

WJ

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

MISSION No. **234**

Date: **22 MAR 45**

TO: **BARMINGHOLTEN , 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

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- 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)
REPORT OF OPERATIONAL
DAY

MISSION SUMMARY REPORT

MISSION # 234

ASSIGNMENT

Date 22 March 1945

1. Assigned Target: BARMINGHOLTEN, GERMANY (Army Barracks)
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group. One GH was included in each squadron -- plus 1 PFF in the lead squadron. A spare accompanied the lead and high squadrons.

EXECUTION

1. Target Bombed: BARMINGHOLTEN, GERMANY (VIS)
2. a. Group Leader: Capt. F. A. KALINSKI (Campbell)
 Lead Navigator: 1st Lt. R. F. WHITNEY (Eaton - MO)
 GH Navigator: 2nd Lt. E. E. HUDSPETH
 Lead Bombardier: 1st Lt. E. K. STOUT ✓
b. Low Squadron Leader: 1st Lt. M. J. KOCHER (Strauss)
 Lead Navigator: 1st Lt. J. M. RUSH (DuBray - MO)
 GH Navigator: 2nd Lt. G. P. GROSS
 Lead Bombardier: 1st Lt. M. L. MOORE
c. High Squadron Leader: Capt. R. S. HAYES
 Lead Navigator: 1st Lt. C. B. MINOR (Goodman - MO)
 GH Navigator: 2nd Lt. S. BLANK
 Lead Bombardier: 1st Lt. R. W. MURPHY
3. Flight Over England:
 - a. Takeoff:

Takeoff was accomplished in correct order and without incident.

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

The squadron leaders followed close by to the group leader and made group assembly very fast. Formation was good on assembly until 40th Wing ploughed through assembly area at assembly altitude.

c. Route Over England:

40th Wing cut through the assembly area at assembly altitude just as we started our last turn around the buncher. Our formation scattered completely but reformed very quickly north of the buncher. We were forced to depart the buncher 4 minutes early and north of course. We made our time and course up -- crossing C. P. # 1, 1 minute late in proper # 7 division position.

4. Attack:

a. Flight to Target:

We established visual contact with six groups ahead and the two behind. Although properly in division column we were continually overrunning 40th "C" Wing -- the whole column was in very poor formation. The group was 3 miles south of IP as a GH run was started. Bombardier picked up target visually before first tangent was called and completed run.

b. Bombing Run:

We bombed the # 1 priority target, visually, by squadrons, with excellent results. "Buckeye" called and said the target area was clear so the squadrons uncovered and went in in trail. Visibility was restricted somewhat by ground haze, but not enough to prevent the bombardiers from picking up the target area about 1/2 way down the run and allowing good bomb runs of from 2 to 5 minutes in length. The GH operator assisted both the lead and high squadron leaders in getting on course at the beginning of the run. The low followed in directly behind the lead. All 3 squadron leads salved. The balance of the formation used a minimum intervalometer setting. All 3 AFCE's were used and worked properly.

c. Flight from Target:

Flight from target was uneventful. We continued overrunning the division column although indicating 147-148 MPH. We crossed out on time whereas the groups ahead were six to eight minutes late indicating their flight to be slow.

d. Return to Base:

We returned to base as per flight plan, landing without incident. All ships landed safely at home base.

Mission Summary Report (Cont'd)

4. e. Weather:

The weather from the continental coast varied from nil to 3/10's with slight ground haze. Low cloud encountered over Rhine cleared sufficiently to permit visual identification of target approximately 5 minutes before bombs away. Weather on route back was generally the same.

f. Fighter Support:

Excellent.

g. Comments on Formation and Interval:

Group formation was good throughout. The low squadron did a remarkable job of reforming after being scattered by the 40th Wing shuffle. The division column was extremely poor.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

All scheduled A/C attacked the target.

6. Enemy Opposition:

No enemy air opposition was encountered. (see Flak Report for flak)

| <u>Battle Damage:</u> | <u>Minor</u> | <u>Major</u> | <u>To Flak</u> |
|-----------------------|--------------|--------------|----------------|
| | 1 | 0 | 1 |

8. Casualties:

None.

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

10. Bombing Data:

a. Observations:

Bombing was excellent -- all three patterns covered one another on the assigned MPI. The low squadron had 85% of its bombfall within 1000' feet -- the lead and high squadrons 95% or more.

b. Disposition of Bombs:

Lead Squadron:

All 12 scheduled A/C attacked the target, dropping 408 X 100# M30 GP's. The spare returned 34 GP's to base.

Mission Summary Report (Cont'd)

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

Low Squadron:

All 12 scheduled A/C attacked the target, dropping 408 X 100# M30 GP's.

High Squadron:

All 12 scheduled A/C attacked the target, dropping 71 X 500# GP and 72 X 500# IB bombs. The spare returned 6 GP's and 6 IB's to base.

c. Tabular Summary of Disposition of Bombs:

| | Aircraft | | Bombs | | | | |
|----------------------------------|-------------|-----------|----------|------|--------|--------|------|
| | Over Target | Bomb- ing | Num- ber | Size | Type | Fusing | |
| | | | | | | Nose | Tail |
| Main Bombfall | 36 | 36 | 72 | 500# | M17 IB | --- | --- |
| | | | 71* | 500# | GP | --- | --- |
| | | | 816 | 100# | M30 GP | --- | --- |
| Other Attacks | - | - | - | - | - | --- | --- |
| Total Bombs on Target | | | 72 | 500# | M17 IB | --- | --- |
| | | | 71 | 500# | GP | --- | --- |
| | | | 816 | 100# | M30 GP | --- | --- |
| Other Expenditures | | | - | - | - | --- | --- |
| Bombs Returned | | | 6 | 500# | M17 IB | --- | --- |
| | | | 6 | 500# | GP | --- | --- |
| | | | 34 | 100# | M30 GP | --- | --- |
| Total (Loaded on A/C Taking Off) | | | 78 | 500# | M17 IB | --- | --- |
| | | | 71 | 500# | GP | --- | --- |
| | | | 816 | 100# | M30 GP | --- | --- |

* Incl long delays: 3 - 2 hr.
 3 - 12 hr.

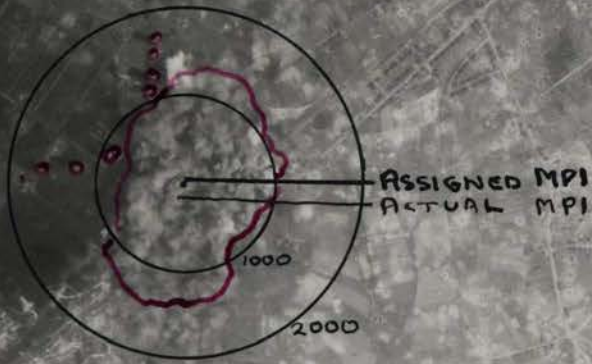
11. Lost Aircraft:

None.

