

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

MISSION No. **204**

Date: **6 FEB. 45**

TO: **GIESSEN, GER. (T. O.) - 94th. A**
EISFELD, GER. (T. O.) - 94th. B Sqn.

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.
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II. STATISTICAL SUMMARY OF OPERATIONS

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401ST BOMBARDMENT GROUP (H)
REPORT OF OPERATIONAL
DAY
MISSION SUMMARY REPORT

MISSION # 204

Date 6 February 1945

ASSIGNMENT

1. Assigned Target: LUTZENDORF, GERMANY
2. Commitments: The 401st Group was to furnish the complete 36 A/C 94th "A" Group (incl 2 PFF in Lead Squadron and only one in each of the other two) plus 12 A/C for the High Squadron of the 94th "B" Composite Group. (Incl 1 PFF A/C). No spares were furnished.

EXECUTION - 94th "A" Group

1. Target Bombed: GIESSEN, GERMANY (PFF)
2. a. Group Leader: LT. COL. W. T. SEAWELL (Dempsey)
Lead Navigator: Capt. C. W. SELLERS
Extra Navigator: 1st Lt. A. C. WILHELM (Walters - MO)
Lead Bombardier: Capt. W. W. DOLAN
- b. Low Squadron Leader: Capt. W. S. HARB (Utter)
Lead Navigator: 1st Lt. E. DAMP (Geedman - MO)
Lead Bombardier: 1st Lt. J. F. HOPE JR.
- c. High Squadron Leader: 1st Lt. J. W. McGOLDRICK
Lead Navigator: 1st Lt. L. G. LEWIS (Petersen - MO)
Lead Bombardier: 1st Lt. G. W. PEEK
3. Flight Over England:
 - a. Takeoff:

A night takeoff was made. Eighteen of the aircraft were delayed approximately fifteen minutes when one aircraft had a tire blow out.
 - b. Squadron and Group Assemblies:

Assembly was begun at the briefed altitude (9500) on the Cottesmore

Mission Summary Report (Cont'd)

3. b. (Cont'd)

buncher. Medium cloud began moving over the area from the west and it became necessary to lower assembly to 8500. Considerable difficulty was encountered getting the high squadron assembled but we were able to depart Gettesmere on course on time.

c. Route Over "England":

After departing Gettesmere it became necessary to descend to 7500 because of lowering cloud. 94th "B" and "C" Groups came into position as briefed and at a lower altitude. Because of the difference in winds at 7500 Felixtewe was being approached three minutes late. Therefore that point was cut short and we moved into division column positioned directly over the group we were briefed to follow -- "Foxhole Charlie". "Swordfish Able" (briefed to follow 94th "C"), was at the leaders' altitude and at three o'clock.

4. Attack:

a. Flight to Target:

After departing the English Coast at 10,000' we began a slow climb as the middle cloud slowly lifted. The enemy coast was crossed at 16,000'. Foxhole Charlie was approximately two thousand feet below us and about thirty seconds ahead. The climb was slowly continued as the cloud continued to raise. Because we were higher than Foxhole Charlie we moved ahead of them on the climb over enemy territory even though flying a little under SOP speed. 94th "A" leader contacted "Foxhole Charlie" and told him he would try to turn outside the column on turns coming up and allow him to move ahead. On the leg prior to the IP the radio operator called saying he had a message from Division concerning a possible withdrawal through the Frankfurt gaps. As the IP was being approached "Buckeye Red" called the Division Leader and said there was no possibility of a visual run on the primary target. 94th "A" leader then contacted the Division Leader to see whether or not he would fly the briefed route; he informed 94th "A" he planned to turn right and bomb a target of opportunity. 94th "A" Leader therefore told the Mickey Operator to make a run on Eisenach. A run was started but the scope returns were not good enough to continue and the Mickey Operator instructed the bombardier not to drop. The Air Commander then told the navigator to move toward the briefed withdrawal route and we planned to bomb Paderbern on withdrawal. As we neared the withdrawal route the Division Leader called to ask if we were withdrawing as briefed or according to the radio message (Frankfurt Gap). 94th "A" Leader informed him he was coming back to briefed route and was planning briefed withdrawal. Division Leader informed 94th "A" he was going over Frankfurt. 94th "A" Leader asked if that withdrawal was an order and he answered yes. The Air Commander then instructed the navigator to withdraw through the Frankfurt area and instructed the Mickey Operator to bomb Giessen on withdrawal. A run was begun at 25,000 feet. The high squadron encountered difficulty with a high cloud layer so we descended to 24,500. Bombs were dropped and descent begun to clear the lowering cloud layer.

b. Bombing Run:

Mission Summary Report (Cont'd)

4. b. Bombing Run:

The primary target was obscured by 10/10ths clouds so the group, after making the briefed IP good, turned off the route in search of T/O, for the primary was only to be hit visually and no Secondary or Last Resort were assigned. From the briefed IP, a Mickey run was attempted on Eisenach but the target broke up in the scope so the Mickey man told the bombardier to hold his bombs. A second IP was established at 50°-52'N -09°-28'E and a PFF run was made on Giessen. The undercast was still 10/10ths at bombs away. The leader salvaged; all others used a 75ft. intervalometer setting. The Low and High Squadrons dropped in group formation on the smoke marker of the lead. Results were unobserved. The AFGE was O. K.

c. Flight from Target:

As we prepared to turn left for withdrawal a message was received to withdraw as briefed; therefore we turned right and returned again to briefed route. 94th "A" leader called "Balance 2-4" and told him his position and plans. The high squadron had become separated in the high cloud after bombing and never was able to regain position. The leader continued to give his position and heading to the high squadron on withdrawal.

d. Return to Base:

As we approached the Zuider Zee area an undercast was encountered. Cycle Relay talked to Buckeye White and passed the information that over the channel there was cloud from 2000 to 12,000, visibility underneath four miles. Cycle Relay first advised to let down over the channel as briefed. When "Woodcraft Baker" said he was over the channel and saw no chance to let down through the high cloud, Cycle Relay then advised a instrument letdown en course. We therefore made an SOP instrument let-down over the channel and aircraft continued to base individually. Adverse weather was encountered over England and aircraft were forced to land in poor visibility with a 300 foot ceiling. Most aircraft returned to home base but ten landed elsewhere. A/C 42-38941 and 42-31730 found it necessary to land on the continent --crews are safe.

e. Weather:

Weather over base on takeoff was 3/10's to 5/10's low cloud, tops 4000 ft. 10/10's middle cloud, base 10,00 ft, gradually lifted to 28,000 ft. at 0800° E. Middle cloud forced column to penetrate continental coast at altitudes ranging from 13,000 ft. to 16 or 17,000 ft. Meagre accurate flak being encountered. Generally, 7/10's to 9/10's low cloud over Germany, tops 10,000 ft. high cloud persisted W of 0900° E where most of bombing was done. East of 0900° E Middle and upper strata was clear. With good visibility, particularly over Berlin area. Enroute back, column left continental coast at approximate penetration point, weather at that time duplicating weather encountered on penetration. Scup over channel and England made individual, instrument let down and returns necessary.

Mission Summary Report (Cont'd)

4. F. Fighter Support:

Fighter support was adequate.

g. Comments on Formation:

Lead and Low formation was good throughout the mission. The High Squadron was too high during climb and did considerable "S"ing. As a whole formation was good considering weather difficulties.

h. Conclusions and Recommendations:

It appeared that plan "B" could have been carried out without difficulty as a PFF mission. No high cloud seemed to be in that area. The Pff secondary and last resort targets of plan A were scrubbed at the last minute. Therefore no opportunity was had to plan PFF T/O's with lead teams and try to better coordinate our effort. Even if weather had been as briefed (7/10's low cloud) there would have been little possibility of bombing the primary visual. Therefore the plan seemed to be of little probable value except for hitting T/O's. The changing of withdrawal route and then countermanding that order after withdrawal was begun was very poor. Weather information seemed to be extremely poor. Recommend that when alternate plans are being considered full information be given the groups early (field order was received just at time for leaders briefing) and the choice of plans be made when later and definite weather information received. On this particular mission, for example, we could have been notified of the choice of plans while airborne and prior to the Dummer Lake area.

EXECUTION - 94TH "B" GROUP HIGH SQUADRON

5. Target Bombed: EISFELD, GERMANY (PFF)
6. High Squadron Leader: 1st Lt. R. S. HAYES
- Lead Navigator: 1st Lt. C. S. MINOR (Munt - MO)
- Lead Bombardier: 1st Lt. R. W. MURPHY

7. Flight Over England:

a. Takeoff:

Takeoff was normal - one aircraft failed to takeoff but all others took off satisfactorily.

b. Squadron and Group Assemblies:

Assembly was somewhat slow and below briefed altitude because of weather. Kingscliffe Buncher was departed one minute late on course.

Mission Summary Report (Cont'd)

8. Route Over England:

Considerable "S"ing was done in order to get into proper wing formation. Weather difficulties were experienced so that coast was departed about 5 minutes late, $6\frac{1}{2}$ ~~miles~~ ^{miles} north of course.

9. Attack:

a. Flight to Target:

As far as can be ascertained 94th "B" was in proper division position. Control Point # 2 was reached nine minutes late, on course. The course to the IP was almost as briefed. Just before reaching the IP, however, the primary target was reported to be 10/10's hence group leader proceeded to bomb a selected target.

b. Bombing Run:

Bombing of the primary target visually was impossible due to 10/10's undercast so we proceeded to bomb a T/O. The Air commander called over VHF and told us to bomb in group formation. The run was made on a small town SE of Fulda. The cloud cover was about 8/10 - 9/10's. We stayed in group formation and bombed on the smoke marker of the lead. The leader salvaged, and all others in our squadron used a 75ft. intervalometer setting. Results were unobserved.

c. Flight from Target:

Group formation was maintained after bombing, but because of weather and division column the group proceeded to return individually. The formation was south of course until about 60 miles from coast. Coast was reached at 1428 at 19,000 feet.

d. Return to Base:

Squadrons split up and returned individually. Due to poor visibility all ships were instructed to return to base individually, which they did. Three A/C landed at Spanhee, the remainder returned safely to home base.

STATISTICAL DATA - ALL FORMATIONS

10. Aircraft Not Attacking:

94th "A" Lead Squadron:

A/C 43-38810 - Not Sortie. Pilot found it necessary to use ground spare and as a result could not reach formation. Under better weather conditions no trouble would have been experienced.
(Other)

11. Enemy Opposition:

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

Mission Summary Report (Cont'd)

12. Battle Damage: None
 13. Casualties: None
 14. Statistical Summary of Operations: (see attached form)

15. Bombing Data

a. Observations: Due to partial undercast over both targets, results were unobserved.

b. Disposition of Bombs:

94th "A" Lead Sq: Eleven a/c EET and bombed the target of opportunity, dropping 110 X 500# RDX bombs on target. Aborting a/c 810 returned 10 RDX to base.

