

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

MISSION No. **212**

Date: **22 FEB. 45**

TO: **LUDWIGSLUST, GER.**

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

I. MISSION SUMMARY REPORT

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

II. STATISTICAL SUMMARY OF OPERATIONS

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

401ST BOMBARDMENT GROUP (H)

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

D A Y

MISSION SUMMARY REPORT

MISSION # 212

DATE 22 February 1945

ASSIGNMENT

1. Assigned Target: LUDWIGSLUST, GERMANY
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group. Two PFF A/C were included in the lead squadron and one in each of the other two. A spare accompanied each formation.

EXECUTION

1. Target Bombed: LUDWIGSLUST, GERMANY
2. a. Group Leader: Major A. H. CHAPMAN (Brown)
 Lead Navigator: Capt. C. M. SMITH (Dresback-MO)
 Extra Navigator: F/O W. L. BRINER
 Lead Bombardier: 1st Lt. W. F. SCHIEFER
- b. Low Sqdn Leader: 1st Lt. J. W. MCGOLDRICK
 Lead Navigator: 1st Lt. L. G. LEWIS (Eaton-MO)
 Lead Bombardier: 1st Lt. G. W. PEEK
- c. High Sqdn Leader: Capt. J. P. GOODMAN
 Lead Navigator: 1st Lt. N. W. HYMAN (Barnes-MO)
 Lead Bombardier: 1st Lt. C. R. BURGE

3. Flight Over England:

a. Takeoff:

Takeoff was normal and in clear weather- all ships taking off in good order.

b. Squadron and Group Assemblies:

Assemblies were accomplished in a normal amount of time. Group assembly was moved up 2,000' to 12,000' about 15 minutes before leaving the buncher to avoid a low cloud layer that moved in. Group departed on time and on course at 12,000' with full 36 A/C formation plus three spares.

MISSION SUMMARY REPORT: (CONT)

3. c. Route Over England:

As briefed. Weather A/C recommended point A at 2,000' above briefed but this altitude had been gained in assembly already. 94th "B" and 94th "C" funneled in behind 94th "A" and a good wing formation was obtained. The 94th "A", "B" and "C" arrived at control point I on time and formed to the left of and abreast of 1st B and C groups who were 3 minutes late at control point #I.

4. Attack:

a. Flight to Target:

The 94th CBW stayed on the left of the column the entire route as 1st CBW was late. No prop wash was encountered and route was flown as briefed to CP #2. Clouds were over channel and target but a 16,000' penetration was an effective altitude. Let down was made prior to CP #2 on Buckeye recommendation. Target weather indicated a 11,000' bomb run to be necessary so a let down was begun to 11,000' in Hanover area so navigator could obtain wind. Group overshot turn at turn before IP 10 miles and could not get back on course as 94th "B" and "C" were bombing another target between our position and our briefed course. Group went in East of briefed course but seather was clear and target was picked up and bombed effectively with 36 A/C.

b. Bombing Runs:

Lead Sqdn. In trying to avoid some flak areas we got a little off course and missed the IP by about 8 to 10 miles. We unocvered, made the turn, and got on a good heading for the target. We were first in. The bombardier picked up the target, synchronized on the assigned MPI and salvoed his bombs with excellent results. All other ships salvoed on him. The AFCE worked okay.

Low Sqdn: We unocvered at the IP to make individual squadron visual runs. There were no clouds in the sky but haze restricted visibility somewhat. The bombardier had drift and the tangent preset quite accurately. As we neared the release point the bombardier saw that the lead squadron hit the MPI squarely so he changed his aiming point to a point outside of the lead's smoke and down the tracks a little. All ships salvoed. The AFCE was okay. Results were excellent.

High Sqdn: We unocvered at the IP to make an individual squadron run, visually. There were no clouds, but it was quite hazy. The bombardier used a large building short and to the right of the assigned aiming point to synchronize on because the smoke from the lead squadron obscured the assigned aiming point. He then moved the cross-hairs over to the assigned MPI but evidently not quite far enough for the bombs hit to the right and short of the assigned MPI. All ships salvoed. The AFCE was okay.