Submitted By:

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

LATE RELEASE
LOW 59



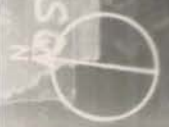
401st BOMB GP (H)
3 59th - 36th Q^{tr}
PATTERN: 1560 X 2600
97% IN 2000
91% IN 1000

10-401/1246-7
HIGH

X22-3-4 X4 -8700 -63/8-260 00) BARN ANIOLTE V

SIA # 7032

US 76R/1621 28 MAY 44 F6/28000 27500



STERKRADE: SYN. OIL PLANT

5 MILES



TARGET

MPI

Combat Sq. Leader: CAPT KALINSKI Date: 22 Mar 45

Deputy Sq. Leader: LT BODDIN

Deputy Gp. Leader: LT BODDIN

At takeoff, on cruise
and over target

SqDr

- 612 SC JABROCK
- 613 TR MACRO
- 614 IW GOLFOUB
- 615 IY BULLARD

CAMPBELL (KALINSKI)

708 GH

VIETMAN

738

BODDIN

259 Pff

SqDr

BABCOCK

151

SqDr

STAUFFER

677

STEHMAN

395

CAMERON

646

GRAY

780

PARK

931

SALISBURY

478

JAMES

551

LINDSEY

468

SqDr

Ld Sqdn 94 "A" Gp

HOLMES

322 returned

Combat Sq. Leader: CAPT HAYES Date: 22 Mar 45

Deputy Sq. Leader: LT KNOWLES

Deputy Gp. Leader: LT BODDIN

At takeoff, on cruise
and over target

- SQDN
- 613 SQ LANLOCK
- 613 TR SACRO
- 614 IW GOLFOLOB
- 615 IY BULZARD

HAYES

707 GH

AHLERS

992

KNOWLES

591

SQDN

SQDN

CAMPBELL

733

SMITH

637

HOWARD

506

NOLAN

662

HARVESON

118

HUDNALL

680

MARTIN

039

GUILER

541

BLOMQUIST

810

SPARES

Hi Sqdn 94 "A" Gp

MORAN

398 returned

Combat Sq. Leader: LT KOCHEL Date: 22 Mar 45

Deputy Sq. Leader: LT SPEER

Deputy Gp. Leader: LT BODDIN

At takeoff, on cruise
and over target

SqDn

- 612 SC LANWICK
- 613 IN BOCRO
- 614 IN GOLFOUB
- 615 IY BULLZARD

KOCHEL (STRAUSS)

812 GH

LEVY

SPEER

730

947

SqDn

SqDn

JONES

KELSO

160

842

SMITH

GEREN

BERNEBURG

LITCHFIELD

132

458

947

588

MAY

125

YOUNG

MC KENNEY

313

767

Lo Sqdn 94 "A" Gp

SPARKS

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

Lead

Date 22 March 1945

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

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

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

- a. T/O at 0915 hours.
- b. Group formed at 1040 hours on Gottesmore buncher.
at 15000 ft.
- c. Wing assembly was completed at 1100 hours at 53-05N 00-50E.
- d. Route over England was (not) flown as briefed.

Out off by another Group as last turn was made over buncher.

- e. Methods of navigation over England.

See, DR, Radio

- f. Division formation was joined at 1119 hrs. at Spl. #5.
- g. Flight to I.P. was (not) as briefed.

3 miles south continental coast to stay behind Group ahead.

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

See, DR, Pilotage, PFF

- i. Bomb run.

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

GH run made 3 miles south of IP

- (2) True heading over target 90.
- (3) Actual drift 4 R.
- (4) Altitude over target 25000.
- (5) Time bombs away 1239.
- (6) Wind used for bombing 355/21.
- (7) Method of target identification.

GH start, visual bombs away.

(8) Difficulties on bomb run.

None

(9) Weather over Target.

0 - 1/10th cloud in target area

(10) Axis of withdrawal 360.

- j. Group rally was accomplished at 5140N 0755E at 1243 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.

Gee, DR, Pilotage, PFF

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 OK
- (3) Radio Compass OK
- (4) Fluxgate OK
- (5) Other equipment. OK

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

Lead Navigator, Lead Sq.

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

LOW

Date 22 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Birmingham, 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 0918 hours.
- b. Group formed at 1051 hours on Gottesmore buncher.
at 14000 ft.
- c. Wing assembly was completed at 1100 hours at 53-05N 00-50E.
- d. Route over England was (not) flown as briefed.

**Cut off by another Group as last turn was made
over buncher**

- e. Methods of navigation over England.

Gee, Pilotage, D.R.

- f. Division formation was joined at 1110 hrs. at Spl. #5
- g. Flight to I.P. was (not) as briefed.

**3 miles south of Continental Coast to stay behind
Group ahead.**

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

Gee, Pilotage, D.R.

- i. Bomb run.

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

2 miles south of IP

- (2) True heading over target 95
- (3) Actual drift 4 Right.
- (4) Altitude over target 24250
- (5) Time bombs away 1239
- (6) Wind used for bombing 300/40K
- (7) Method of target identification.

Visual

(8) Difficulties on bomb run.

None

(9) Weather over Target.

Haze

(10) Axis of withdrawal 350.

- j. Group rally was accomplished at 51-40N 0755E at 1243 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.

Gee, DR, Pilotage

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

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

q. Performance of equipment.

- (1) Mickey **Poor**
- (2) Gee **Good**
- (3) Radio Compass **Excellent**
- (4) Fluxgate **Excellent**
- (5) Other equipment. **GH out.**

/s/ James M. Rush
JAMES M. RUSH
1st Lt., A. C.

Lead Navigator., Low Sq.

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

High

Date 22 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Barmingholten, 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 0915 hours.
- b. Group formed at 1040 hours on Gottesmohn buncher.
at 15000 ft.
- c. Wing assembly was completed at 1105 hours at _____.
- d. Route over England was (not) flown as briefed. 5301N 0024E
Out off by another Group as last turn was made over Buncher.

e. Methods of navigation over England.

Gee, DR, Radio

- f. Division formation was joined at 1110 hrs. at _____.
- g. Flight to I.P. was (not) as briefed. Gromer, Spl #5.
3 miles south at continental coast to stay behind group ahead.

h. Methods of navigation to the I. P.

Pilotage, DR, Mickey

i. Bomb run.

- (1) Actual I. P. was (not) as briefed.
2 miles south of IP

- (2) True heading over target 97.
- (3) Actual drift 3 R.
- (4) Altitude over target 25650.
- (5) Time bombs away 1239.
- (6) Wind used for bombing 346/12.
- (7) Method of target identification.

Visual target.

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

Very difficult to get an accurate wind heading varied so often. However, pilotage was good to the target and an accurate drift was recorded there.

(9) weather over Target.

0-1/10th

(10) Axis of withdrawal 347 T.

- j. Group rally was accomplished at 5140N 0755E at 1243 hrs.
- k. Wing rally was accomplished at " " at " hrs.
- l. Division rally was accomplished at " " at " hrs.
- m. Flight home was ~~xxx~~ (not) as briefed.

n. Methods of navigation on return route.

Pilotage, DR, Gee, Radio

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

q. Performance of equipment.

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

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

Lead Navigator, High Sq.

Air Commander - Capt. Kalinski

FLIGHT PLAN

94th A, 10th. F.O. 664.

WVAICV108

PILOT Capt. Campbell

NAVIGATOR

1st Lt. R. F. Whitney

DATE 22 March 1945

| | | | | | | | |
|-------------|-------|---------|------|------|------|------|------|
| STATIONS | 0750 | ENCINES | 0850 | TAXI | 0905 | T.O. | 0920 |
| LEAVE BASE | Cott. | | 1047 | | | | |
| COAST OUT | | | 1118 | | | | |
| ENEMY COAST | | | 1155 | | | | |
| I.P. | | | 1225 | | | | |
| TARGET | | | 1236 | | | | |
| ENEMY COAST | | | 1331 | | | | |
| Eng. Coast | | | 1423 | ETA | 1502 | | |

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

S. Hr. 0830
Ref alt 23000
Bomb alt 25000
Oxygen - 3:30

WATCH Fast Slow RATE secs / hour Gaining Losing

At G.M.T.