Low Sq : All 12 scheduled a/c bombed the target of opportunity, dropping 118 X 500# RDX thereupon. A/C 565 having mechanical trouble jettisoned 2 bombs before reaching target.

High Sq: All 12 scheduled a/c bombed the target of opportunity, dropping 120 X 500# RDX thereupon.

94th "B" High Sq: All 11 A/C taking off bombed the 94th "B"'s T.O., dropping 110 X 500# RDX thereupon.

c. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bombing</u>	<u>Number</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u> <u>Nose Tail</u>	
Main Bombfall (Giessen)	35	35	348	500#	RDX	1/10	1/40
Other Attacks (Eisfeld)	11	11	110	500#	RDX	1/10	1/40
Total Bombs on Targets			458	500#	RDX	1/10	1/40
Other Expenditures			2	500#	RDX	1/10	1/40
Bombs Returned			10	500#	RDX	1/10	1/40
Total (Loaded on A/C Taking Off)			470	500#	RDX	1/10	1/40

17. Lost Aircraft:

None. (A/C 42-38941 and 42-31730 landed on continent but are expected to return immediately)

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

Ld Sq 94 A Gp - 401st

Combat Sq. Leader: LT COL SEAWELL Date: 6 Feb 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

- SQDN 612 SC JAWOCK
- 613 IN LACRO
- 614 IN GOLFCLUB
- 615 IY SUZARD

SEAWELL

at takeoff
& then target

449(pff)

CALLAHAN

TURK

425

259(pff)

SQDN

SQDN

JONES

DJERNES

869

077

MAIRE

JORDAN

KNOWLES

SMITH

664

551

779

730

WOLF

753

BENNETT

STEPHENS

146

810(abort)

SPARES

To Sq 94 A Gp

Comdr Sq. Leader: **CAPT HARB**

Date: **6 Feb 45**

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN

612 SC JAWOCK

613 TR MACRO

614 IW GOLPELUB

615 IY BOLLARD

HARB

at takeoff

033(pff)

E. Du Sargis

JAMES

SFUHLER

012

780

SQDN

SQDN

BABCOCK

THOMPSON R

565

646

STAUFFER

HARTSOCK

SORENSEN

COLE

677

478

983

602

STI AUBYN

322

RICHARDSON

WHITE

738

530

SPARES

HI Sq 94 A Gp - 401st

Comdr Sq. Leader: Lt Mc Goldrick Date: 6 Feb 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN
612 SC JAWOCK
613 TW HARRIS
614 TW GOLDFELD
615 TY BEEZARD

MC GOLDRICK

648(pff)

at takeoff
E Dan Jangit.

MAHARICK

TAUSIG

591

941

SQDN

SQDN

CURRAN

STEELE

072

947

BRADLEY

KELSO

CAREY

COX

313

458

113

468

NIELSON

588

MAY

SPIER

187

132

SPARES

Hl Sq 94 B Gp 401st

Comdr Sq. Leader: **LT HAYES** Date: **6 Feb 45**

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

- SQDR: 612 SC JADWOCK
- 613 TN LACRO
- 614 LW GOLDFUSS
- 615 TY BULLARD

HAYES
947(pff)

at takeoff

E. R. Langer.

BLOETSCHER

BODDIN

788

398(No T/O)

SQDL

SQDL

ROADMAN

JONES

992

393

COMER

NOLAN

CAMPBELL

HOWARD

541

993

733

662

SCHLITTMANN

790

HUMNALL

FRENCH

628

039

SPARES

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

Date 6 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Seissen, 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 0713 hours.
- b. Group formed at 0813 hours on Gottesmore buncher.
at 10,000 ft.
- c. Wing assembly was completed at 0856 hours at Eye.
- d. Route over England was (not) flown as briefed.

Cut off point D to make up time, and cut off CP 1
due to low altitude.

- e. Methods of navigation over England.

Gee, Pilotage, D.R.

- f. Division formation was joined at 0940 hrs. at 52-17N.
- g. Flight to I.P. was (not) as briefed. 02-32E

6000 ft. Below briefed altitude.

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

Pilotage, Gee, Mickey, D.R.

- i. Bomb run.

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

Selected another IP after making good the
briefed IP.

- (2) True heading over target 280.
- (3) Actual drift 32 left.
- (4) Altitude over target 24500.
- (5) Time bombs away 1156.
- (6) Wind used for bombing 335/110.
- (7) Method of target identification.

FFF (Target of opportunity - Seissen)

(8) Difficulties on bomb run.

None

(9) Weather over Target.

9/10ths

(10) Axis of withdrawal 300.

- j. Group rally was accomplished at _____ at _____ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at ~~Not accomplished~~ at _____ hrs.
- m. Flight home was (not) as briefed. ~~None~~ at _____ hrs.

Cut short at briefed IP to T.O. by Div Leader. Made 360° turn north of Erfurt, and made bomb run on Geissen as T.O., and returned to original course west of Kassel.

n. Methods of navigation on return route.

Mickey, D.R., Gee, Pilotage.

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

Contacted on way out, not in.

q. Performance of equipment.

- (1) Mickey
 - (2) Gee **Good**
 - (3) Radio Compass **Inaccurate over continent**
 - (4) Fluxgate **OK**
 - (5) Other equipment. **OK**
- Interphone went out.

/s/ C. W. Sellers
C. W. SELLERS
Captain, A. C.

Lead Navigator, Lead Sq.

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

Date 6 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Geissen, 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 0717 hours.
- b. Group formed at 0813 hours on Cottesmore buncher.
 at 10,000 ft.
- c. Wing assembly was completed at 0856 hours at Eye.
- d. Route over England was (not) flown as briefed.

Cutt off point D to make up time, and out off CP 1
 due to low altitude.

- e. Methods of navigation over England.
See, Pilotage, D.R.

- f. Division formation was joined at 0940 hrs. at 52-17N.
- g. Flight to I.P. was (not) as briefed. 02-32E

Was 6,000 ft below briefed alt.

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

See, Mickey, D.R., Pilotage.

1. Bomb run.

- (1) Actual I. P. was (not) as briefed.
Selected another IP after making good the briefed IP.

- (2) True heading over target 290.
- (3) Actual drift 25 L.
- (4) Altitude over target 24000.
- (5) Time bombs away 1156g.
- (6) Wind used for bombing 305/79.
- (7) Method of target identification.

FFF

(8) Difficulties on bomb run.

Difficulty keeping contact with Lead due to weather.

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 305 Mag.

- j. Group rally was accomplished at _____ at _____ hrs.
- k. Wing rally was accomplished at None at _____ hrs.
- l. Division rally was accomplished at None at _____ hrs.
- m. Flight home was (not) as briefed.

Followed briefed route to channel. Made instrument let down, and proceeded to Cromer, and direct from there to field.

n. Methods of navigation on return route.

See, Mickey, 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 out at 1104 till 1300
- (2) Gee out for short while
- (3) Radio Compass OK
- (4) Fluxgate OK
- (5) Other equipment. OK

/s/ E. Damp
E. DAMP
1st Lt., A. C.
 Lead Navigator, Low Sq.

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

Date 6 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Seissen, 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 0717 hours.
- b. Group formed at 0813 hours on buncher.
at 10,000 ft. Cottesmore
- c. Wing assembly was completed at hours at .
- d. Route over England was (not) flown as briefed. Eye
Cut off point D to make up time, and cut off CP 1
due to low altitude.

- e. Methods of navigation over England.
See, Radio, D.R.

- f. Division formation was joined at hrs. at .
- g. Flight to I.P. was (not) as briefed. 52-17N
02-32E

Was 6,000 ft below briefed alt.

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

- i. Bomb run.

- (1) Actual I. P. was (not) as briefed.
Selected another IP after making good the briefed IP.
- (2) True heading over target 240.
- (3) Actual drift 30 left.
- (4) Altitude over target 24,000.
- (5) Time bombs away 1158.
- (6) Wind used for bombing 216/104.
- (7) Method of target identification.

FFF (T.O., Seissen)

(8) Difficulties on bomb run.

Could not keep contact with lead due to weather.

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 345.

- j. Group rally was accomplished at _____ at _____ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at None at _____ hrs.
- m. Flight home was (not) as briefed. None

Went from T.O. to CP 4 and was as briefed on rest of return.

n. Methods of navigation on return route.

Mickey, Gee, D.R.

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

Contacted only on way out.

q. Performance of equipment.

- (1) Mickey OK
- (2) Gee Could only get one L.O.P. on Rhur
- (3) Radio Compass OK
- (4) Fluxgate OK
- (5) Other equipment. OK

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

Lead Navigator, High Sq.

Composite Group

HEADQUARTERS
FOUR HUNDRED FIRST LOMBARDMENT GROUP (H)
Office of the Navigation OfficerDate 7 Feb. 1945SUBJECT: Lead Navigator's Narrative of Raid on Hisfeld, GermanyTO : Commanding Officer, 401st Lombardment Group (H), AFO 557,
U. S. Army.

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

- a. T/O at 0720 hours.
- b. Group formed at 0851 hours on Crowland buncher.
at 7,000 ft.
- c. Wing assembly was completed at 0925 hours at CP 1.
- d. Route over England was (~~not~~) flown as briefed.

5 min late, 6 $\frac{1}{2}$ north of course at CP 1.

- e. Methods of navigation over England.

See, D.R., Pilotage

- f. Division formation was joined at 0925 hrs. at CP 1.
- g. Flight to I.P. was (not) as briefed.

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

See, Mickey, D.R.

- i. Bomb run.

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

**Briefed IP not made good. Bombed target
of opportunity.**

- (2) True heading over target 330.
- (3) Actual drift 43.
- (4) Altitude over target 25550.
- (5) Time bombs away 11:46:35.
- (6) Wind used for bombing 325/120K.
- (7) Method of target identification.

FFF

(8) Difficulties on bomb run.

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal _____.

- j. Group rally was accomplished at _____ at _____ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at _____ hrs.
- m. Flight home was (~~not~~) as briefed.

Hit target of opportunity at 50-33N 09-46E. South of course till about 60 mi before coast out. From there to ~~xxxx~~ Eng. as briefed; formation broke up a little before Eng. Coast.

n. Methods of navigation on return route.

See, Mickey, D.R., Radio

- 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/ C. B. Minor

C. B. MINOR

1st Lt., A. C.

Lead Navigator, High Sq.