MISSION SUMMARY REPORT: (Cont)

4. c. Flight From Target:

Cloud layers at 15,000' caused the group to climb up through a thin layer to reach the top. 94th "A" group withdrew at 21,500' above overcast with 36 A/C along briefed course. Group stayed on top of overcast crossing channel but let down to 13,000'-on top.

d. Return to Base:

Camera ships and squadron leaders were dispatched to base at coast. Because of clouds over England the squadrons were ordered to separate from group and go to their stand off points. Lead squadron let down through a break east of the field and came in for a normal landing. All A/C returned safely to home base.

e. Weather:

Weather upon reaching the continent was described as 1/10ths to 5E, increasing to 3-5/10ths middle clouds at 10-12,000', breaking just before target, weather was clear with slight haze, visibility 15 to 20 miles. Light, non-persistent, contrails were encountered enroute and over target.

f. Fighter Support:

Fighter support was described as excellent during entire route.

g. Comments on Formation:

Formation was superior entire route and on bomb run left nothing to be desired.

h. Conclusions and Recommendations:

All pilots should be commended for excellent formation. Poor planning resulted in 94th CBW flying through 2nd A.D. assembly area while 2nd A.D. was in assembly process.

5. Aircraft Not Attacking:

None.

6. Enemy Opposition:

No air opposition encountered. (See Flak Report for Flak)

7. Battle Damage:

None.

8. Casualties:

None.

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

MISSION SUMMARY REPORT (Cont)

10. Bombing Data:

a. Observations:

Lead Sq: Bomb strikes ~~wevered~~ the MPI in an excellent, compact pattern.

Low Sq: Bombs struck to the right of the lead squadrons in a very tight pattern.

High Sq: Bombs fell short and to the right of the lead squadron's bombs.

b. Disposition of Bombs:

Lead Sq: Of the 12 scheduled A/C EET, 11 attacked the primary target, dropping 96 X 500# RDX and 36 X 500# GP bombs. One A/C #758 dropped 12 X 500# RDX's on T. of O. (Hagenow) when bomb bay doors failed to complete circuit during run on primary. Spare A/C returned 12 GP's to base.

Low Sq: All 12 scheduled A/C EET and attacked the primary target, dropping 107 X 500# RDX and 36 X 500# GP bombs. Spare A/C returned 12 X 500# RDX bombs to base.

High Sq: 12 Scheduled A/C EET and attacked ~~thh~~ primary target, dropping 137 X 500# RDX bombs. A/C #810 had RS2 release trouble and jettisoned 6 X 500# RDX's NW of target. Spare A/C returned its load of 12 RDX bombs to base.

c. Tabular Summary of Disposition of Bombs:

| | Aircraft | | Bombs | | | |
|----------------------------------|-------------|---------|--------------|--------------|-----------|------------------------|
| | Over Target | Bombing | Number | Size | Type | Fusing Nose Tail |
| Main Bombfall | 36 | 35 | (340 (72 | 500# 500# | RDX GP | 1/10 1/40 1/10 1/40 |
| Other Attacks (T. of O) | (1) | 1 | 12 | 500# | RDX | 1/10 1/40 |
| Total Bombs on Target | | | 352 72 | 500# 500# | RDX GP | 1/10 1/40 1/10 1/40 |
| Other Expenditures | | | 6 | 500# | RDX | 1/10 1/40 |
| Bombs Returned | | | 24 12 | 500# 500# | RDX GP | 1/10 1/40 1/10 1/40 |
| Total (Loaded on A/C Taking Off) | | | 382 84 | 500# 500# | RDX GP | 1/10 1/40 1/10 1/40 |