Letdown Cottessore Buncher - Normal 010 seg.

| FROM TO | W/V USED | HEIGHT | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRI-FT | TRUE HDNC. | VAR. | MAG. HDNC. | G. S. | DIST. | TIME | E.T.A. | CELESTIAL DATA | | | | | | | |
|------------------------------|------------------|--------|-------------------|------------|--------|----------|------------|----------|------------|------------|----------|----------|--------------|---|------|------|------------------------|---------------------------|--|--|--|
| | | | | | | | | | | | | | | TIME | BODY | ALT. | AZI. | | | | |
| 52-44N 00-39W Point A | 270/20 | 15000 | 150 -43 | 165 | 002 | -7 | 335 | A1 | 006 | 165 | 11 | 04 | 1047 1051 | Depart | | | | | | | |
| 52-54N 00-38W Point B | " | 15000 | " | 165 | 076 | -1 | 075 | A0 | 085 | 184 | 64 | 21 -2 | 1110 | | | | | | | | |
| 53-10N 01-05W Pt 1 (CP 1) | " | 15000 | " | 165 | 144 | A6 | 150 | A0 | 160 | 176 | 21 | 07 A | 1118 | Eng. Coast, CP 1 | 1118 | | | | | | |
| 52-53N 01-25W | 274/21 | 17000 | 150 -45 | 167 | 116 | A3 | 119 | A9 | 128 | 186 | 31 | 10 A2 | 1130 | | | | | | | | |
| 52-40N 02-10W | 250/25 | 23000 | 150 -44 | 178 | 145 | A5 | 150 | A9 | 159 | 197 | 82 | 25 | 1155 | CP 2 | 1155 | | | | | | |
| 51-23N 03-26W | 298/29 | 25000 | 150 -34 | 190 | 101 | -3 | 098 | A8 | 116 | 217 | 73 | 20 A1 | 1216 | | | | | | | | |
| 51-35N 06-00W | 310/30 | 25000 | 150 -36 | 194 | 059 | -9 | 050 | A7 | 057 | 201 | 29 | 9 | 1225 | IP | | | | | | | |
| T. 51-32N 06-47-50W | " | " | " | 194 | 095 | -5 | 090 | A7 | 097 | 218 | 30 | 8 A3 | 1236 | T. | | | | | | | |
| 51-55N 06-35W | " | " | " | 194 | 012 | 08 | 004 | A6 | 010 | 178 | 23 | 8 | 1244 | | | | | | | | |
| 52-15N 06-35W | " | " | " | 194 | 328 | -3 | 325 | A7 | 330 | 165 | 24 | 9 | 1257 | | | | | | | | |
| 52-45N 06-40W | " | " | 150 | 194 | 006 | -7 | 359 | A7 | 006 | 185 | 31 | 11 | 1304 | | | | | | | | |
| 52-40N 06-37W | 310/27 310/25 | 20000 | 170 170 170 | 210 178 | 266 | A5 A5 | 271 271 | A7 A7 | 278 278 | 190 180 | 32 23 | 75 75 | 10 16 | 26 26 | A1 | 1331 | CP 3 | | | | |
| Pt. 15 | 262/10 240/15 | 2000 | 170 150 | 175 134 | 277 | A1 -4 | 273 273 | A8 A9 | 281 282 | 159 122 | 95 22 | 117 | 36 11 | 47 47 | A5 | 1423 | Eng Coast, Div Breakup | | | | |
| Kings Lynn | 240/15 | 2000 | 150 A8 | 134 | 259 | -2 | 297 | A10 | 267 | 120 | 38 | 19 | 1442 | Wing Break up | | | | | | | |
| 52-46N 00-24E Base | " | 2000 | " | 134 | 247 | -1 | 246 | A10 | 256 | 119 | 39 | 20 | 1502 | ETA | | | | | | | |
| Base Pt. 15 | 255/15 | 15000 | 150 | 147 | 072 | 0 | 072 | A10 | 082 | 163 | 77 | 29 A6 | 1031 1118 | ITTO, Takes 45 min to climb. | | | | | | | |
| Flares - Normal | | | | | | | | | | | | | | Authentication - "Slick Chick" Abandon mission - "Tore-Oboc-eter" Chaff - Discharge at 15', continue 18 min. Interval - 3 min between Groups | | | | Spare - Turn back 03-30E. | | | |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNC. | MAG. HDNC. | 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 | |
| 0915 | | | | | Base. Take off | | | | | | | | | | |
| 0937 | | | 160 | | Weather ship - 250/27E | | 135 | 12500 -2 | | | | | | | |
| 1000 | | | | | Cottessore, Circling buncher | | 150 | 15000 -8 | | | | | | | |
| 1043 | | | 320 | | Cottessore, On course | | 150 | 15000 -8 | | | | | | | |
| 1045 | | | 320 | | 52-53N 00-42W, Alter course | | | | | | | | | | |
| 1045 | | | 100 | | 52-53N 00-42W | | 150 | 15000 -8 | | | | | | | |
| 1058 | | | 105 | | 53-04N 00-26W | | " | " | | | | | | | |
| 1100 | | | 95 | | | | " | " | | | | | | | |
| 1104 | | | 80 | | 53-01N 00-25E | | " | " | | | | | | | |
| 1113 | | | 80 | | 53-07N 01-15E, Point D. | | " | " | | | | | | | |
| 1113 | | | 180 | | 53-07N 01-15E " | | " | " | | | | | | | |
| 1119 | | | 180 | | 52-56N 01-27E CP. 1, 1 min late, 3 left | | 150 | 15000 | | | | | | | |
| 1119 | | | 180 | | 52-56N 01-27E | | " | " | | | | 186 | 31 | 10 | 1129 |
| 1125 | | | 128 | | 52-48N 01-51E | | " | 16000 -10 | | | | | | | |
| 1129 | | | 130 | | 52-40N 02-10E, Alter course | | 150 | 17000 -13 | | | | | | | |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNC. | MAC. 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 | |
| 1129 | | | 153 | | 52-40N 02-10E | After course | 150 | 17000 | | | | 197 | 82 | 25 | 1154 |
| 1134 | | | 150 | | 52-31N 02-24E | | 150 | 18000 | | | | | | | |
| 1135 | | | 150 | | 52-23N 02-34E | | 150 | 18500 | | | | | | | |
| 1140 | 142 | #7 | 149 | 267/27E | 52-16N 02-44E | G. W. | 150 | 19000 | 172 | 20 | 06 | 185 | | | |
| 1147 | 146 | #6 | 152 | 255/20E | 51-57N 03-03E | G.W. | 150 | 20500 | 180 | 21 | 07 | 185 | | | |
| 1155 | | | | | Double drift. Air Command. | | | | | | | | | | |
| 1158 | | | 152 | | 51-33N 03-27E | GP. 2, 3 late, 2 right | 150 | 25000 | | | | | | | |
| 1158 | | | 90 | | 51-33N 03-27E | | | | | | | | | | |
| 1205 | | | 90 | | 51-35N 03-30E | | | 23500 | | | | | | | |
| 1214 | | | 98 | | 51-26N 04-40E | | | 24700 | | | | | | | |
| 1220 | | | 100 | | 52-23N 05-25E | See H Over taking | | | | | | | | | |
| 1230 | | | 74 | | IP, 3 south, on run | | | | | | | | | | |
| 1230 | | | 80 | | IP, On run | | | 25000 | | | | | | | |
| 1239 | 94 | #4 | 90 | 355/21E | Target. BOBBS AWAY. | (bombsight W.) | | 25000 | | | | | | | |
| 1239 | | | 360 | | | | | 25000 | | | | | | | |
| 1243 | | | 355 | | 51-40N 07-55E | Kickey fix | | 24000 | | | | | | | |
| 1248 | | | 350 | | 51-59N 06-48E | Alter course | | | | | | | | | |
| 1248 | | | 330 | | 51-59N 06-48E | " " | | | | | | | | | |
| 1253 | | | 330 | | 52-15N 06-35E | Alter course | | 24000 | | | | | | | |
| 1253 | | | 05 | | 52-15N 06-35E | | | | | | | | | | |
| 1257 | | | 05 | | 52-23N 06-37E | N. fix. | | | | | | | | | |
| 1302 | | | 05 | | 52-37N 06-41E | N. fix | | | | | | | | | |
| 1304 | | | 05 | | 52-42N 06-40E | Alter course | | | | | | | | | |
| 1304 | | | 270 | | 52-42N 06-40E | " " | | | | | | | | | |
| 1305 | | | 270 | | 52-47N 06-39E | Letting down | 170 | 23500 | | | | | | | |
| 1319 | | | 270 | | 52-47N 05-37E | | | 20000 | | | | | | | |
| 1330 | | | 265 | | 52-46N 04-37E | GP #3, 1' early, 6' north | | 20000 | | | | | | | |
| 1330 | | | 265 | | 52-46N 04-37E | " " | | | | | | | | | |
| 1339 | | | 275 | | 52-44N 03-55E | | 160 | 18000 | | | | | | | |
| 1345 | 277 | -2 | 275 | 261/25E | 52-47N 03-24E | See W. 17000 | 170 | 16000 | 195 | 18 | 06 | 171 | 73 | 24 | 1410 |
| 1351 | 276 | -1 | 275 | 268/25E | 52-48N 02-58E | See W. 16000 | 170 | 13500 | 192 | 34 | 12 | 167 | 56 | 18 | 1410 |
| 1403 | | | 274 | | 52-52N 02-08E | | 170 | 10500 | | | | | | | |
| 1412 | | | 265 | | Sp. #5 52-53N 01-25E | Eng. Coast | 190 | 8500 | | | | | | | |
| 1412 | | | 252 | | 52-53N 01-25E | " " | | | | | | | | | ETA 1447 |
| 1425 | | | 255 | | 52-86N 00-40E | | | 2000 | | | | | | | |
| 1427 | | | 255 | | 52-44N 00-32E | Squadrons leaving | | 2000 | | | | | | | |
| 1435 | | | 255 | | 52-42N 00-07E | | | 2000 | | | | | | | |
| 1449 | | | 250 | | Base. in pattern | | | | | | | | | | |