Lt. Col. W. T. Seaw - Air Commander

FLIGHT PLAN

PILOT Capt. R. M. Dempsey

NAVIGATOR

Captain C. W. Sellers

DATE 6 February 1945

STATIONS 0545	ENGINES 0645	TAXI 0700	T.O. 0715
LEAVE BASE	Cottesmore 0847		
COAST OUT	0918		
ENEMY COAST	0958		
I.P.	1948 1106		
TARGET	1116		
ENEMY COAST	1303		
Eng. Coast	1702	STR 1743	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH Fast Slow RATE secs/hour Gaining Losing
At C.M.T.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
Cottesmore Spaulding (Y) (A)	290/50	9500	150 -7	148	80	-91	701	10	0801	190	19	0847 0853	0847 0853				
52-47N 00-09E Eye (D)	"	11500	150 -9	153	120	131	1231	10	134	209	55	16 11	0910				
52-20N 01-10E Felixstowe CP 1	"	11500	150 -10	154	163	117	180	9	189	182	00	091	0918	CP 1			
51-58N 01-21E	302/90	16000	"	166	071	-24	47	8	055	208	127	37 13	0958	CP 2			
52-40N 04-37E	"	21500	-18														
52-40N 07-00E	310/122	26500	-35	186	90	-231	661	7	073	260	86	20 12	1020				
52-37N 08-00E	200/62	26500	"	194	095	-1	094	6	100	252	37	09	1029				
52-25N 08-25E	"	"	"	"	129	19	138	6	144	242	20	05 11	1035				
52-30N 08-55E	"	"	"	"	74	-8	66	6	072	245	19	05	1040	CP 3	1040		
51-22N 10-52E	275/62	"	"	"	134	112	146	05	151	235	100	26	1106	IP			
51-18N 11-52E T. TARGET	270/62	26500	150	195	97	13	100	04	104	253	38	09 11	1116	Target			
51-07N 11-55E	270/60	25500 24500	170 -48	216	169	116	185	4	189	218	12	03	1119				
50-37N 11-40E	310/126	24500	-46	187	199	135	234	4	238	200	32	10 -1	1128				
50-48N 09-36E	"	"	"	"	278	120	298	5	303	72	80	1:07	1248				
51-06N 08-50E	"	"	"	"	302	15	307	5	312	68	35	31 -16	1248	CP 4	1303		
52-00N 08-18E	"	"	"	"	340	-20	320	6	326	64	58	55 -1	1357	Check			
52-27N 08-16E	"	"	"	"	357	-28	329	6	335	80	27	20 13	1420				
52-37N 08-00E	"	"	"	"	317	-5	312	6	318	66	14	13 12	1435				
52-42N 07-00E	300/110	24500	"	187	275	117	292	6	298	82	37	27 -6	1456				
52-40N 04-37E	300/106	23000 21500	155 -34	192	270	116	286	7	293	94	86	55 19	1600				
Gromer - N.C.I.	275/51	11500 2000	170 -10	175 131	278	-2 -13	276	8 9	284	121	80 41	40 22	1:02	1702			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0846					Engines started										
0954					Taxi										
0813		286/61			TAKE OFF										
0740			160		Cottesmore, began circling.	Air commander wants to form east of buncher	150	10,000							
0800		286/61K			Weather ship wind		150	9400							
0815					Circling buncher. Weather ship - "Cannot get out of clouds at briefed 11. Fly under it."										
0842			265		Lead Sq/ 10 ships Low Sq. 12 ships		150	8500							
0849 1/2			70		Leaving Y		150	8500			200	19	06	0845	
0856			126		1 1/2' late. Wing formed		155	7500	145		211	55	16	0912	
0912			136		D - 2 late. Cutt off 10 mi to make up time		155	7400							
0915			133		Cutting CP 1 off to get in Div.		143	7700							
0921					7 mi. north of CP 1		147	9700							
0925			47		On Div. assembly 52-04N 01-33E		150	10000							
0937	77	-7	70												
0940	77		70		52-17N 02-32E. In definite Div. Assembly		150	10700							
0945	75	-3	72		"S"-ing left to get behind 41st		150	11000	153	27	7	214			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1005		290/82	82		CP 2, 7' late, 1 mi. South. Flak 0300		150	16000 -18	161			242	86	21	1026
1010	94	-18 335/60K	76		335/60K		150	19000 -22		28	9	188			
1030			60		Rhoim 322°, 22 mi.		150	22000							
1033½			65		" 344°, 19½ mi.		150								
1037					Osnb. 330°, 22 mi.		150	23600				234	20	05	
1040		330/115	125		A/C 330/115K, PFF			23600				234	20	05	1045
1044			56 (90)		A/C 335/110K, Gee			24000				200	19	05	1050
1050			128		CP 3, 15' late, 4 south		150	25000							
1102			180		Hanover 184°, 22 mi.		150	26000							
1109			175		Gottinger 346°, 18 mi.			26450 -40	196						
1109			185				"	"	"						
1116			270		Decide to run on Esmerch		"	"							
1118	325		295				"	"							
1120			250		Picked up Langensalza, and it faded out		"	"							
1125	298		280				"	"				152	30	12	
1132	342	-10	332		320° 110, rel bear.		"	"							
1135			258		Hereford. Flak, descending		"	"							
1139	312	18	330		3 mi. south Herford		150	26000				100	35	21	1200
1145			216		Geirsen, 236°, 27 mi.		"	"							
1147	270	30	300		Bomb doors open		150	26000				160			
					Div routed out south of Koburg		"	"							
1156	248	32	280	285	BOMBS AWAY		155	24500				148	27	16	1212
1200			310		Kammer Hadamar 32½ mi @ 316°		160	"							
1202			310		Koblenz 32 mi @ 59		"	"							
1204			310		Weisbaden 33 mi @ 354		155	23300							
1209			355		Back to course as briefed.		150	23000 -30				96	58	37	1246
1214			354		Geissen, 26 mi. @ 315.		"	"							
1215			354		Koblenz 41 mi. @ 34.		"	"							
1218			354		Segen 14 mi @ 45. 55 early, 25 west CP 4		"	"							
1227	29	35	354		320/110K PFF, Rel. bearing 318/90K		150	22500		19	12	95	15	9	1234
1234					19 mi @ 200 Paderbron		"	"							
1235			330		51-32N 08-37E		150	22500 -28	188			88	27	18½	1253
1242			330		Hann 25 mi. @ 92		150	22500							
1245			330		19½ mi. Bielfield		"	"		9½	7	81½	17	12½	1257½
1245	331	-1	330		330/108K "		"	"							
1253			330		Monstein 27mi @ 98			22500		66		88			
1257	358	-18	340		52-00N 08-27E. Lone B-17 at 0600, 10 mi behind										
1301½	01	-20	341		Osnabruck 15 mi. @ 15		150	22500		11		88			
1305					Osnabruck 11 mi., @ 116 335/110K, Gee										
1307	01	-20 325/110	341		Dummer Lake, south 14 mi. 325/110, PFF										
1312			323		7 mi S. Dummer Lake		150	22500	188			82	19	14	1326

SIGNED

NAVIGATOR

PILOT _____ NAVIGATOR _____ DATE _____

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

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH Fast Slow RATE Gaining Losing
 At G.M.T.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
52-56N 01-20E	204/32	2000	150	131	253	-11	242	10	252	108	35	19	1721				
Kings Lynn	*	2000	150	131	247	-10	237	10	247	106	39	22	1743				
Base																	
Base Felixstowe	290/35	0 to 9500	150 130	129	114	11	115	10	125	164	78	30	0838 0918				
COMPOSITE A																	
Kings Cliff (W) Crowland (B)	290/38	8000 -6	150 11	145	057	-12	45	10	55	167	13	05	0850 0855				
52-40N 00-10W Eye (D)	290/47	10000 -8	150	147	114	11	115	10	125	194	53	16	0911				
52-20N 01-10E Felixstowe CP 1	290/50	10000 -10	150	149	163	16	179	9	188	173	23	08	0919				

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
			323		Osnabruck 12 1/2 mi. @ 11		150	22500							
1322	328/105		323		18 mi @ 358	328/105K, PFF									
1325			301		52-37N 08-00E		150	22500			98		37	23	1348
1329			301		Osnabruck 33 1/2 mi. Letting down 2000 ft.		150	22500							
1333 1/2	296	15	301		Osnabruck 29 mi., @ 318										
1341 1/2	310/68K				Rheine 29 mi., @ 350.	310/68K	150	21500			17	8	123		
1343			290		A/C										
1345	280	10	290		Rheims, 33 mi @ 327		150	21500	185						
1354					Zwolle 23 mi. @ 33										
1401	266 1/2		275		Meppel, 3 mi. south; 5 north of course		150	21600 -26	181	32 1/2					
1410			268				150	21600							
1411	310/60		268		Enkhuisen		150	21500			120		36	18	1429
1414			280		Amsterdam 26 mi @ 46		150	21500							
1429			276		52-37N 04-43E. Coast out. Let down started			21000							
1448			285		52-47N 03-38E 80 mi. from coast. started & inst. let down		177	13000							

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		TO RUN		E.T.A.
										DIST.	TIME	C. S.	DIST.	
1500	72	42	74		52-52N 02-51E		170	8000				47	26	1526
1515			266		23 mi. from coast. 52-53N 01-55E		165	2500						
1522			258		Crewer		150	2700			130	74	34	1556
1540	300/30E				2 mi. N Kings Lynn		170	1000						
1553			228		Base		150							
1557					Landed									

