupman, Richard C. | T/Sgt | " |
| FG | Serafino, Ernest A. | T/Sgt | " |

"THE END"

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

15 March 1945

LOADING LIST

| <u>PLANE NO.</u> | <u>DUTY</u> | <u>RANK</u> | <u>LAST NAME</u> | <u>FIRST NAME</u> | <u>MI</u> |
|------------------|-------------|-------------|---------------------------------|----------------------------------|-----------------------------|
| 42-102947 | P | F/O | BERNEBURG | LAFERRE | L. |
| | CP | 2nd Lt. | FUNK | PHILIP | B. |
| | N | F/O | HEUSCHER | CLIFTON | J. |
| | B | SGT. | BAILEY | FRANK | W. |
| | RO | T/SGT. | FERGUSON | HUGH | R. |
| | TT | SGT. | HUSH | WILBUR | E. |
| | BT | SGT. | BACKUS | MARVIN | L. |
| | TG | SGT. | KEY | JAMES | W. JR. |
| | WG | SGT. | DICK | CHARLES | B. |
| 44-6146 | P | 1st Lt. | GRACRAFT | GEORGE | K. JR. |
| | CP | 2nd Lt. | MAGEE | ELDON | E. |
| | N | 2nd Lt. | KING | JACK | D. |
| | B | S/SGT. | GUERIN | POLAND | L. |
| | RO | T/SGT. | FINWICK | GORDON | E. |
| | TT | T/SGT. | JACQUART | ROBERT | R. |
| | BT | S/SGT. | TRUDEAU | RUSSELL | M. |
| | WG | S/SGT. | BAKER | RICHARD | E. |
| | TG | S/SGT. | HILSON | LEONARD | L. |
| 43-37706 | P | 2nd Lt. | LITCHFIELD | DONALD | D. |
| | CP | 2nd Lt. | BURTON | FREDERICK | C. |
| | N | 2nd Lt. | DACHSHYN | HARRY | (NMI) |
| | B | SGT. | PASCHAL | ROBERT | W. |
| | RO | SGT. | OGBURN | FRED | N. |
| | TT | SGT. | SIMONS | CHESTER | F. |
| | BT | SGT. | DAVIS | WALTER | A. |
| | TG | SGT. | JANAKES | NICK | (NMI) |
| | WG | SGT. | MAURER | FREDERICK | R. JR. |
| 44-6132 | P | 2nd Lt. | SMITH | SAMUEL | R. |
| | CP | 2nd Lt. | MILLER | WALTER | A. |
| | N | F/O | ANDLER | LYLE | E. |
| | B | SGT. | RECKERS | RUSSELL | E. |
| | RO | SGT. | HERCHERTHER | RAYMOND | A. |
| | TT | SGT. | DILE | REINHOLD | J. |
| | BT | SGT. | MC DOW | MILES | H. |
| | TG | SGT. | WOESTMAN | ROBERT | J. |
| | WG | SGT. | HOOD | CLYDE | L. |
| 43-38862 | P | 2nd Lt. | MC KENNY | WILLIAM | G. |
| | CP | 2nd Lt. | BURDICK | RICHARD | (NMI) |
| | N | 2nd Lt. | LEVIN | HERBERT | R. |
| | B | SGT. | SUNDERLIN | ROBERT | A. |
| | RO | SGT. | SIEGEL | ARNOLD | W. |
| | TT | SGT. | HOLLAND | JOHN | W. |
| | BT | SGT. | JOHANNES | RICHARD | L. |
| | TG | SGT. | MORRISON | KENNETH | S. |
| | WG | SGT. | XXXXXXXXXX HENNIG | XXXXXXXXXX CHARLES | XXXXXXXXXX J. |