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

JAMES F. MOAN
Major, A. C.
Group Navigation Officer

SIGNED

NAVIGATOR

(BARMINGHOLTEN)

TRACK CHART

DATE Mar. 22, 1945

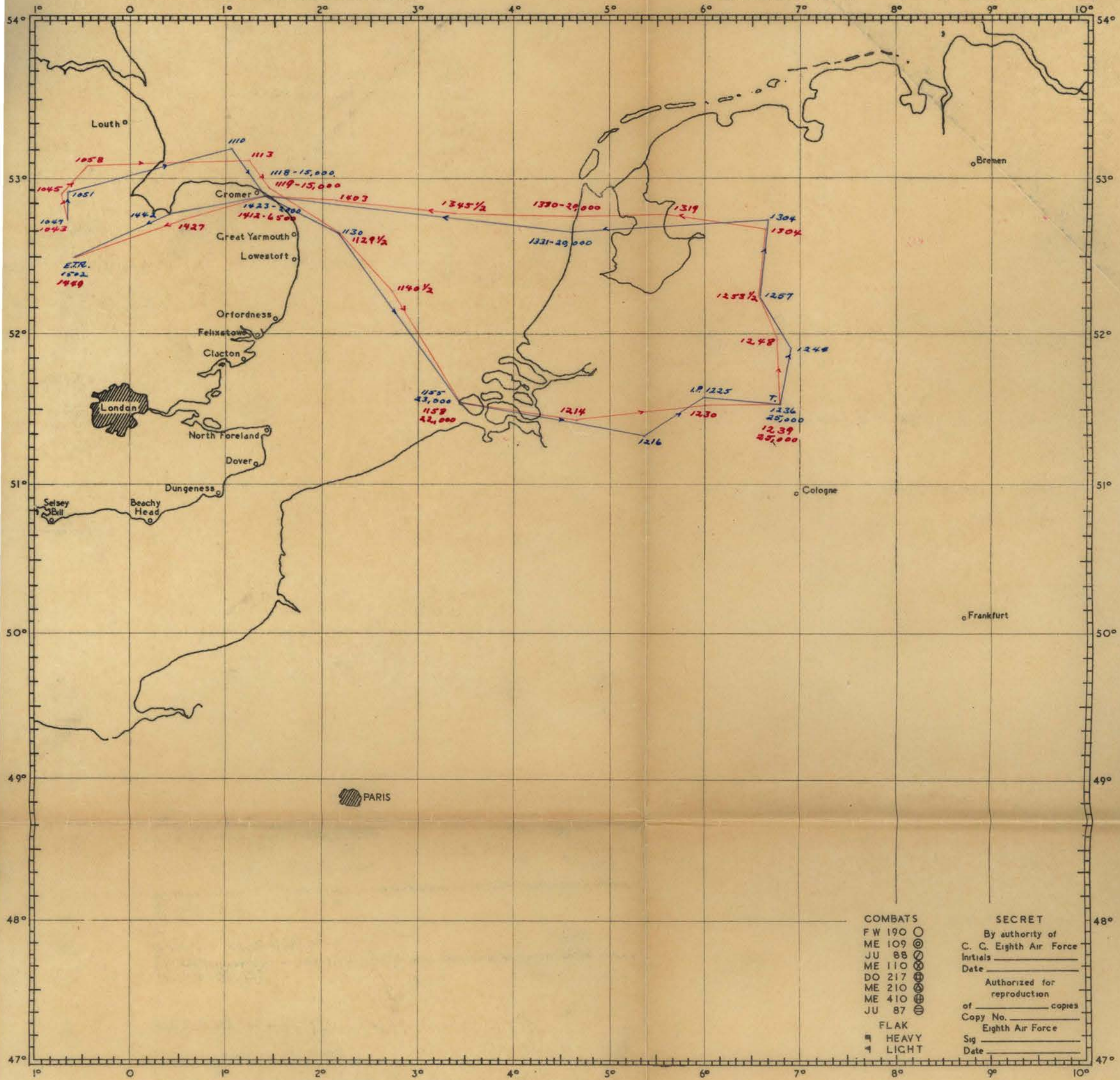
TARGETS
PRIMARY

Birmingham, Germany

Blue
Red

ROUTE FOLLOWED BY

Blue
401st B.G.(A)



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

- FLAK
- HEAVY
 - LIGHT

SECRET

By authority of
C. C. Eighth Air Force

Initials _____
Date _____

Authorized for
reproduction
of _____ copies
Copy No. _____
Eighth Air Force

Sig _____
Date _____

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD P. O. 664

Date of 22 March 1945

PART I - ATTACKS & RESULTS

94th "A" Group

| | Lead | Low | High |
|--|------------------------------|---------------|------------------------|
| | Borrowed A/C | Borrowed A/C | Borrowed A/C |
| 1. No. of A/C Failing to Take Off | -- | -- | -- |
| 2. No. of A/C Sorties | 11-1-1* | 11-1 | 12-1 |
| 3. No. of A/C Sorties less Unused Sp | 10-1-1 | 11-1 | 11-1 |
| 4. No. of A/C Credit Sorties | 10-1-1 | 11-1 | 11-1 |
| 5. No. of Effective Sorties | 10-1-1 | 11-1 | 11-1 |
| 6. No. of Non-Effective Sorties | -- | -- | -- |
| (a) Early Returns Included | | | |
| 7. Name of Primary Target | BARMINGHOLTEN, GERMANY (VIS) | | |
| (a) No. of A/C Attacking | 12 | 12 | 12 |
| (b) No., Size, Type of Bombs | 408X100#GP | 408X100#GP | 71X500#GP 72X500#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 F.T. | | | |
| 17. No. of A/C MIA - Other & Unknown | | | |
| 18. Time of Take Off | 0915 | 0918 | 0915 |
| 19. Time of Attack | 1239 | 1239 | 1239 |
| 20. Total Time for Mission | 100 | 100 | 99 |
| 21. Altitude of Release | 25,000 | 24,250 | 25,650 |
| 22. Type of Sighting (Vis, H2X, GH, etc) | Visual | Visual | Visual |
| 23. Enemy Resistance -- AA Inten & Acc | Meager Inacc. | Meager Inacc. | Meager Inacc. |
| 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 | Excellent | Excellent | Excellent |

None A/C borrowed from Groups:

None A/C loaned to Groups:

* Indicate 1 GH per squadron plus a PFF for lead Squadron.