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

8226 EASTMAN REGULAR SAFETY

ASSIGNED MPI

ACTUAL MPI



PATTERN: 1260 X 1260
Actual MPI: 1250 Right
630 Short
100% IN 2000

LOW SQUADRON

Pattern: 618 X 1854
Actual MPI: 782 Right
515 Short
100% IN 2000
30% IN 1000



LUDWIGSLUST

PATTERN: 639 X 1442
No Error
100% IN 2000
100% IN 1000
80% IN 500

Actual and Assigned MPI



8553 EASTMAN

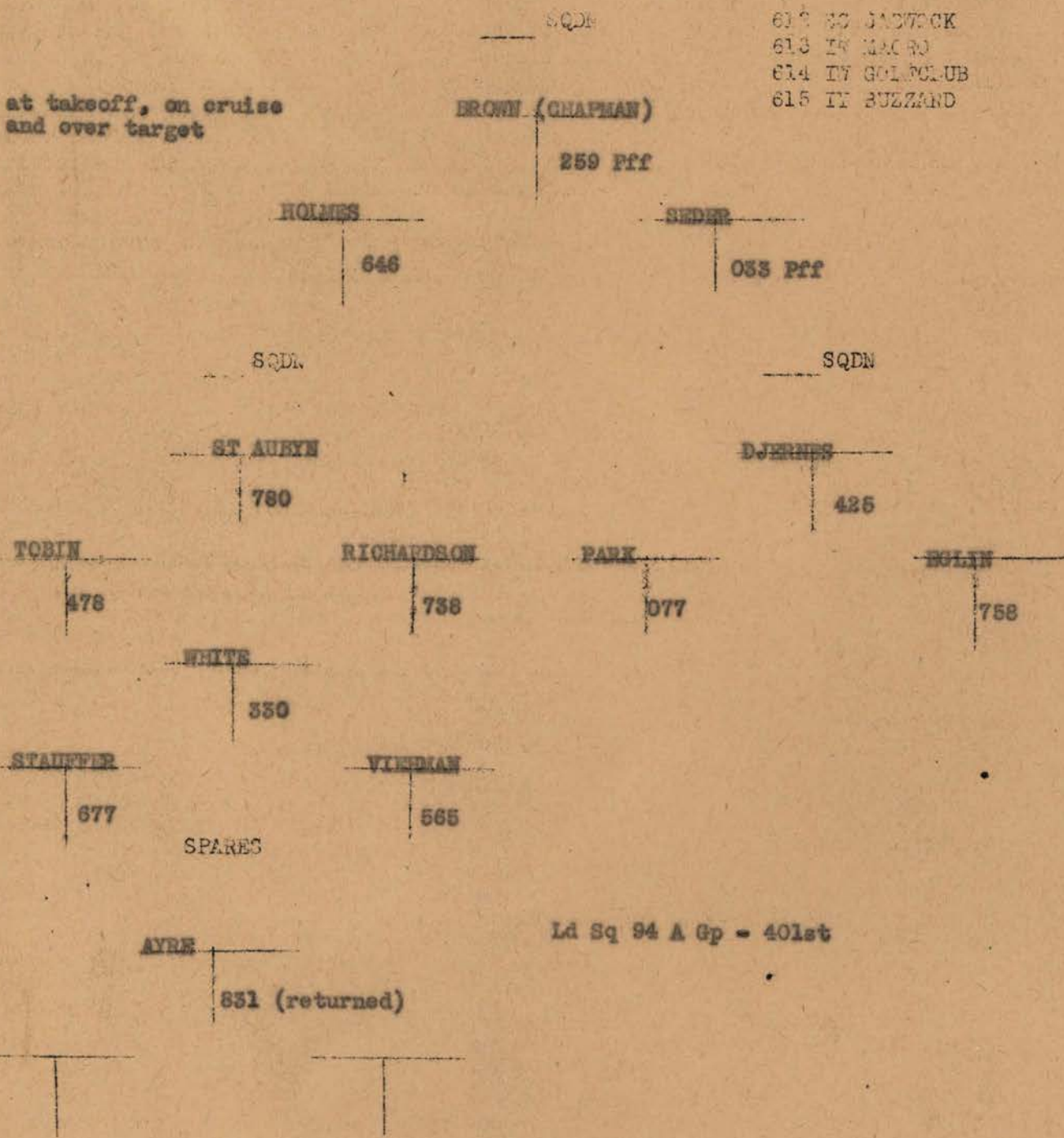
LEAD SQ.

Combat Squadron Leader: MAJ. CHAPMAN 22 Feb 45

Deputy Squadron Leader: _____

Deputy Gp. Leader: _____

at takeoff, on cruise
and over target



Ld Sq 94 A Gp - 401st

Combat Squadron: LT MC GOLDRICK 22 Feb 45

Deputy Squadron Leader: _____

Deputy Gp. Leader: _____

SQDN
615 MC JADWOCK
613 IV MACRO
614 IV GOL GOLUB
615 IV BUZZARD

at takeoff, on cruise
and over target

MC GOLDRICK
449 Pff

~~KELSO~~
791

~~TAUSIG~~
941

SQDN

SQDN

~~BAKER~~
588

~~GRACRAFT~~
541

~~BRADLEY~~
315

~~GURAN~~
072

~~SMITH~~
132

~~BERNEBURG~~
395

~~COE~~
706

~~MAHARICH~~
591

~~MAY~~
602

SPARES

Lo Sq 94 A Gp - 401st

~~MC KINNEY~~
947 returned
(~~ppppp~~)