SIGNED _____ NAVIGATOR

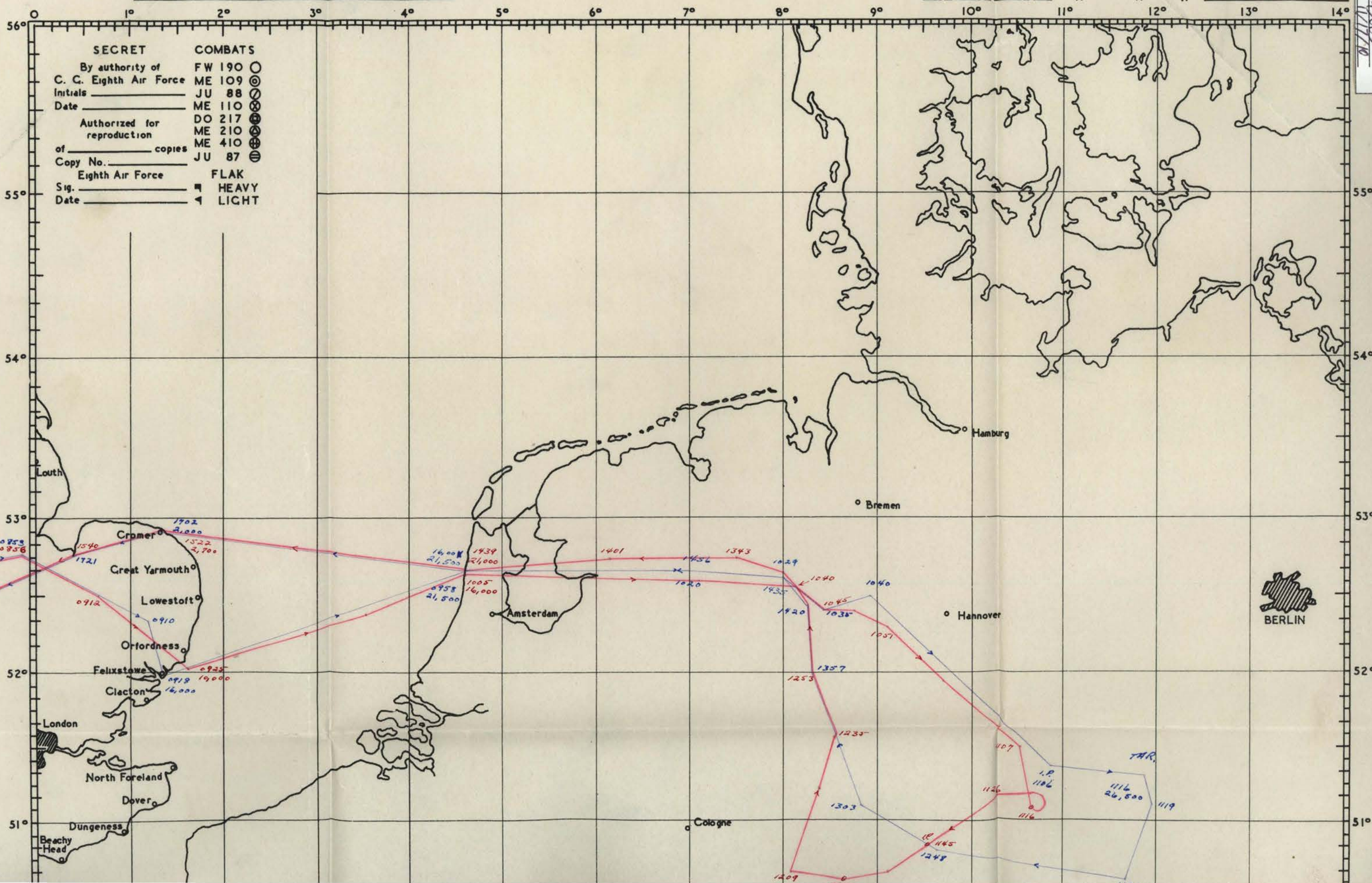
TRACK CHART

DATE Jan. 6, 1945

TARGETS

PRIMARY Lütz-kendorf (NOT BOMBED)
Giessen, Ger. (BOMBED AS T.O.)

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



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COMBATS

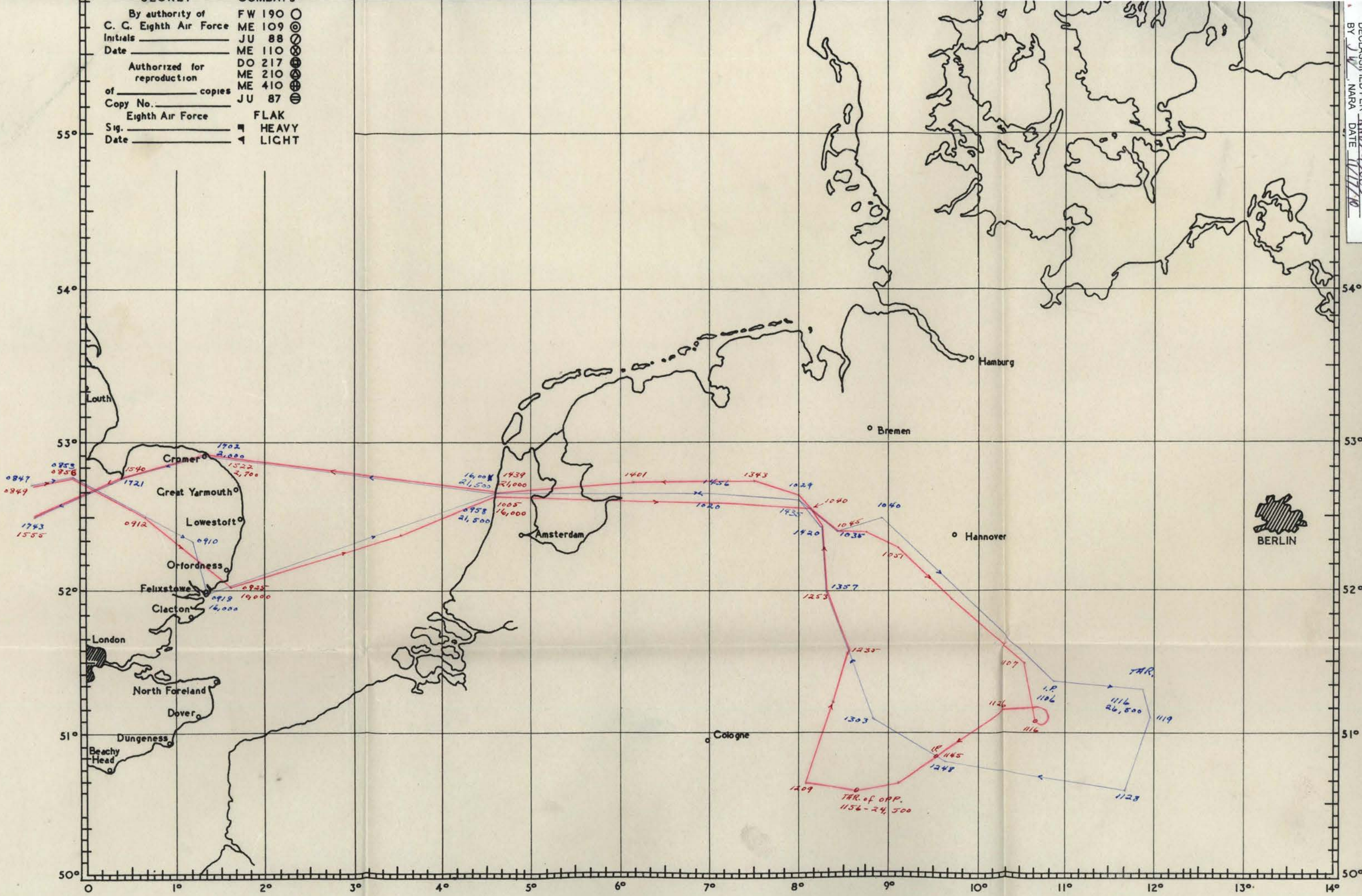
FW 190 ○
 ME 109 ⊙
 JU 88 ⊗
 ME 110 ⊗
 DO 217 ⊕
 ME 210 ⊕
 ME 410 ⊕
 JU 87 ⊕

FLAK

HEAVY ■
 LIGHT ◀

DECLASSIFIED PER AND 745005
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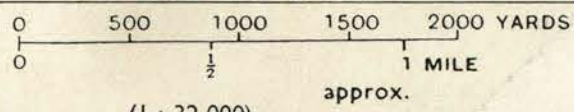
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 Sig. _____ □ HEAVY
 Date _____ ◀ LIGHT



Target No.
6 (d) (vi) 99

RAILWAY MARSHALLING YARD — GIESSEN (GERMANY)
Lat. 50°35'N. Long. 08°40'E

Illustration No.
6 (d) (vi) 99/4



Photographed 19 April 1944

(1 : 32,000)

Issued October 1944



Illustration No.
6 (d) (vi) 99/4

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

D-2-4

4 February 1945.

SUBJECT: Crew Comments and Suggestions. (mission to Berlin 3 February 1945)

TO : COMMANDING OFFICER, AAF Sta. 128, APO 657, U. S. Army.

1. Capt. Locher, Group Air Commander, reported that 94th "A" Group High Squadron flew 1,000 feet too high all day, which caused 94th "B" Group difficulty because of prop-wash. This comment was seconded by Lt. Schaumann, Low Squadron leader.
2. Lt. Schaumann also stated that the second flight of the Low Section of the Lead Squadron flew too low.
3. Capt. Robert L. Stelzer, Deputy Group Commander, stated that the Low Section of the Lead Squadron flew at all times in close trail of Lead Section; told him several times to move over to correct position.
4. Lt. Earl F. Carey, pilot A/C 8862, reports that there have been no lights in his crew chief's tent for a month, although he has complained several times. A/C dispersed in Dispersal #45.
5. Lt. Donald M. Schliebaum, pilot A/C 7039, complimented his wing-man, Lt. Smith, for flying the "best formation I've ever seen."
6. Lt. Bernard Tausig, pilot of Deputy Group Lead A/C, reported that his Radio Operator was able to transmit radio message concerning the unidentified B-17 which ditched, almost immediately.
7. Lt. Arthur D. Kelso, Jr., pilot A/C 8791, reported a shortage of flak suits.
8. Lt. Richard B. Richardson, pilot A/C 9012, thought the High Squadron flew too low all the time.
9. Lt. Donald R. Scheller, pilot A/C 6113, thought the #2 and #3 A/C in the Lead Squadron flew a little too far back end out.
10. Lt. Herbert P. Cox, pilot A/C 8607, thought #2 A/C in Lead Squadron was low and a little far back.
11. The entire crew of Lt. Kenneth J. Hartsock, pilot A/C 8458, say this A/C is the cleanest and best kept A/C they have ever flown. They would like to compliment the crew chief and would be happy to complete their tour in this A/C.
12. Lt. Robert E. Jordan, pilot A/C 7551, thought the High Squadron "essed" too much and that there was not enough interval between the Lead and High Squadron.
13. The crew of Lt. Robert S. Jones state that the quality of food served recently in the combat mess after a mission is poor, and that they do not get enough to eat.