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 234

Date 22 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "A" Group

| | Lead | Low | High |
|-------------------------------------|--------------|--------------|--------------|
| | Borrowed 1/8 | Borrowed 1/8 | Borrowed 1/8 |
| 29. Non-Effective Sorties | None | None | None |
| (a) Weather | | | |
| (b) Personnel | | | |
| (c) Enemy Action | | | |
| (d) Other Non-Mechanical | | | |
| (e) Mechanical & Equipment | | | |
| 30. Mechanical & Equipment Failures | | | |
| (a) Engine | | | |
| (b) Oil System | | | |
| (c) Fuel System | | | |
| (d) Supercharger | | | |
| (e) Propeller & Governor | | | |
| (f) Communication System | | | |
| (g) Guns & Barrels | | | |
| (h) Bomb Release | | | |
| (i) Bomb Bay Doors | | | |
| (j) Electric System | | | |
| (k) Instruments | | | |
| (l) Oxygen Equipment | | | |
| (m) Bomb Sights | | | |
| (n) A/C in General | | | |

31. Reasons for Failure to Attack: **None**

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. STOUT DATE 22 March 1945

PILOT LT. CAMPBELL TAKE OFF 0915

NAVIGATOR LT. WITNEY AIR PLANE _____

WING 94th A GROUP 401st SQDN Lead LANDED 1452

OBJECTIVE Berminholten, Germany (MPI) _____

METHOD OF ATTACK X
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 100# M 30 GP FUSING: NOSE -- TAIL 1/40

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

NUMBER OF BOMBS LOADED 408 RELEASED 408

INFORMATION AT RELEASE POINT:

| | |
|---|--|
| Altitude of Target <u>150</u> | Temp Aloft: Metro <u>-36</u> Actual <u>-32</u> |
| True Altitude above target <u>25000</u> | Mag Head, order <u>98</u> Actual <u>98</u> |
| Ind. Altitude <u>25000</u> | True Heading <u>90</u> |
| Pressure alt of target <u>-428 @ SL</u> | Drift, Est <u>5R</u> Actual <u>4R</u> |
| Altimeter setting <u>29.92</u> | True Track <u>94</u> |
| C.I.A.S. <u>150</u> T.A.S. <u>228</u> | Actual Range <u>11,750</u> |
| G.S. Est <u>254</u> Actual <u>230</u> | B.S. Type <u>B-9</u> |
| Wind Direc Metro <u>310</u> Actual <u>354</u> | Time of Release <u>1239</u> |
| Wind Veloc. Metro <u>35</u> Actual <u>24</u> | Intervalometer Setting <u>Min</u> |
| D.S. <u>121</u> Trail <u>120</u> ATF <u>45.78</u> | Length of Bombing Run <u>4min</u> |
| Tan. D.A. Est <u>.52</u> Actual <u>.47</u> | C-1 Pilot <u>OK</u> A-5 <u>--</u> |
| Mean Temp: Metro <u>-10</u> Actual <u>-10</u> | Manual Pilot <u>--</u> |
| Type of Release: Lead A/C <u>Salvo</u> | Type of Release: Other A/C <u>Min</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. MOORE DATE 22 March 1945
 PILOT LT. KOEHL TAKE OFF 0919
 NAVIGATOR LT. RUSH AIRPLANE _____
 WING 94th A GROUP 401st SQDN Low LANDED 1447
 OBJECTIVE BIRMINGHAM, GERMANY (MPI)
 METHOD OF ATTACK X
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 100# M 80 GP FUSING: NOSE -- TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 408 RELEASED 408
 INFORMATION AT RELEASE POINT:
 Altitude of Target 150 Temp Aloft: Metro -36 Actual -34
 True Altitude above target 24320 Mag Head, order 95 Actual 101
 Ind. Altitude 24250 True Heading 95
 Pressure alt of target -428 @ SL Drift, Est 5R Actual 3R
 Altimeter setting 29.92 True Track 98
 C.I.A.S. 150 I.A.S. 222 Actual Range 11,664
 G.S. Est 254 Actual 230 B.S. Type M-9
 Wind Direc Metro 310 Actual 300 Time of Release 1239
 Wind Veloc. Metro 35 Actual 34 Intervalometer Setting Min
 D.S 125 Trail 115 ATF 48.05 Length of Bombing Run 4 min
 Tan. D.A. Est .53 Actual .48 C-1 Pilot OK A-5 --
 Mean Temp: Metro -10 Actual -11 Manual Pilot --
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Min

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. MURPHY DATE 22 March
 PILOT LT. HAYES TAKE OFF 0917
 NAVIGATOR LT. MINOR AIRPLANE _____
 WING 94th A GROUP 401st SQDN High LANDED 1452
 OBJECTIVE BIRMINGHAM, GERMANY (MPI)
 METHOD OF ATTACK X
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 GP FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500 M 17 IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 71 GP 72 IB RELEASED 71 GP 72 IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 150 Temp Aloft: Metro -36 Actual -34
 True Altitude above target 26250 Mag Head, order 95 Actual 103
 Ind. Altitude 25850 True Heading 97
 Pressure alt of target -428 @ SL Drift, Est 5R Actual 2R
 Altimeter setting 29.92 True Track 99 1/2
 C.I.A.S. 150 I.A.S. 227 Actual Range 12,464
 G.S. Est 254 Actual 255 B.S. Type M-9
 Wind Direc Metro 310 Actual 346 Time of Release 1259
 Wind Veloc. Metro 35 Actual 16 Intervalometer Setting Min
 D.S. 123.7 Trail 60 ATF 42.32 Length of Bombing Run 2min
 Tan. D.A. Est .55 Actual .485 C-1 Pilot 0th A-5 --
 Mean Temp: Metro -10 Actual -8 Manual Pilot --
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Min

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

JULIUS PICKOFF
 MAJOR, AIR CORPS
 GROUP BOMBING OFFICER

CONFIDENTIAL

J-A-4/3

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

413.44

22 MARCH 1945

SUBJECT: Communications Report, Operational Mission No 234. (Field Order 664)

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>2</u> |
| a. MF Beacons | <u>8</u> | 3. HF/DF Bearings (QDM's) | <u>0</u> |
| b. Bunchers, England | <u>39</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>38</u> | <u>38</u> | 4. Gee-H | <u>3</u> | <u>3</u> |
| 2. H2X | <u>4</u> | <u>4</u> | 5. Carpet (Barrage) | <u>28</u> | <u>28</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>13,824</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>0</u> |
| 3. Compass | <u>0</u> | 9. Micro-H | <u>0</u> |
| 4. Liaison | <u>1</u> | 10. Gee-H | <u>1</u> |
| 5. Command | <u>0</u> | 11. Carpet (Barrage) | <u>0</u> |
| 6. SCS-51 | <u>0</u> | 12. Carpet (Spot) | <u>1</u> |

SECTION FOUR - REMARKS

Harold M Kennard Jr
 HAROLD M. KENNARD, JR.
 Maj, A C,
 Gp Com O.

CONFIDENTIAL

S E C R E T

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

ASSIGNED... Barrington
 1. TARGET: DATE OF MISSION. 22 Mar. 45 ..
 BOMBED... Barrington

2. ROUTE AS FLOWN: Generally as briefed except for 3 miles deviation South of route at continental coast to avoid over-running preceding Wing.

| 3. | AT TARGET | ENROUTE |
|---------------|-----------------------------------|-----------------------|
| WEATHER - - - | <u>Clear - slight ground haze</u> | <u>Nil to 3/10ths</u> |
| CONTRAILS - - | <u>None</u> | <u>None</u> |
| SEEN-UNSEEN - | <u>Unseen</u> | <u>Seen</u> |

4. DESCRIPTION OF FLAK AT TARGET:
None - generally inaccurate

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

6. CHAFF; HOW DISCHARGED: As briefed

7. POSITION OF GROUP: 94th "A" - 10th

8. DETAILS:-

| SQDN; POS. | NO. A/C | DAMAGE | | A/C LOST TO | | | | AXIS OF | | TIME OVER TARGET | HEIGHT |
|---------------|------------|----------|----------|-------------|----------|----------|----------|-------------|-------------|------------------------|---------------|
| | | MAJ. | MIN. | AA | EA | ACC | UK | ATTIC | WITH | | |
| <u>Lead</u> | <u>12</u> | | | | | | | <u>100°</u> | <u>0°</u> | <u>1239</u> | <u>25,000</u> |
| <u>Low</u> | <u>12</u> | | | | | | | <u>101°</u> | <u>350°</u> | <u>1239</u> | <u>24,250</u> |
| <u>High</u> | <u>12</u> | | <u>1</u> | | | | | <u>103°</u> | <u>353°</u> | <u>1239</u> | <u>26,000</u> |
| TOTALS | <u>36</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | | | | |

9. COMMENTS - PHENOMENA:-

Lt. P. R. Myers.