Combat Sqn. CAPT GOODMAN 22 Feb 45

Deputy Sqn. Leader _____

Deputy Gp. Leader _____

at takeoff, on cruise
and over target

SQDN

- 615 30 JADDOCK
- 613 IN MACRO
- 614 IN GOLDBLUB
- 615 IN BUZZARD

GOODMAN

153 Pff

HOLT

628

BODDIN

891

SQDN

ROADMAN

992

SQDN

MAIRE

551

HUDNALL

380

FRENCH

506

BENNETT

146

STEPHENS

810

STRAUSS

637

NOLAN

788

HARVESON

398

SPARES

H1 Sq 94 A Gp - 401st

CAMPBELL

039 (returned)

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

Date 22 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Ludwigslust, 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 0810 hours.
- b. Group formed at 0930 hours on Cottesmore buncher.
at 12,000 ft.
- c. Wing assembly was completed at 1007 hours at 52-48N
- d. Route over England was (not) flown as briefed. 01-22E

Between Grantham and Swaffham swung wide because weather ship wind was not very good.

- e. Methods of navigation over England.

Cee, radio, pilotage

- f. Division formation was joined at 1015 hrs. at Lowestoft.
- g. Flight to I.P. was (~~not~~) as briefed.

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

Cee, Mickey, D.R., Pilotage

- i. Bomb run.

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

52-50N 11-17E

- (2) True heading over target 008.
- (3) Actual drift 4 Right.
- (4) Altitude over target 10900.
- (5) Time bombs away 1235.
- (6) Wind used for bombing 210/20K.
- (7) Method of target identification.

visual.

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

None

(9) Weather over Target.

No clouds. Ground haze.

(10) Axis of withdrawal 305

- j. Group rally was accomplished at 53-25N 11-24E at 12374 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.

^m
Gee, Mickey, D.R., Pilotage

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

q. Performance of equipment.

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

/s/ C. M. Smith
C. M. SMITH

Captain, A. G.

Lead Navigator, Lead Sq.

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

Date 22 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Ludwigslust, 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 0813⁺ hours.
- b. Group formed at 0936 hours on Cottesmore buncher.
at 12,000 ft.
- c. Wing assembly was completed at 1007 hours at 52-48N.
- d. Route over England was (~~not~~) flown as briefed. 01-22E

**Between Grantham and Swaffham swung wide because weather
ship wind was not very good.**

- e. Methods of navigation over England.

Gee, Radio, Pilotage

- f. Division formation was joined at 1015 hrs. at Lowestoft.
- g. Flight to I. P. was (~~not~~) as briefed.

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

Gee, ~~Radio~~, D.R. Pilotage

- i. Bomb run.

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

52-50N 11-17E

- (2) True heading over target 005.
- (3) Actual drift 9 Right.
- (4) Altitude over target 10300.
- (5) Time bombs away 1236.
- (6) Wind used for bombing 295/18.
- (7) Method of target identification.

VISUAL

(8) Difficulties on bomb run.

None

(9) Weather over Target.

Clear. Visual

(10) Axis of withdrawal 270

- j. Group rally was accomplished at 53-25N 11-24E at 1237½ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at _____ hrs.
- m. Flight home was (~~xxx~~) as briefed.

n. Methods of navigation on return route.

Pilotage, Gee, D.R.

- o. Winds aloft were (~~xxx~~) called out to the formation.
- p. Fighter rendezvous were (~~xxx~~), as briefed.

q. Performance of equipment.

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

/s/ Lester G. Lewis
LESTER G. LEWIS

1st Lt. A. C.

Lead Navigator, Low Sq.

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

Date 22 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Ludwigslust, 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 0814 hours.
- b. Group formed at 0945 hours on Cottesmore buncher.
at 12,000 ft.
- c. Wing assembly was completed at 1007 hours at _____.
- d. Route over England was ~~xxx~~ (not) flown as briefed. 52-48N
01-22E

Between Grantham and Swaffham swung wide because weather ship wind was not very good.

- e. Methods of navigation over England.

Geo, D.R., Pilotage

- f. Division formation was joined at 1015 hrs. at Lewestoft.
- g. Flight to I.P. was ~~xxx~~ (not) as briefed.