W. B. FRY,
Major, A.C., Gp S-2

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 622

Date of 6 Feb 45
 94th "A" Gp

	LEAD		LOW		HIGH	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	**	**	**	**	**	**
2. No. of A/C Airborne	10	2	11	1	11	1
3. No. of A/C Airborne Less Spares	10	2	11	1	11	1
4. No. of A/C Sorties	9	2	11	1	11	1
5. No. of A/C Attacking	9	2	11	1	11	1
6. No. of A/C Not Attacking	1	-	-	-	-	-
(a) Early Returns Included	(1)					
7. Name of Primary Target	LUTZKENDORF (VIS)					
(a) No of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target						
(a) No of A/C Attacking						
(b) No., Size & type of Bombs						
9. Name of Last Resort Target	GIESSEN (PFF)					
(a) No. of A/C Attacking	9	2	11	1	11	1
(b) No., Size & type of Bombs	90	20	108	10	110	10
	500# RDX	500# RDX	500# RDX	500# RDX	500# RDX	500# RDX
10. Name of Target of Opportunity						
(a) No. of A/C Attacking						
(b) No., Size, & type of Bombs						
11. Name of Target Opportunity						
(a) No. of A/C Attacking						
(b) No., Size & type of Bomb						
12. No of A/C Lost - TOTAL	NONE	NONE	NONE	NONE	NONE	NONE
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

STAT SUMMARY (cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0713	0717	0717
19. Time of Attack	1156	1156½	1158
20. Average Time of Flight	8.8	8.7	8.9
21. Altitude of Release	23,600	22,700	23,100
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int. Acc.	None	None	None
24. - Fighters	--	--	--
25. - Bomber	--	--	--
26. U.S. A/C Engaged by Enemy A/C	--	--	--
27. Degree of Success	UNOBS	UNOBS	UNOBS

PFF A/C Borrowed from Groups as follows:

PFF A/C Loaned to Groups as follows:

NOTES:

18. Time of Takeoff			
19. Time of Attack			
20. Average Time of Flight			
21. Altitude of Release			
22. Visual or PFF			
23. Enemy Resistance - AA Int. Acc.			
24. - Fighters			
25. - Bomber			
26. U.S. A/C Engaged by Enemy A/C			
27. Degree of Success			

STATISTICAL SUMMARY OF OPERATIONS

101st Group

1st BD F. O. 622

Date of 6 Feb 45

94th B Gp

HIGH SQ

		HIGH SQ			
		PFF - GH	PFF - GH		
1. No. of A/C Failing to Take Off	1	--			
2. No. of A/C Airborne	10	1			
3. No. of A/C Airborne Less Spares	10	1			
4. No. of A/C Sorties	10	1			
5. No. of A/C Attacking	10	1			
6. No. of A/C Not Attacking	--	--			
(a) Early Returns Included					
7. Name of Primary Target	<u>LUZKENDORF (VIS)</u>				
(a) No of A/C Attacking					
(b) No., Size & type of bombs					
8. Name of Secondary Target					
(a) No of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target	<u>EISFELD (PFF)</u>				
(a) No. of A/C Attacking	10	1			
(b) No., Size & type of Bombs	100	10			
	500# RDX	500# RDX			
10. Name of Target of Opportunity					
(a) No. of A/C Attacking					
(b) No., Size, & type of Bombs					
11. Name of Target Opportunity					
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	<u>NONE</u>				
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (cont'd)

	HIGH XXX		
18. Time of Takeoff	0720		
19. Time of Attack	1146½		
20. Average Time of Flight	8.9		
21. Altitude of Release	24,300		
22. Visual or PFF	PFF		
23. Enemy Resistance - AA Int. Acc.	none		
24. Fighters	--		
25. Bomber	--		
26. U.S. A/C Engaged by Enemy A/C	None		
27. Degree of Success	UNOBS		

PFF A/C Borrowed from Groups as follows:

PFF A/C Loaned to Groups as follows:

NOTES:

PFF A/C Borrowed from Groups as follows:

PFF A/C Loaned to Groups as follows:

W.D.A.G. FORM
 12 E. Modified
 1-9-44 401st BG APO 857

BOMBING FLIGHT RECORD

BOMBARDIER CAPT DOLAN DATE 6 Feb 1945
 PILOT CAPT DUNN TAKE OFF 0715
 NAVIGATOR CAPT SELLERS AI RPLANE _____
 WING 94th A GROUP 401st SQDN Lead LANDED 1555
 OBJECTIVE GIESSEN, GERMANY (MPI) _____

METHOD OF ATTACK Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 35 COMPOSITE GROUP _____

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

NUMBER A/C DROPPING BOMBS BY O.W. SIGHTING OPERATION:

BOMBS, TYPES AND SIZES 500# HIX FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 350 RELEASED 348

INFORMATION AT RELEASE POINT:

Altitude of Target <u>515</u>	Temp Aloft: Metro <u>-48</u> Actual <u>-38</u>
True Altitude above target <u>23600</u>	Mag Head, order <u>103</u> Actual <u>295</u>
Ind. Altitude <u>24500</u>	True Heading _____
Pressure alt of target <u>-128 ESL</u>	Drift, Est <u>21</u> Actual <u>32L</u>
Altimeter setting <u>29.92</u>	True Track _____
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>11,564</u>
G.S. Est <u>262</u> Actual <u>172</u>	B.S. Type <u>B-9</u>
Wind Direc Metro <u>270</u> Actual <u>350</u>	Time of Release <u>11:56</u>
Wind Veloc. Metro <u>69</u> Actual <u>127</u>	Intervalometer Setting <u>75ft</u>
D.S. <u>151</u> Trail <u>55</u> ATF <u>40.44</u>	Length of Bombing Run <u>5min</u>
Tan. D.A. Est <u>.804</u> Actual <u>.49</u>	C-1 Pilot <u>OK</u> A-5 _____
Mean Temp: Metro <u>-18</u> Actual <u>-17</u>	Manual Pilot _____
Type of Release: Lead A/C _____	Type of Release: Other A/C _____

LOW SQDN -- Alt - 22700 MH - 246 Time of Release - 11:56 1/2
 High Sqdn -- " - 23100 " - 295 " " - 11:58 1/2

612th BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)
 Office of the Operations Officer

Mission No. 204
 6 February 1945

SUBJECT : Loading List.

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

Plane 42-106992

P	Roadman, Julian	1st Lt.	612th
CP	Compton, Henry W.	2nd Lt.	"
N	Knuesey, Robert H.	F/O	"
B	Whitlock, James P.	2nd Lt.	"
RO	Elchisak, Alfred	T Sgt.	"
TTG	Landers, John A.	T S gt.	"
BTG	Green, John J.	S Sgt.	"
TG	Wood, Donald S.	S Sgt.	"
FG	Hill, Earle R. Jr.	S Sgt.	"

Plane 43-38541

P	Comer, Jack P.	1st Lt.	"
CP	Matthes, Francis R.	2nd Lt.	"
N	Weinstein, Byron	2nd Lt.	"
B	Smith, Alvie E.	2nd Lt.	"
RO	Hulse, Harold A.	Pvt	"
TTG	Bixby, Joseph Jr.	T Sgt.	"
BTG	Erland, Cletus M.	S Sgt.	"
TG	Kirkhuff, Leonard M.	S S gt.	"
FG	Mainprize, Jack E.	S S gt.	"

Plane 43-37790

P	Schliemann, Donald M.	1st Lt.	"
CP	Meyrowitz, Irving	2nd Lt.	"
N	Schneck, David	2nd Lt.	"
B	Swatosh, Kenneth J.	2nd Lt.	"
RO	Pendley, Garland E.	T Sgt.	"
TTG	Kelly, John C.	T S gt.	"
BTG	Eames, Duane H.N.	S Sgt.	"
TG	Madden, Ted H.	S S gt.	"
FG	Lambeth, Benson W.	S Sgt.	"

Plane 43-37628

P	Hudnall, Carl L.	1st Lt.	"
CP	Mitchell, Frank G.	2nd Lt.	"
N	Martin, Phillip A.	F/O	"
B	Beardall, Keith E.	S Sgt.	"
RO	Knight, Adam	T Sgt.	"
TTG	Moorman, Loyd F.	T S gt.	"
BTG	Gyles, Alfred R.	S Sgt.	"
TG	Parker, Robert H.	S Sgt.	"
FG	Parker, Matt M.	S Sgt.	"

Plane 42-102393			
P	Jones, Dale G.	1st Lt.	612th
CP	Siepak, Stanley J.	2nd Lt.	"
N	Wishnoff, Aaron	2nd Lt.	"
B	Moran, Robert E.	2nd Lt.	"
RO	Madrzyk, Chester P.	T Sgt.	"
TTG	Serafino, Ernest A.	T Sgt.	"
BTG	Rogers, Charles G.	Sgt.	"
TG	Watters, Kenneth O.	S Sgt.	"
FG	Wallace, Robert W.	Pvt.	"
Plane 43-38733			"
P	Campbell, Charles J.	2nd Lt.	"
CP	Foy, Phillip W.	2nd Lt.	"
N	Gruhn, David B.	F/O	"
B	Emery, Robert I.	S Sgt.	"
RO	Feo, Gene M. Jr.	S Sgt.	"
TTG	Kartes, Charles F.	S Sgt.	"
BTG	Sullivan, Earl Jr.	S Sgt.	"
TG	Dalton, Charles K.	S Sgt.	"
FG	Murray, Howard M.	Pvt.	"
Plane 44-8153			"
P	Hayes, Ralph S.	1st Lt.	"
CP	Mead, Clarence E.	1st Lt.	"
N	Minor, Charles B.	1st Lt.	"
B	Murphy, Roland W.	1st Lt.	"
MO	Munt, Donald	F/O	"
RO	Fuston, William R.	T Sgt.	"
TTG	Lucewecz, John	T Sgt.	"
TG	Smith, Charles E.	S Sgt.	"
FG	Pahl, Arthur L. Jr.	S Sgt.	"
Plane 43-38788			"
P	Bloetscher, Andrew F.	1st Lt.	"
CP	McElvain, Wilbert H.	2nd Lt.	"
N	Threlkeld, Mercer L.	2nd Lt.	"
B	McMahon, John F.	2nd Lt.	"
RO	Kobinsky, Charles J.	T Sgt.	"
TTG	Richards, Carl R.	S Sgt.	"
BTG	Cherrubeni, Peter J.	S Sgt.	"
TG	Skaggs, Irl R.	S Sgt.	"
FG	Willick, Edward L.	S Sgt.	"
Plane 42-102398			"
P	Boddin, Frederick R.	1st Lt.	"
CP	Devlin, James H.	2nd Lt.	"
N	Uhrain, Andrew	2nd Lt.	"
B	Miller, Donald A.	2nd Lt.	"
RO	Kornegay, Rayan G.	T Sgt.	"
TTG	Richardson, Paschal	T Sgt.	"
BTG	Noble, Chester C.	S Sgt.	"
TG	Klindworth, Louis O.	S Sgt.	"
FG	Langham, Theodore E.N.	S Sgt.	"

Plane 42-31662

P	Howard, Louis F. Jr.	2nd Lt.	612th
CP	Wilfoed, Joseph E.	2nd Lt.	"
N	Wilde, Earl R.	2nd Lt.	"
B	Rossok, Michael R.	Sgt.	"
RO	Carson, Edward M.	Sgt.	"
TTG	Corbo, Frank J.	Sgt.	"
BTG	Borrer, Norwood E.	S Sgt.	"
TG	McQuiston, George E.	Sgt.	"
FG	Taylor, Charles F.	Sgt.	"