614th BOMBARDMENT SQUADRON (H)
401st BOMBARDMENT GROUP (H)
OFFICE of the ENGINEERING OFFICER
AAF STATION 128

APO 557

21 March 1945

SUBJECT : ABORTIVE REPORT

TO : GROUP ENGINEERING OFFICER, 401st BOMBARDMENT GROUP,
AAF STATION 128, APO 557, U. S. ARMY.

1. B-17G Aircraft 43-37602, aborted while on an operational mission, this date, because of an internal failure in the # 1 engine.
2. Fifteen (15) minutes after take-off, at 5000 feet, with power settings at 37" MP and 2300 RPM, the engine became moderately rough, and oil began streaming from the breather. The oil pressure dropped to 35 lbs., then returned to 55 lbs. The carburetor air temperature and the cylinder head temperature were normal. The mixture control was in the automatic rich position. Carburetor air filters were in the "off" position. The intercoolers were not used.
3. The pilot tried to alleviate the trouble by reducing the power settings to 27" MP, and 2000 RPM. When this failed, he returned to base. He did not feather the prop.
4. Examination by ground personnel revealed metal particles in the oil cuno strainer and the magnetic sump plug.

W. G. Mc Alexander
W. G. McALEXANDER
Capt., AC
Engineering Officer

This about not charged against Group.

Yus-2400

LEAD SQDN: 64th Gp.

Combat Sq. Leader: Capt RIEGLER (DE JONCKHEERE) Date: 21 March 1945

Deputy Sq. Leader: LT BODDIN

Deputy Gp. Leader: LT BODDIN

12X. 5006P
1/10/40

618th SQDN

RIEGLER (DE JONCKHEERE)

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

IY M | 8707(GH)

MAHARICK

BODDIN

IN J | 1591

IY ~~J~~ | 8653 (PFF) 8625(GH)

SQDN

JONES

IN C | 8160

BERNEBURG

IN S | 2947

CAREY

IN N | 8862

LITCHFIELD

IN W | 8787

IN W 6842

LEVY

IN O | 1730

SPARES

NIELSON

IN D | 6588 (spot)

BRANLEY

IN F | 6313

SQDN

MAY

IN M | 9125 (spot)

GEREN

IN H | 6113

YOUNG

IN R | 6143

GROUND SPARES:

PFF - IY U 7947 Disp 27

VIS - SC N 6506 Disp 14

IN G 1963 Disp 41

500's

Calais 0100-0700 - RRR
0700-1300 R.R
1300-1900 RR

LOW SQDN: 94th B Gp.

Combat Sq. Leader: LT GERBER Date: 21 MARCH 1945
Deputy Sq. Leader: LT HART
Deputy Gp. Leader: LT BODDIN

38 X 100 Gp
no nose 1/100 tail
chart 2

612th SQDN

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

GERBER

J 8825 (GM)
IY K 8259 (PFF)

GUILER

SC D 6992

HART

IN W 8767

SQDN

GRIMM

SC V 8810 (spot)

SQDN

MAIRE

SC X 7664

MCRAN

SC H 2398

HUDNALL

SC S 8680

MARTIN

SC M 7039

SPENCE

SC T 8768 (spot)
SC L 8637 (spot)

SMITH

SC J 7790

BLOMQUIST

SC K 8733

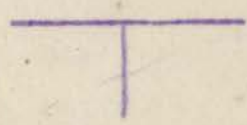
HOWARD

SC B 1662

SPARES:

GRND SPARES:

- PFF - IY U 7947 Disp 27
- VIS - SC N 6606 Disp 14
- IN G 1963 Disp 41



HIGH SQDN: 94"B" Gp.

Combat Sq. Leader: CAPT. HAYES Date: 21 MARCH 1945

Deputy ASq. Leader: LT. SPEER

Deputy Gp. Leader: LT. BODDIN

614 SQDN

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

HAYES

IY G | 8708 (GH)

GRAY

IW R | 7780

SPEER

IY P | 6047

614 SQDN

THOMPSON, R.

IW T | 8646 (RCM)

614 SQDN

STAUFFER

IW K | 8677

VEHMAN

IW M | 8738

JAMES

IW X | 8565 (RCM)

PARK

IW C | 7602

LINDSEY

IW A | 7931

HOLMES

IW D | 7322

SALISBURY

IW Q | 7478

STEDMAN

IW B | 7151

SPARES

SCRENSCH

IW F | 7396

SPARE LD. PFF IY U 7947 DISP 27

GND SPARES SC N 6506 DISP 14
IW G 1983 DISP 41

*38 X 100 GP
no nose 1/10 tail
Chart 2*

SECRET NOTES

DATE: 21 March '45

DUTY OFFICER: 1st LT H.L. KNOXMAN

BRIEFING OFFICER: Capt. J. Hamrick

1. TARGETS AND MPI'S FOR:

95-20

a. 1st AD

(1) 401st Bomb Group:

Primary: TACTICAL - HURLED AREA (35 - 0648) - 55 HURTS

KNOWN TO BE LOCATED HERE BY US AT 0700Z 959

Secondary: GU 4204 A/D PLANTATION NEAR RHEINE

Last Resort:

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

351 B

477 C

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

SECRET

b. 2nd AD:

c. 3rd AD:

2. ROUTES (ALL THREE AD'S)

a. Points and Times of Departure from English Coast:

b. Fighter Support:

SECRET

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: _____

b. Enemy Fighters: _____

c. Smoke Screens: _____

d. Camouflage: _____

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: Cottosmore 1000' - GRANITON - 5/30-01-01 -
WR - Munday Bay

b. Air Commanders: A-GP. Capt Kalmick.

c. Zero Hour and Date: _____

d. General Instructions Pertinent to Entire Task Force: No blind bombing
employ id unless positively identified by Muckey or known ports
and proper functioning of all equipment. Must be
positive visual identification primary.

5. SUPPLY:

a. Gas Load: 2300.

b. Bomb Load (and Intervalometer Settings) 6x500 GP } High Sq
34x100 GP - head down } 6xM17 1B

c. Chaff Load (Point and Time of Commencing Discharge) Release at 1.P and
continue for 18 min. carrying

d. Screening Force: _____

6. COMMUNICATIONS:

a. Flares and Lamps: Normal

b. VHF and Other Radio (Available Force Information)

Abandon Mission

A Gp - Turn above Pt.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous:

d. Security:

*Bevil Lisham
C.R. Minor
Jim Rush
H.F. Whitney
Robert H. M. Simon
A.D. Whelan*

SECRET

1

AP

Sutra

Visual

117061 401

108068 } 307

108065 } 407

Visual

066073/v 401

n (H-?) 044076/v 301

033080/v 407

230

330

9.9.1517

5135-6

Primary - 55 Huts in AREA - no further info
 as to nature of what you are bombing
 Wing MPI's - cover the whole area -

SECONDARY - another job to post-hole ~~the~~ air drome
 at Plant hime - no runway but plenty of
 coverage if all three Groups hit target -

Fighter Support - at least 2 P-51's area support
 possibly more -

Flak #1 - 137 Guns on run (10° heading)
 #2 - 76 in area (left turn on 320° heading)

5.1. 9th AF has instructed their planes not to fire on
 any friendly aircraft regardless of markings - 1st Tac Air
 Force probably will use same instructions.

Yp. opus

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

22 March 1945

SUBJECT: Loading List.