| <u>PAINE NO.</u> | <u>DUTY</u> | <u>RANK</u> | <u>LAST NAME</u> | <u>FIRST NAME</u> | <u>MI</u> |
|--|-------------|-------------|------------------|-------------------|-----------|
| 44-6842 | P | 1st Lt. | MAHARICK | MATT | (NMI) |
| | CP | 2nd Lt. | ROBERSON | WENDALL | W. |
| | N | 2nd Lt. | ROWLEY | RONALD | E. |
| | B | S/SQT. | ROBERSON | ROBERT | E. |
| | RO | SQT. | REED | WILLIAM | H. JR. |
| | TT | SQT. | LANIER | LESLIE | H. |
| | BT | SQT. | MOORE | WILLIAM | F. |
| | TG | SQT. | WEBB | WENDALL | R. |
| | WG | SQT. | MOULTON | GEORGE | W. |
| 43-38758 | P | 2nd Lt. | GEREN | THURMAN | N. |
| | CP | 2nd Lt. | COLLISS | EUGENE | E. |
| | N | 2nd Lt. | JOHNSTON | WILLIAM | I. |
| | B | SQT. | CARMICHAEL | WILSON | H. |
| | RO | T/SQT. | GIANNINI | JOSEPH | (NMI) |
| | TT | T/SQT. | MC CRAWY | LEON | A. |
| | BT | S/SQT. | CHANCE | BURFORD | D. |
| | TG | S/SQT. | HARDAWAY | JAMES | R. |
| | WG | S/SQT. | HARLEN | JAMES | J. |
| 43-31730 | P | 2nd Lt. | LEVY | MEYERS | (NMI) |
| | CP | 2nd Lt. | SOUTH | VEEDER | (NMI) JR. |
| | N | 2nd Lt. | HERT | CALVIN | T. |
| | B | SQT. | CROSSLEY | CHARLES | A. |
| | RO | SQT. | LAUDERDALE | WIBUR | C. |
| | TT | SQT. | LESHER | DAVIS | M. |
| | BT | SQT. | NICHOLAS | MIKE | S. |
| | TG | SQT. | Hudson | JOHN | W. |
| | WG | SQT. | POLY | ROBERT | J. |
| 44-6588 | P | 1st Lt. | NIELSON | HANS | V. |
| | CP | 2nd Lt. | EMMEX THOMAS | JAMES | A. |
| | N | 2nd Lt. | TUGNELSON | MURSHAL | G. |
| | B | S/SQT. | VIGNETTI | ANGELO | J. |
| | RO | S/SQT. | HARROWE | EMANUEL | (NMI) |
| | TT | S/SQT. | SWINDLE | FRANK | G. |
| | BT | S/SQT. | EVANS | W CARL | E. |
| | TG | S/SQT. | STEPKA | FRANCIS | S. |
| | WG | S/SQT. | DE IRA | ARTHUR | R. |
| 43-38160 | P | 1st Lt. | JONES | ROBERT | S. |
| | CP | 2nd Lt. | DUNIGAN | MAURICE | (NMI) |
| | N | F/O | STEINMAN | PHILIP | B. |
| | B | S/SQT. | CARR | RICHARD | W. |
| | RO | T/SQT. | DELONG | BILLIE | D. |
| | TT | T/SQT. | KOZYRA | JOSEPH | A. |
| | BT | S/SQT. | NELSON | HOWARD | J. |
| | TG | S/SQT. | FOUCH | JAMES | W. |
| | WG | S/SQT. | GIEGER | LEWIS | O. |
| FLYING AS RCM OPERATOR WITH LT. NIELSON'S CREW | | | | | |
| | RCM | S/SQT. | SPASKMAN | FRY | L. |
| FLYING AS RCM OPERATOR WITH LT. GEREN'S CREW | | | | | |
| | RCM | S/SQT. | TOOMES | GEORGE | (NMI) |
| <u>FLYING WITH 615th SQUAD.</u> | | | | | |
| | BT | S/SQT. | CLOYD | SHIRELY | E. |

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 AAF - Sta - 128 - APO - 587

15 March 1945

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Sta 128, APO 587.