Plane 42-107039

P	French, Millard H.	2nd Lt.	"
CP	McKale, William L.	2nd Lt.	"
N	Cannon, Thomas P.	F/O	"
B	Johnson, Jerry M.	Sgt.	"
RO	Allcrot, James W.	S Sgt.	"
TTG	Hanson, Arthur W.	Sgt.	"
BTG	Deck, Floyd J.	Sgt.	"
TG	LaGrange, Wesley	Sgt.	"
FG	Devore, Arthur D.	Sgt.	"

Plane 42-39993

P	Nolan, James A.	2nd Lt.	"
CP	Twiggs, Calvin N.	2nd Lt.	"
N	Vercelli, Edward F.	F/O	"
B	DelleDonne, Charles L.	Sgt.	"
RO	Hathaway, Stanley J.	Sgt.	"
TTG	Siconolfi, Patrick	Sgt.	"
BTG	Feldman, Warren H.	Sgt.	"
TG	Stewart, Jack C.	Sgt.	"
FG	Gabhardt, Charles R.	T Sgt.	"

"End"

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

6 FEBRUARY 1945

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-38458	P	1st Lt.	KELSO	ARTHUR	D. JR.
	CP	2nd Lt.	ROBERSON	WENDELL	D.
	N	2nd Lt.	TONNE	ALVIN	E.
	B	S/SGT.	LITTLE	JAMES	O.
	RO	S/SGT.	MEYERS	NEIL	P.
	TT	S/SGT.	HARPER	JAMES	T.
	BT	S/SGT.	MORRISON	KENNETH	D.
	TG	S/SGT.	BOND	JACK	D.
	WG	S/SGT.	TOOMBS	GEO.	(NMI)
42-31072	P	1st Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	REILLY	DONALD	J.
	N	2nd Lt.	BEUTZ	JOHN	J.
	B	S/SGT.	ROBERSON	ROBERT	E.
	RO	S/SGT.	SITTON	WILLIAM	C.
	TT	S/SGT.	JOHNSON	LEMO	E.
	BT	S/SGT.	ZENOR	HAROLD	M.
	TG	S/SGT.	CLIFTON	JAMES	R.
	WG	S/SGT.	HARDIN	RAY	(NMI)
44-6113	P	2nd Lt.	CAREY	KARL	F.
	CP	2nd Lt.	FREW	JAMES	R.
	N	2nd Lt.	JOHNSTON	WILLIAM	I.
	B	S/SGT.	NEWBY	CLIFFORD	C.
	RO	S/SGT.	FLYNN	LEO	M.
	TT	S/SGT.	JONES	CHARLES	C.
	BT	S/SGT.	SMITH	DONALD	B.
	TG	S/SGT.	ODOM	HENRY	T.
	WG	S/SGT.	FISHER	MELVIN	C.
44-6132	P	2nd Lt.	SPEER	KENNETH	D.
	CP	2nd Lt.	KELLY	JAMES	J.
	N	2nd Lt.	SIMON	ROBERT	H.
	B	SGT.	BUTLIN	ERNEST	J.
	RO	SGT.	YOHAY	DAVID	(NMI)
	TT	SGT.	CUPP	GORDON	G.
	BT	SGT.	GROSS	WILLIAM	D.
	TG	SGT.	THOMPSON	LEONARD	E.
	WG	SGT.	AVERETT	JACK	D.
44-6588	P	2nd Lt.	NIELSON	HANS	V.
	CP	2nd Lt.	THOMAS	JAMES	A.
	N	2nd Lt.	TUMMELSON	HURSHAL	G.
	B	SGT.	VIGNETTI	ANGELO	J.
	RO	SGT.	HARROWE	EMANUEL	(NMI)
	TT	SGT.	SWINDLE	FRANK	G.
	BT	SGT.	EVANS	CARL	E.
	TG	SGT.	STIEPKA	FRANCIS	S.
	WG	SGT.	DE PRA	ARTHUR	R.

38-941	P	1st Lt.	TAUSIG	HERMAN	(NMI)
	CP	2nd Lt.	MACKIN	PETER	D.
	N	1st Lt.	WALKER	DENSON	F.
	B	1st Lt.	ROWE	ROBERT	W.
	RO	S/SGT.	FITZSIMMONS	JAMES	J.
	TT	S/SGT.	JOHNSTON	DONALD	C.
	BT	S/SGT.	BUCKSBAUM	ELMER	(NMI)
	TG	S/SGT.	KATZ	ALVIN	C.
	WG	S/SGT.	JOHNSON	WARREN	B.
44-6313	P	2nd Lt.	BRADLEY	AUDREY	J. JR.
	CP	2nd Lt.	FINNELL	JAMES	J.
	N	2nd Lt.	GOLD	ASHLEY	(NMI)
	B	S/SGT.	ELINS	HERMAN	(NMI)
	RO	S/SGT.	BOWERS	JACOBS	J. JR.
	TT	M/SGT.	MANGUM	JUSTICE	C.
	BT	SGT.	KEMP	JAMES	E.
	TG	SGT.	DEFEBAGH	NORMAN	(NMI)
	WG	SGT.	MATLACK	WILLIAM	Q.
43-318187	P	2nd Lt.	MAY	JAMES	H.
	CP	2nd Lt.	COLLISS	EUGENE	B.
	N	2nd Lt.	ANDERS	WALTER	R.
	B	SGT.	BENSON	WILLARD	K.
	RO	SGT.	PAULK	ALBERT	L. JR.
	TT	SGT.	SMITH	DONALD	F.
	BT	SGT.	LUCA LUCA	RUDOLPH RUDOLPH	(NMI) C.
	TG	SGT.	KROZEL	JOSEPH	A.
	WG	SGT.	McKEE	WILLIAM	J.
44-8648	P	1st Lt.	McGOLDRICK	JOHN	W.
	CP	1st Lt.	MILLER	HARRY	C.
	N	1st Lt.	LEWIS	LESTER	G.
	B	1st Lt.	PEEK	GEO.	W.
	V	1st Lt.	PETERSON	GEO.	W.
	RO	T/SGT.	BECK	GERALD	L.
	TT	T/SGT.	SHELDON	JAMES	F.
	TG	S/SGT.	GRUMANN	JAMES	F.
	WG	S/SGT.	LINDSAY	JAMES	R.
42-31591	P	2nd Lt.	MAHARICK	MATT	(NMI)
	CP	F/O	HAGGARD	WILEY	R.
	N	2nd Lt.	Blank	SAMUEL	(NMI)
	B	2nd Lt.	ROWLEY	RONALD	E.
	RO	SGT.	REED	WILLIAM	H. JR.
	TT	SGT.	LANIER	LESLIE	H.
	BT	SGT.	MOORE	WILLIAM	F.
	TG	SGT.	WEBB	WENDELL	R.
	WG	SGT.	MOULTON	GEO.	L.

over

42-102947

P	1st Lt.	STEELE	RICHARD	H.
CP	2nd Lt.	ZEMAN	ROGER	R.
N	2nd Lt.	HURLEY	JIM	D.
B	SGT.	VALDEZ	RAYMOND	(NMI)
RO	S/SGT.	STROMBERG	ALEXANDER	(NMI)
TT	S/SGT.	STACHURA	FREDERICK	(NMI)
BT	S/SGT.	MYERS	ERROL	A.
TG	S/SGT.	LUTZ	LEO	B.
WG	S/SGT.	WOWAK	CHESTER	A.

42-102468

P	2nd Lt.	COX	HERBERT	P.
CP	F/O	SHAW	MARVIN	W.
N	F/O	SCEPER	KENNETH	M.
B	S/SGT.	LOCKE	LESLIE	E.
RO	S/SGT.	HOWELL	THOMAS	E.
TT	S/SGT.	STEWART	LEONARD	C.
BT	S/SGT.	TANAZEVIICH	ALEXANDER	(NMI)
TG	S/SGT.	NORRIS	LAMON	(NMI)
WG	S/SGT.	RAYMOND	LLOYD	A.

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

AAF Station # 128
 6 February 1945

SUBJECT: Loading List.

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

1. Following is the loading list for today's mission;

<u>*Plane 44-92033</u>			
P	1st Lt.	UTTER, CHARLES W.	614th Sq
CP	Capt.	HARB, WILLIAM S.	401st Hdqs
N	1st Lt.	DAMP, EDWARD	614th Sq
B	1st Lt.	HOPE, JOHN F. JR.	"
MO	1st Lt.	GOODMAN, JAMES W.	"
RO	T/Sgt.	Fulton, David W.	"
TT	T/Sgt.	LaVigne, Robert N.	"
BT	S/Sgt.	Zaborsky, Stephen A.	"
WG	S/Sgt.	Cole, Harry L.	"
<u>*Plane 42-97780</u>			
P	1st Lt.	SPUHLER, EDWIN H.	"
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	MC ADAMS, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS H.	"
RO	T/Sgt.	Hendrick, William J.	"
TT	T/Sgt.	Wells, Richard D.	"
BT	S/Sgt.	Benedict, Cloide W. Jr.	"
TG	S/Sgt.	Hughes, James E.	"
WG	S/Sgt.	Power, James E.	"
<u>*Plane 42-39012</u>			
P	2nd Lt.	JAMES, HERBERT W.	"
CP	2nd Lt.	CASSIDY, CLARENCE	"
N	2nd Lt.	SASSMANNSHAUSEN, WALTER B.	"
CTG	Sgt.	Branch, Willard A.	"
RO	Sgt.	Kent, Donald R.	"
TT	Sgt.	Parker, Robert S.	"
BT	Sgt.	Toloso, Melvin N.	"
TG	Sgt.	McCallon, Lynn G.	"
WG	Sgt.	Baumann, Archie M.	"
<u>*Plane 43-38565</u>			
P	1st Lt.	BABCOCK, FREDRICK H.	"
CP	2nd Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	CRAWFORD, ALLEN H. JR.	"
B	2nd Lt.	MENZEL, GEORGE H.	"
RO	T/Sgt.	Bilby, John F. Jr.	"
TT	T/Sgt.	Caldwell, Carroll L.	"
BT	S/Sgt.	Grasela, Edward B.	"
TG	S/Sgt.	Parnham, Walter E.	"
WG	S/Sgt.	Casselman, Charles R.	"

Loading List Cont'd.

*Plane 42-97478
 P 1st Lt.
 CP F/O.
 N 1st Lt.
 B 2nd Lt.
 RO Sgt.
 TT Sgt.
 BT Sgt.
 TG Sgt.
 WG Sgt.