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

PLANE #44-3708

| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|------|---------|-------------|---------|-------|----------|
| P | Capt | Campbell | Paul | E. | 615th |
| CP | Capt | Kalinski | Felix | A. | " |
| N | 1st Lt. | Whitney | Ray | F. | " |
| N | 2nd Lt. | Patrick | Dale | L. | " |
| M/O | 2nd Lt. | Eaton | Harry | M. | " |
| GHO | 2nd Lt. | Hudspeth | Edwin | G. | " |
| B | 1st Lt. | Stout | Eldrige | K. | " |
| RO | S/Sgt. | Huznic | Andrew | (NMI) | " |
| TT | T/Sgt. | Rowe | Robert | R. | " |
| TG | 2nd Lt. | Janeczek | Walter | (NMI) | " |
| FG | S/Sgt | Carlson | Verner | A. | " |

PLANE #42-31591
~~RHEXX~~

| | | | | | |
|----|--------|------------|----------|---|-------|
| P | 2nd Lt | Knowles | Willis | S | 615th |
| CP | 2ndLt | Cornelius | Carl | J | " |
| N | F/O | Grisham | Cecil | W | " |
| B | 2nd Lt | Kostolni | Walter | G | " |
| RO | S/Sgt | McCormick | Thomas | F | " |
| TT | T/Sgt | Boever | Robert | A | " |
| BT | Sgt | Wasemiller | Clifford | E | " |
| TG | S/Sgt | Katz | Alvin | S | " |
| FG | Sgt | Settle | John | B | " |

PLANE# ~~44-3810~~ 44-8812

| | | | | | |
|-----|--------|---------|---------|---|-------|
| P | 1st Lt | Kochel | Michael | J | 615th |
| CP | Maj | Strauss | Joseph | D | 612th |
| N | 1st Lt | Rush | James | M | 615th |
| M/O | 1st Lt | DuBray | Joseph | J | " |
| GHO | 2nd Lt | Gross | Eugene | P | " |
| B | 1st Lt | Moore | Max | L | " |
| RO | T/Sgt | Cobbs | Kenneth | W | " |
| TT | S/Sgt | Crug | Milton | H | " |
| TG | S/Sgt | Grumann | James | F | " |
| FG | S/Sgt | Kelly | Thomas | E | " |

Loading list. (Continued)

22 March 1945

PLANE # 44-8707

| DUTY | RANK | LAST (NAME) | FIRST | (NMI) | SQUADRON |
|------|--------|-------------|----------|-------|----------|
| P | Capt | Hayes | Ralph | S | 615th |
| CP | 1st Lt | Mead | Clarence | E | " |
| N | 1st Lt | Minor | Charles | B | " |
| M/O | 1st Lt | Goodman | James | W | " |
| GHO | 2nd Lt | Blank | Samuel | (NMI) | " |
| B | 1st Lt | Murphy | Roland | W | " |
| RO | S/Sgt | Reiss | Herbert | (NMI) | " |
| TT | T/Sgt | Lucewicz | John | (NMI) | " |
| TG | S/Sgt | Smith | Charles | E | " |
| FG | S/Sgt | Pahl, Jr | Arthur | L | " |

PLANE #44-8259

| | | | | | |
|-----|--------|------------|-----------|-------|-------|
| P | 1st Lt | Boddin | Frederick | R | 615th |
| CP | 1st Lt | Devlin | James | H | " |
| N | 1st Lt | Uhrain | Andrew | (NMI) | " |
| M/O | F/O | Jenkins | Frederick | S | " |
| B | 1st Lt | Miller | Donald | A | " |
| RO | T/Sgt | Kornegay | Ryan | G | " |
| TT | T/Sgt | Richardson | Paschal | (NMI) | " |
| TG | S/Sgt | Noble | Chester | C | " |
| FG | S/Sgt | Langham | Theodore | E N | " |

PLANE # 44-6947

| | | | | | |
|----|--------|----------|---------|-------|-------|
| P | 2nd Lt | Speer | Kenneth | D | 615th |
| CP | 2nd Lt | Kelly | James | J | " |
| N | 2nd Lt | Simon | Robert | M | " |
| B | 1st Lt | Scanlon | William | M | " |
| RO | S/Sgt | Yohay | David | (NMI) | " |
| TT | S/Sgt | Cupp | Gordon | G | " |
| BT | Sgt | Gross | William | D | " |
| TG | Sgt | Thompson | Leonard | E | " |
| FG | Sgt | Averett | Jack | C | " |

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

22 March 1945

LOADING LIST

| <u>PALNE 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 | LAFERNE | L. |
| | CP | 2nd Lt. | FUNK | PHILIP | B. |
| | N | F/O | BEUSCHER | CLIFTON | J. |
| | B | SGT. | BAILEY | FRANK | W. |
| | RO | SGT./T | FERGUSON | HUGH | R. |
| | TT | SGT. | BUSH | WILBUR | E. |
| | BT | SGT. | BACKUS | MARVIN | L. |
| | TG | SGT. | DICK | CHARLES | B. |
| | WG | SGT. | KEY | JAMES | W. JR. |
| 44-6842 | P | 1st Lt. | KELSO | ARTHUR | D. |
| | CP | 2nd Lt. | LYNG | KENNETH | H. |
| | N | 2nd Lt. | TONNE | ALVIN | E. |
| | B | S/SGT. | LUCA | RUDOLPH | C. |
| | RO | T/SGT. | MEYERS | NEIL | P. |
| | TT | S/SGT. | LITTLE | JAMES | O. |
| | BT | S/SGT. | MORRISCH | KENNETH | S. |
| | TG | S/SGT. | PIROMALLI | EUGENE | B. |
| | WG | S/SGT. | BOND | JACK | D. |
| 44-6588 | P | 2nd Lt. | LITCHFIELD | DONALD | D. |
| | CP | F/O | BURTON | FREDERICK | C. |
| | N | 2nd Lt. | DACHSHYN | HARRY | (NMI) |
| | B | SGT. | PASCHAL | ROBERT | W. |
| | RO | SGT. | OGBURN | FRED | N. |
| | TT | SGT. | SIMONDS | CHESTER | F. |
| | BT | SGT. | DAVIS | WALTER | A. |
| | TG | SGT. | JANAKES | NICK | (NMI) |
| | WG | SGT. | MAURER | FREDERICK | R. JR. |
| RCM | SGT. | KARRE | WILLIAM | E. | |
| 44-6132 | P | 2nd Lt. | SMITH | SAMUEL | B. |
| | CP | 2nd Lt. | MILLER | WALTER | A. |
| | N | F/O | ANDLER | LYLE | E. |
| | B | SGT. | RECKERS | RUSSELL | E. |
| | RO | SGT. | HERCHENROETHER | RAYMOND | A. |
| | TT | SGT. | DILZ | REINHOLD | J. |
| | BT | SGT. | MC DOW | MILES | H. |
| | TG | SGT. | WOESTMAN | ROBERT | J. |
| | WG | SGT. | HOOD | CLYDE | L. |
| 43-38458 | P | 2nd Lt. | GEREN | THURMAN | N. |
| | CP | 2nd Lt. | COLLIS | EUGENE | E. |
| | N | 2nd Lt. | GOLD | ASHLEY | (NMI) |
| | B | S/SGT. | HARLEN | JAMES | J. |
| | RO | S/SGT. | SITTON | WILLIAM | C. |
| | TT | T/SGT. | STEWART | LEONARD | C. |
| | BT | S/SGT. | CHANCE | BUFORD | D. |
| | TG | S/SGT. | HARDAWAY | JAMES | R. |
| | WG | S/SGT. | RAYMOND | LLOYD | A. |