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

PLANE # 44-8850

| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|------|---------|--------------|----------|-------|----------|
| P | Captain | Seder, Jr. | Arthur | R. | 615th |
| CP | Major | Chapman, Jr. | Alvin | H. | 614th |
| N | Captain | Smith | Charles | H. | " |
| N | 1st Lt. | Stewart | Leon | F. | 615th |
| M/O | 1st Lt. | Goodman | James | W. | " |
| B | 1st Lt. | Conway, Jr. | Francis | (MMI) | " |
| RO | T/Sgt. | Backlin | John | F. | " |
| TT | T/Sgt. | Antill | Clarence | W. | " |
| TG | 1st Lt. | Rabinoff | Louis | W. | " |
| FG | S/Sgt. | Affel | Richard | H. | " |

PLANE # 44-8648

| | | | | | |
|-----|---------|-------------|---------|----|-------|
| P | Captain | Campbell | Paul | E. | 615th |
| CP | 2nd Lt. | Gentry | James | H. | " |
| N | 1st Lt. | Whitney | Ray | F. | " |
| M/O | 2nd Lt. | Dean | Hugh | G. | " |
| B | 1st Lt. | Stout | Elridge | K. | " |
| RO/ | T/Sgt. | Dupuis, Jr. | Cyraque | J. | " |
| TT | T/Sgt. | Rowe | Robert | R. | " |
| TG | S/Sgt. | Keen | Donald | L. | " |
| FG | S/Sgt. | Cloyd | Shirely | E. | 615th |

PLANE # 44-8088

| | | | | | |
|-----|---------|-----------|----------|-------|-------|
| P | Captain | Hayes | Ralph | E. | 615th |
| CP | 1st Lt. | Head | Clarence | E. | " |
| N | 1st Lt. | Kincer | Charles | B. | " |
| M/O | 1st Lt. | Barnes | Jason | H. | " |
| B | 1st Lt. | Sandoe | Kenneth | H. | 615th |
| RO | T/Sgt. | Fuston | William | P. | 615th |
| TT | T/Sgt. | Lucevics | John | (MMI) | " |
| TG | S/Sgt. | Smith | Charles | B. | " |
| FG | S/Sgt. | Pahl, Jr. | Arthur | L. | " |

PLANE # 44-8767

| | | | | | |
|----|---------|------------|-----------|-------|-------|
| P | 1st Lt. | Bodkin | Frederick | R. | 615th |
| CP | 1st Lt. | Devlin | James | H. | " |
| N | 1st Lt. | Urain | Andrew | J. | " |
| B | 1st Lt. | Miller | Donald | A. | " |
| RO | T/Sgt. | Kornegay | Ryan | G. | " |
| TT | T/Sgt. | Richardson | Pauchal | (MMI) | " |
| BT | S/Sgt. | Buckhaus | Elmer | (MMI) | " |
| TG | S/Sgt. | Noble | Chester | G. | " |
| FG | S/Sgt. | Langham | Theodore | K. H. | " |

PLANE # 44-8153

| | | | | | |
|-----|---------|-------------|---------|-------|-------|
| P | 1st Lt. | Tausig, Jr. | Herman | (MMI) | 615th |
| CP | 2nd Lt. | Stevenson | Joseph | G. | " |
| N | 1st Lt. | Walker, Jr. | Henson | F. | " |
| M/O | 2nd Lt. | Baker | Leonard | (MMI) | " |
| B | 1st Lt. | Buchanan | Allen | S. | " |
| RO | T/Sgt. | Fitzsimons | James | J. | " |
| TT | T/Sgt. | Jehauton | Donald | C. | " |
| TG | S/Sgt. | Katz | Alvin | E. | " |
| FG | S/Sgt. | Johnson | Warren | E. | " |

LOADING LIST (Continued)

PLANE # 43-38077

| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|------|---------|-------------|---------|-------|----------|
| P | 2nd Lt. | Hart | Jerald | H. | 615th |
| CP | 2nd Lt. | Taylor, Jr. | Richard | H. | " |
| N | 2nd Lt. | Andrews | Melvin | H. | " |
| B | 1st Lt. | Rowe | Robert | H. | " |
| RO | S/Sgt. | Reiss | Herbert | (HMI) | " |
| TT | Sgt. | Rainey | Robert | E. | " |
| BT | Sgt. | Knight | Victor | (HMI) | " |
| TG | Sgt. | Pickering | Edward | H. | " |
| FG | Sgt. | Smakler | Myron | H. | " |

- E N D -