HARTSOCK, KENNETH J. 614th Sq
 LOCKE, KENT W. "
 PETTY, ROBERT J. "
 DODGE, RICHARD A. "
 Dee, Harold E. "
 Browne, Vincent "
 Mendez, Frank C. "
 Anderson, Donald S. "
 Strukel, Joseph J. "

*Plane 43-38677
 P 2nd Lt.
 CP 2nd Lt.
 N 2nd Lt.
 CTG ~~S~~/Sgt.
 RO S/Sgt.
 TT S/Sgt.
 BT S/Sgt.
~~EG~~ S/Sgt.
 WG Sgt.

STAUFFER, DAVID H. "
 HAAKE, EDWARD C. "
 BURNS, THOMAS E. "
 Eidemiller, Wilmer P. "
 Tuchin, Howard "
 Smith, Howard J. "
 Wright, Arthur L. "
 Dobson, William J. "
 Laura, Libero L. "

*Plane 42-97322
 P 1st Lt.
 CP 1st Lt.
 N F/O.
 CTG S/Sgt.
 RO S/Sgt.
 TT T/Sgt.
 BT S/Sgt.
 TG S/Sgt.
 WG S/Sgt.

ST. AUBYN, GLENN H. "
 THOMPSON, WALLACE "
 KAHN, CHARLES "
 Falkowitz, Irving "
 Tompkins, Harry A. "
 Dearborn, Harry R. "
 Lichtenberger, Gustave W. "
 Hickey, Harold J. "
 Buckley, John F. "

*Plane 43-38330
 P 1st Lt.
 CP 2nd Lt.
 N F/O.
 B 2nd Lt.
 RO S/Sgt.
 TT S/Sgt.
 BT S/Sgt.
 TG S/Sgt.
 WG S/Sgt.

WHITE, WYLIE K. "
 POTTER, FRED R. "
 BRINER, WILLIAM L. "
 AUFRANCE, RUSSEL L. "
 McCommis, Max I. "
 Whitney, Paul A. "
 Viescas, Arturo B. "
 McQuade, John B. "
 Cranz, Edwin R. "

*Plane 43-38738
 P 1st Lt.
 CP 1st Lt.
 N F/O.
 CTG S/Sgt.
 RO S/Sgt.
 TT T/Sgt.
 BT S/Sgt.
 TG S/Sgt.
 WG S/Sgt.

RICHARDSON, RICHARD B. "
 MEUSEL, JOSEPH F. "
 BLADES, LEO L. "
 Racick, John "
 Massa, Attilio "
 Walsh, Arthur G. "
 Lunn, Berlyle J. "
 Patterson, Donald D. "
 Paluso, Joseph J. "

Loading List Cont'd.

*Plane	<u>43-38646</u>		
P	1st Lt.	THOMPSON, RUSSELL B.	614th Sq
CP	2nd Lt.	PARKER, VICTOR E.	"
N	2nd Lt.	LUPOWITZ, HYMAN J.	"
B	2nd Lt.	BRUCE, WILLIAM M.	"
RO	T/Sgt.	Bode, Robert E.	"
TT	T/Sgt.	Willson, Rodney V.	"
BT	S/Sgt.	Christensen, James P. Jr.	"
TG	S/Sgt.	Heikes, Dale L.	"
WG	S/Sgt.	Dana, Edward G.	"
*Plane	<u>42-97602</u>		
P	1st Lt.	COLE, JOHN S. JR.	"
CP	2nd Lt.	SPELLMAN, JOHN W.	"
N	2nd Lt.	HANSON, CLIFFORD M.	"
B	F/O.	BUTLER, THOMAS H.	"
RO	Sgt.	Crespi, Ralph M.	"
TT	Sgt.	Allex, Marvin L.	"
BT	Sgt.	Griggs, Crawford F.	"
TG	Sgt.	Smith, Raaph H.	"
WG	S/Sgt.	McClure, James R.	"
*Plane	<u>42-31983</u>		
P	2nd Lt.	SORENSEN, MELVIN H.	"
CP	2nd Lt.	TROUPE, JOHN T.	"
N	2nd Lt.	ZNEIMER, JOHN N.	"
CTG	Sgt.	Lee, William J.	"
RO	Sgt.	Collins, John G.	"
TT	Sgt.	Senoric, Steve S.	"
BT	Sgt.	Leppanen, Calvin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"

For the Squadron Commander:

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

Exp Opus

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

6 February 1945

SUBJECT: Loading list.

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

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

PLANE # 43-38758					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Wolf	Joseph	R.	615th
CP	2nd Lt.	Janeczek	Walter	(NMI)	"
N	F/O	Patrick	Dale	L.	615th
B	2nd Lt.	Hashimoto	Gene	(NMI)	"
RO	Sgt.	Douglass	James	B.	"
TT	S/Sgt.	Palmer	Edward	W.	"
BT	Sgt.	Banning	Robert	O.	"
TG	Sgt.	Bolen	Joseph	T.	"
FG	S/Sgt.	Elston	Mack	A.	"

PLANE # 43-38779					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Knowles	Willis	S.	615th
CP	2nd Lt.	Cornelius	Carl	J.	"
N	F/O	Grisham	Cecil	W.	"
B	2nd Lt.	Kostolni	Walter	G.	"
RO	Sgt.	McCormick	Thomas	F.	"
TT	T/Sgt.	Boever	Robert	A.	"
BT	Sgt.	Wasemiller	Clifford	W.	"
TG	Sgt.	Settle	John	W.	"
FG	Sgt.	Fritsch	Homer	(NMI)	"

PLANE # 42-107113					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Stephens	Lloyd	J.	615th
CP	2nd Lt.	Wilt	Elmer	L.	"
N	2nd Lt.	Harper	Robert	F.	"
B	Sgt.	Whitlock	Howard	D.	"
RO	Sgt.	Huzinec	Andrew	(NMI)	"
TT	Sgt.	Graham	James	B.	"
BT	Sgt.	Wisdom	Kent	B.	"
TG	Sgt.	Brennan	William	J.	"
FG	Sgt.	Lewelling	Fred	E.	"

PLANE # 42-97664					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Maire	Frederick	N.	615th
CP	1st Lt.	Deen	Robert	M.	"
N	2nd Lt.	Momberger	Charles	M.	"
B	S/Sgt.	Landry	Lawrence	B.	"
RO	T/Sgt.	Mabrey	William	T.	"
TT	T/Sgt.	Barr	Thomas	H.	"
BT	S/Sgt.	Luther	Richard	H.	"
TG	Sgt.	Wiegel	Clifford	W.	"
FG	S/Sgt.	Nowak	Frank	F.	"

- Continued -

Loading list. (Continued)

PLANE # 44-6146

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Bennett	Clifton	S.	615th
CP	2nd Lt.	Stevenson	Joseph	G.	"
N	2nd Lt.	Hamilton	Charles	W.	"
B	Sgt.	Ely	Clavin	P.	"
RO	Pfc.	Hanes	Billy	R.	"
TT	Pfc.	Henley	James	H.	"
BT	Sgt.	Spoor	Richard	A.	"
TG	Sgt.	Hartwick	Frederick	W.	"
FG	Sgt.	Joyner	Oliver	H.	"

PLANE # 43-38077

P	1st Lt.	Djernes	Carl	P.	615th
CP	2nd Lt.	Spiva	Raymond	H.	"
N	1st Lt.	Hoffman	Lloyd	G.	"
B	Sgt.	Reiher	RICHARD Gordan	M. A.	"
RO	S/Sgt.	LaCourse	Lucien	(NMI)	"
TT	S/Sgt.	Chiu	Donald	(NMI)	"
BT	Sgt.	Bill	Richard	H.	"
TG	S/Sgt.	O'Donoghue	Henry	J.	"
FG	Sgt.	Akins	Ora	R.	"

PLANE # 44-8259

614th

P	1st Lt.	Turk	Laurel	A.	615th
CP	1st Lt.	Sinkking	John	W.	"
N	1st Lt.	Cone	Allan	L.	"
B	1st Lt.	Tharpe	Robert	W.	"
B	1st Lt.	Hecker	Robert	L.	"
RO	T/Sgt.	Dupuis	Cyraque	J.	"
TT	T/Sgt.	Wieselthier	Simon	(NMI)	"
TG	S/Sgt.	Vecchio	Murray	N.	"
FG	S/Sgt.	Osborne	Peter	J.	"

PLANE # 43-37551

P	1st Lt.	Jordan	Robert	E.	615th
CP	2nd Lt.	Reinhard	Edward	O.	"
N	F/O	Braslawsky	Max	(NMI)	"
B	Sgt.	Carlson	Verner	A.	"
RO	Pvt.	Maldin	Harold	M.	"
TT	S/Sgt.	Anderson	Howard	E.	"
BT	Sgt.	Caruth	Merton	A.	"
TG	Pvt.	Corwin	Clarence	P.	"
FG	Sgt.	Seeley	Duane	F.	"

- Continued -

Loading list. (Continued)

PLANE # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Smith	Samuel	R.	615th
CP	2nd Lt.	Miller	Walter	A.	"
N	F/O	Andler	Lyle	E.	"
B	2nd Lt.	Biasella	Armond	R.	"
RO	Sgt.	Herchenroether	Raymond	A.	"
TT	Sgt.	Dilz	Reinhold	J.	"
BT	Sgt.	McDow	Miles	J.	"
TG	Sgt.	Westman	Robert	J.	"
FG	Sgt.	Reckers	Russell	E.	"

PLANE # 42-97869

P	1st Lt.	Jones	Robert	S.	615th
CP	2nd Lt.	Dunigan	Maurick	(NMI)	"
N	F/O	Steinman	Philip	B	"
B	S/Sgt.	Carr	Richard	W.	"
RO	S/Sgt.	DeLong	Billie	D.	"
TT	S/Sgt.	Kozyra	Joseph	J.	"
BT	Sgt.	Nelson	Howard	W.	"
TG	Sgt.	Foutch	James	W.	"
FG	Sgt.	Geiger	Lewis	O.	"

PLANE # 43-38425

P	1st Lt.	Callahan	Raymond	J.	615th
CP	2nd Lt.	Cosden	Byran	L.	"
N	2nd Lt.	Connell	Hall	T.	"
B	S/Sgt.	Peltz	Chester	C.	"
RO	S/Sgt.	Weinstein	Bernard	B.	"
TT	TE/Sgt.	Commizgaro	Ralph	J.	"
BT	S/Sgt.	Gremillion	John	E.	"
TG	S/Sgt.	Swatski WOFFORD	Edward DEWEY	E. B.	"
FG	Sgt.	Wagner	Aloysius	E.	"