| <u>PAL. NO.</u> | <u>DUTY</u> | <u>RANK</u> | <u>LAST NAME</u> | <u>FIRST NAME</u> | <u>MI</u> |
|-----------------|-------------|-------------|------------------|-------------------|-----------|
| 42-31730 | P | 2nd Lt. | IEVY | MEYER | (NMI) |
| | CB | 2nd Lt. | SOUTH | VEEDER | (NMI) JR. |
| | N | 2nd Lt. | HUNT | CALVIN | T. |
| | B | SGT. | CROSSLEY | CHARLES | A. |
| | RO | SGT. | LAUDERDALE | WILBUR | C. |
| | TT | SGT. | LESHER | DAVIS | M. |
| | BT | SGT. | MOORE | WILLIAM | F. |
| | TG | SGT. | HUDSON | JOHN | W. |
| | WG | SGT. | FOLEY | ROBERT | J. |
| 44-6125 | P | 1st Lt. | MAY | JAMES | H. |
| | CP | 2nd Lt. | FREW | JAMES | R. |
| | N | 2nd Lt. | ANDERS | WALTER | R. |
| | B | S/SGT. | ELINS | HERMAN | (NMI) |
| | RO | S/SGT. | PAULK | ALBERT | L. JR. |
| | TT | S/SGT. | SMITH | CHESTER | J. JR. |
| | BT | SGT. | KROZEL | JOSEPH | A. |
| | TG | SGT. | MC KEE | WILLIAM | J. |
| | WG | S/SGT. | NACHTIGAL | FRED | C. |
| | RCM | S/SGT. | STITT | JOHN | J. |
| | 44-6313 | P | 2nd Lt. | YOUNG | CHARLES |
| CP | | 2nd Lt. | HAGGARD | WILEY | R. |
| N | | 2nd Lt. | SEAVEY | FRANK | R. |
| B | | S/SGT. | MOORE | WAVERLY | W. |
| RO | | SGT. | PETERS | JOHN | W. |
| TT | | SGT. | BRAMELE | JOHN | F. |
| BT | | SGT. | ESHAM | GLENN | E. |
| TG | | SGT. | JONES ON | CARL | (NMI) |
| WG | | SGT. | HENNIG | CHARLES | J. |
| 43-38160 | P | 1st Lt. | JONES | ROBERT | S. |
| | CP | 2nd Lt. | DUNIGAN | MAURICE | (NMI) |
| | N | F/O | STEINMAN | PHILIP | B. |
| | B | S/SGT. | CARR | RICHARD | W. |
| | RO | T/SGT. | DELONG | BILLIE | D. |
| | TT | T/SGT. | KOZYRA | JOSEPH | A. |
| | BT | S/SGT. | NELSON | HOWARD | J. |
| | TG | S/SGT. | MATLACK | WILLIAM | W. |
| | WG | S/SGT. | GIEGER | LEWIS | O. |
| 44-8767 | 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. | O'BRIEN | JOHN | W. |
| | WG | SGT. | FRANZBLAU | IRA | A. |

612th BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)

Mission No. 234
 22 March 1945

SUBJECT : Loading List.

TO : Operations Officer, 401st Bomb Gp H, APO 557.

| | | | |
|-----------------|------------------------|---------|-------|
| Plane 43-38810 | | | |
| P | Blomquist, Harold H. | 2nd Lt. | 612th |
| CP | Tullos, Billie M. | 2nd Lt. | " |
| N | McConnell, George C. | 2nd Lt. | " |
| B | Klindworth, Louis O. | S Sgt. | " |
| RO | Arndt, Frank R. | Pvt. | " |
| TTG | Slaughter, John G. | Cpl. | " |
| BTG | Cherrubeni, Peter J. | S Sgt. | " |
| TG | Riley, Lex G. Jr. | Cpl. | " |
| FG | Wood, Frank O. | Cpl. | " |
| RCM | Martin, James G. | S Sgt. | " |
| Plane 43-38680 | | | |
| P | Hudnell, Carl L. | 1st Lt. | " |
| CP | Mitchell, Frank G. Jr. | 2nd Lt. | " |
| N | Martin, Phillip A. | 1st Lt. | " |
| B | Beardall, Keith E. | S Sgt. | " |
| RO | Knight, Adam | T Sgt. | " |
| TTG | Moorman, Lloyd F. | T Sgt. | " |
| BTG | Gyles, Alfred R. | S Sgt. | " |
| TG | Parker, Robert H. | S Sgt. | " |
| FG | Parker, Matt M. | S Sgt. | " |
| Plane 42-107039 | | | |
| P | Martin, William F. | 1st Lt. | " |
| CP | Matthiesen, Rex A. | 2nd Lt. | " |
| N | Hill, Ben F. Jr. | 2nd Lt. | " |
| B | Milhone, Robert J. | S Sgt. | " |
| RO | Hague, Kenneth A. | T Sgt. | " |
| TTG | Delawder, Joseph A. | S Sgt. | " |
| BTG | Borrer, Norwood E. | S Sgt. | " |
| TKG | Bacon, Charlie M. | S Sgt. | " |
| FXG | Becker, Alex A. | S Sgt. | " |
| Plane 42-102398 | | | |
| P | Moran, Joseph F. | 2nd Lt. | " |
| CP | Meredith, Robert C. | 2nd Lt. | " |
| N | Dobrowolsky, Michael | 2nd Lt. | " |
| B | Donald, Robert W. | Sgt. | " |
| RO | Kalogeras, Chris G. | Sgt. | " |
| TTG | Barner, Edwin L. | Sgt. | " |
| BTG | Adkisson, Cecil P. | Sgt. | " |
| TG | Youmans, Paul L. | Sgt. | " |
| FG | Gabhardt, Charles R. | T Sgt. | " |
| Plane 43-38637 | | | |
| P | Smith, Max M. | 1st Lt. | " |
| CP | Korwald, Morris N. | 2nd Lt. | " |
| N | Van Duinen, Richard B. | 2nd Lt. | " |
| B | Schmaltz, Nylo R. | S Sgt. | " |
| RO | Hendrickson, Ernest W. | S Sgt. | " |
| TTG | Genga, Pietro J. | S Sgt. | " |
| BTG | Laing, John | S Sgt. | " |
| TG | Filiatraut, Frank E. | S Sgt. | " |
| FG | Pinilis, Emanuel B. | Sgt. | " |

Plane 42-106992
 P Ahlers, Harry W. 2nd Lt. 612th
 CP Cropp, Robert H. 2nd Lt. "
 N Moos, Henry W. 2nd Lt. "
 B Sires, Cleon D. Sgt. "
 RO Galfo, Armand J. Sgt. "
 TTG Clark, Herbert M. Sgt. "
 BTG Boyce, Merle N. Sgt. "
 TG Czubat, Adam T. Sgt. "
 FG Anderson, John E. Sgt. "

Plane 43-38733
 P Campbell, Charles J. 1st Lt. "
 CP Foy, Phillip W. 2nd Lt. "
 N Gruhn, David B. 2nd Lt. "
 B Emery, Robert I. S Sgt. "
 RO 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. S Sgt. "

Plane 43-38541
 P Guiler, Gilbert S. 2nd Lt. "
 CP Bergman, Wayne H. 2nd Lt. "
 N Gordon, Robert J. 2nd Lt. "
 B Landry, Lawrence B. S Sgt. "
 RO Mountain, John M. Cpl. "
 TTG Martin, Norman R. Cpl. "
 BTG Kaschak, Joseph J. Cpl. "
 TG Deagle, Walter W. Cpl. "
 FG Graner, John C. Jr. Cpl. "

Plane 44-6113
 P Harveson, Lloyd D. 2nd Lt. "
 CP Parsons, Silas P. 2nd Lt. "
~~XXXXXXXXXXXXX~~
 N Zacamy, John R. 2nd Lt. "
 B Pearlin, Joseph R. S Sgt. "
 RO Hall, Jewell L. Sgt. "
 TTG Brockway, Glenn L. Sgt. "
 BTG Meadows, Mark R. Cpl. "
 TG Kuhn, Bill W. Sgt. "
 FG Crosby, Lewis A. Sgt. "

Plane 44-6506
 P Howard, Louis F. Jr. 2nd Lt. "
 CP Wilford, Joseph E. 2nd Lt. "
 N Davis, Rex D. 2nd Lt. "
 B Rossok, Michael R. S Sgt. "
 RO Carson, Edward M. S Sgt. "
 TTG Corbo, Frank J. S Sgt. "
 BTG Ford, Billie M. Sgt. "
 TG McQuiston, George E, Jr. Sgt. "
 FG Taylor, Charles F. Sgt. "

Plane 42-31662
 P Nolan, James A. 1st Lt. "
 CP Twiggs, Calvin N. 2nd Lt. "
 N Hoffman, Lloyd G. 1st Lt. "
 B Delle Donne, Charles L. S Sgt. "
~~ROG~~ Hathaway, Stanley K. S Sgt. "
 TTG Siconolfi, Patrick S Sgt. "
 BTG Feldman, Warren H. Sgt. "
 TG Graupman, Richard C. T Sgt. "
 FG Serafino, Ernest A. T Sgt. "