PLANE # 44-8449 613th

P	Captain	Dempsey	Ralph	M.	615th
CP	Lt. Col.	Seawell	William	T.	Gp
N	1st Lt.	Wilhelm	Andrew	C.	615th
N	Captain	Sellers	Cloyd	W.	"
N	1st Lt.	Walters	Donald	E.	"
B	Captain	Dolan	William	W.	"
RO	T/Sgt.	Virgona	Angelo	J.	"
TT	T/Sgt.	Beeson	Charles	W.	"
TG	1st Lt.	Higgs	Walter	M.	"
FG	S/Sgt.	Seaton	Clarence	H.C.	"

- E N D -

LEAD SQ 94TH B GROUP

Combat Sq. Leader: **CAPT LOCHER** Date: **3 Feb 45**

Deputy Sq. Leader: **LT TAUSIG**

Deputy Co. Leader: **LT TAUSIG**

*10 X 500 lbs 1/10 1/40
Map Gas load.*

613 SQDN **612 SQ JALOCK**
613 IN MACO
614 IN COLFCOLUB
615 IY BOLLARD

RIEGLER (LOCHER)
IN P 8449 PFF

SPEER (MALONEY) **TAUSIG**
IN B 6132 **IN Q 8550 PFF**

613 SQDN **614 SQDN**
SCHELLER **BABCOCK**
IN R 6115 **IN F 7395**

CAREY **COX** **RICHARDSON** **MORAN**
IN N 8862 **IN H 8607** **IN P 2012** **IN K 8677**

CURRAN
IN K 1072

KELSO **HART**
IN G 8791 **IN U 7706**

NEOLSON
IN D 6588

SPARE LEAD (PFF) **SC U 7947 Disp 19**
(VIS) **IN L 8941 Disp 38**
GND SPARES **IY R 6146 Disp 30**
SC B 1662 Disp 20

MONITOR A/C IN L 0001 Maj De Jonckheere
Normal gas on Monitor ship 001

*2:30 - Breakfast
3:30 - Briefing
5:30 - status*

LOW SQDN. 94TH "B" GROUP

Combat Sq. Leader: LT. SCHAUNAMAN Date: 3 FEB. 1945

Deputy Sq. Leader: LT. ASCHENBACH

Deputy Co. Leader: LT. TAUSIG

612 SQDN. 612 SC JADVOCK
613 IN MARCH
614 IW GOLFCRUS
615 IY BOZZARD

SCHAUNAMAN
SC Q 1891
153

LOVELL
SC T 8788

ASCHENBACH
SC C 9993

612 SQDN.

614 SQDN.

ROADMAN
SC 662
SC D 6992 Eng. Trouble #2

ST. AUBYN
IW N 8738

FRENCH
SC N 6506

COMER
SC F 8541

WHITE
IW Q 7478

STAUFFER
IW O 7602

SCHLIEMANN
SC M 7039

SMITH
SC A 7628

HUDNALL
SC S 8680

SPARES

HOWARD
SC R 2393

PFF SPARE LD. SC U 7947 DISP 19
VIS SPARE LD. IN L 8941 DISP 38

GND SPARES IY R 6146 DISP 30
SC B 1662 DISP 20

HIGH SQDN. 94TH "B" GROUP

Combat Sq. Leader: LT. HASKETT Date: 3 FEB. 1945

Deputy Sq. Leader: LT. TURK

Deputy Gp. Leader: LT. TAUSIG

615 SQDN. 612 SC JAWOCK
613 IN MACRO
614 IW GOLFOLDB
615 IY SWILLARD

HASKETT

IY S 8653(PFF)

CALLAHAN

TURK

IY K 8425

IY Q 8077

615 SQDN.

614 SQDN.

JONES

THOMPSON, R.

IY A 7869

IW T 8646

MAIRE

JORDAN

KING

HARTSOCK

IY O 8779

IY L 7551

IW A 6508

IN A 8458

DJERNES

IY C 2468

SMITH

CRACRAFT

IY B 1730

IY G 1983

SPARES

STEPHENS

IY J 7113

EFF SPARE LD. SC U 7947 DISP 19
VIS SPARE LD. IN L 8941 DISP 38
GND SPARES IY R 6146 DISP 30
SC B 1662 DISP 20

SECRET

BRISFING NOTES

DATE: _____

DUTY OFFICER: _____
BRISFING OFFICER: _____

1. TARGETS AND IPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: PLAN A GQ 1512 Sutzendorf - Compressor house of one of Germany's medium sized Synthetic Oil Plants

13 MILES SSW of Halle - 275,000 tons per year.

PLAN B - Berlin

Secondary: GH 584 City of this city - DRESDEN

Last Resort: Chemnitz - City of this city.

(2) Other Groups in 96th CW: All groups same

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

40th A, B, C

94th A, B, C

1st A, B, C

b. 2nd AD: Plan A - Magdeburg; Plan B - Magdeburg or Berlin

c. 3rd AD: PLAN A - Berlin; Plan B - Berlin

2. ROUTES (ALL THREE AD'S)

a. Points and Times of Departure from English Coast: _____

SECRET

SECRET

b. Fighter support: 10 - P-51's
1 close support

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: _____

b. Enemy fighters: _____

c. Smoke screens: _____

d. Camouflage: _____

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: _____

b. Air Commanders: _____

c. Zero Hour and Date: _____

d. General instructions pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: _____

b. Bomb Load (and Intervalometer Settings) _____

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

d. Screening Force: _____

SECRET

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. MURPHY DATE 2 Feb 1945
 PILOT LT. HAYES TAKE OFF 0719³⁰
 NAVIGATOR LT. MINOR AIRPLANE _____
 WING 44th B GROUP 401st SQDN High LANDED 1611
 OBJECTIVE _____ (MPI) _____
EISFELD, GERMANY
 METHOD OF ATTACK _____
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 11 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____
Lead A/C
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE 1 A/C TAIL _____
500# BK FUSING: NOSE 1/10 TAIL 1/40
 NUMBER OF BOMBS LOADED _____ RELEASED _____
110 110
 INFORMATION AT RELEASE POINT:
 Altitude of Target _____ Temp Aloft: Metro _____ Actual _____
820 _____ -48 Actual -38
 True Altitude above target _____ Mag Head, order _____ Actual _____
24300 _____ 103 _____ 335
 Ind. Altitude _____ True Heading _____
25800 _____ 240 Actual _____
 Pressure alt of target _____ Drift, Est _____ Actual _____
1200BSL _____ 2L _____ 3L
 Altimeter setting _____ True Track _____
29.32 _____ _____ 238
 C.I.A.S. _____ I.A.S. _____ Actual Range _____
150 _____ 150 _____ 5,103
 G.S. Est _____ Actual _____ B.S.Type _____
282 _____ 94 _____ 5-9
 Wind Direc Metro _____ Actual _____ Time of Release _____
270 _____ 333 _____ 11:46
 Wind Veloc. Metro _____ Actual _____ Intervalometer Setting _____
69 _____ 150 _____ 750
 D.S. _____ Trail _____ ATF _____ Length of Bombing Run _____
129 _____ 58 _____ 41.14 _____ 5min
 Tan. D.A. Est _____ Actual _____ C-1 Pilot _____ A-5 _____
.910 _____ 31 _____ OK _____
 Mean Temp: Metro _____ Actual _____ Manual Pilot _____
-18 _____ -15 _____ _____
 Type of Release: Lead A/C _____ Type of Release: Other A/C _____
Salvo _____ 75ft

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

J-A- 2

Reference Field Order 622

6 FEBRUARY

194 5

SUBJECT: Communications Report, Operational Mission No 204

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>4</u>
Splashers	<u>6</u>	3. HF/DF Bearings	<u>1</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>3</u>
Bunchers, England	<u>31</u>	5. Distress Action	<u>1</u>
Bunchers, Continent	<u>0</u>	6. Total A/C using Gee	<u>48</u> (48)

SECTION TWO - USE OF PFF

	H2X	Micro-H	
1. Total A/C dispatched	<u>5</u>	(5)	
2. Total A/C over target	<u>5</u>		
3. Total sets usable for bombing	<u>UNKNOWN</u>		

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>43</u>	(43)
2. Total A/C releasing Chaff	<u>41</u>	
3. Total number of units released	<u>17,712</u>	

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

(FIGURES IN PARENTHESIS DENOTE TOTAL A/C EQUIPPED.)

HAROLD M. KENNARD, JR.
 Capt, Air Corps,
 Gp Com O.

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S E C R E T

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

ASSIGNED... Lutskenhoff.....
 1. TARGET: DATE OF MISSION 8/2/45....
 BOMBED.... Measen-Misfeld.....

2. ROUTE AS FLOWN:
 As briefed to (5222-0829E)-(5222-0815E)-(5205-0932E)
 (5125-1040E)-(5109-1043E)-360 Deg. (5109-1021E)-(5105-1000E)-(5055-0940E)
 (5035-0800E)-(5132-0835E)-(5200-0829E)-(5226-0819E)-(5259-0800E)-
 (5243-0705E)-(5238-0437E)

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>5/10-9/10</u>	<u>7/10-10/10</u>
CONTRAILS - -	<u>None</u>	<u>None</u>
SEEN-UNSEEN -	<u>Seen & Unseen</u>	<u>Probably unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:
None

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

1005 hours-(5240-0437E)-Meager-Accurate-Tracking
1135 hours-5 mi. North of Harford -Meager-Accurate-Tracking

6. CHAFF; HOW DISCHARGED: 432 units-4 units every 10 seconds.
1120 hours-1127 hours-(1145hours-1157hours.)

7. POSITION OF GROUP: 94th. "A" Group-also High Sqdn 94th. "B"

8. DETAILS:-

SQDN: POS.	NO. A/C	DAMAGE MAJ. MIN.	A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
			AA	EA	ACC	UK	ATTK	WITH		
<u>94th.</u> <u>"A"</u>	<u>Lead</u>	<u>11</u>	<u>3</u>			<u>1</u>	<u>235M</u>	<u>310M</u>	<u>1156</u>	<u>24,500</u>
	<u>High</u>	<u>12</u>	<u>1</u>				<u>246M</u>	<u>345M</u>	<u>1158</u>	<u>24,000</u>
	<u>Low</u>	<u>12</u>	<u>1</u>				<u>284M</u>	<u>308M</u>	<u>1157</u>	<u>23,500</u>
<u>"B"</u>	<u>High</u>	<u>11</u>	<u>1</u>				<u>333M</u>	<u>333M</u>	<u>1146</u>	<u>25,000</u>
TOTALS	<u>46</u>	<u>6</u>				<u>1</u>				

9. COMMENTS - PHENOMENA:-

Bombed Misfeld (5026-1054E) with 94th. B Group