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

Mickey, D.R., Pilotage

- i. Bomb run.

(1) Actual I. P. was ~~xxx~~ (not) as briefed.
4' east of IP

- (2) True heading over target 360.
- (3) Actual drift 7 R..
- (4) Altitude over target 11,300.
- (5) Time bombs away 1236.
- (6) Wind used for bombing 333/30K.
- (7) Method of target identification.

Picture, Pilotage

(8) Difficulties on bomb run.

None

(9) Weather over Target.

7-8/10ths @ 12000

(10) Axis of withdrawal 320.

- j. Group rally was accomplished at 53-25N 11-24E at 1237 $\frac{1}{2}$ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at _____ hrs.
- m. Flight home was (~~xxx~~) as briefed.

n. Methods of navigation on return route.

D.R., Pilotage, Mickey

- o. Winds aloft were (~~xxx~~) called out to the formation.
- p. Fighter rendezvous were (~~xxx~~) as briefed.

Fighters excellent

q. Performance of equipment.

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

/s/ N. W. Hyman

N. W. HYMAN

1st Lt., A. C.

Lead Navigator, High Sq.

Air Commander - Maj. A. C. Chapman

FLIGHT PLAN 94th A, 7th

PILOT Capt. J. J. Brown

NAVIGATOR Capt. C. M. Smith - F/O W.L. Briner

DATE 22 Feb. 1945

| | | | | | | | |
|---------------|------------|---------|---------|-------|------|------|------|
| STATIONS | 0635 | ENGINES | 0735 | TAXI | 0750 | T.O. | 0805 |
| LEAVE BASE | COTTESMORE | 0922 | 15 min. | | 0937 | | |
| COAST OUT | | 1000 | | | 1015 | | |
| ENEMY COAST | | 1032 | | | 1047 | | |
| I.P. | | 1200 | | | 1215 | | |
| TARGET | | 1211 | | | 1226 | | |
| ENEMY COAST | | 1357 | | | 1412 | | |
| ENGLISH COAST | | 1454 | 1509 | ETR - | 1554 | 1549 | |

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

L. Hr. - 0900
Ref. alt - 10000
Bomb alt - 12000
Oxygen - 5 hr.

WATCH..... Fast Slow RATE.....secs/hour Gaining Losing
At..... G.M.T. Div. Assembly - Lowestoft to 52-44N 04-38E.

Letdown Cottesmore Buncher - Normal 010 Mag.

| FROM TO | Ass. 10000 Lead Cott. (Y) Buncher | W/V USED | HEIGHT | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRI-FT | TRUE HDNG. | VAR. | MAC. HDNG. | C. S. | DIST. | TIME | E.T.A. | CELESTIAL DATE TIME BODY ALT. AZI. |
|----------------------|-----------------------------------|------------|-------------|---------------|------------|--------|--------|------------|------|------------|-------|--------|---------------|-----------------------------|-------------------------------------|
| 52-44N 00-39W | | 260/30 | 10000 | 150 -7 | 151 | 002 | -11 | 351 | 11 | 002 | 155 | 11 | 04 | 0922 37 Depart 0926 0941 | |
| 52-55N 00-38W | | 263/30 | 12000 | 150 -9 | 155 | 108 | +5 | 113 | 10 | 123 | 181 | 51 | 17 | 0958 | |
| 52-39N 00-42E | | 265/30 | 13000 | 150 -11 | 158 | 068 | -3 | 065 | 10 | 075 | 187 | 27 | 09 | 1007 | |
| 52-49N 01-23E | | 266/30 | 13000 | 150 -11 | 159 | 144 | +9 | 153 | 9 | 162 | 172 | 24 | 08 1/2 | 1015 | English Coast, CP 1 1015 |
| 52-29N 01-45E | | 270/31 | 20000 | 150 -17 | 169 | 082 | -1 | 081 | 8 | 089 | 200 | 106 | 32 | 1047 | CP 2, 1047 |
| 52-44N 04-38E | | 235/40 | 20000 | 150 -25 | 179 | 095 | -11 | 084 | 7 | 091 | 196 | 120 | 37 1/2 | 1125 | |
| 52-24N 08-20E | | 240/40 | 20000 | 150 -25 | 179 | 124 | -7 | 117 | 6 | 123 | 210 | 18 | 5 1/2 | 1131 | |
| 52-38N 10-05E | | 240/36 | 16000 | 165 -16 | 184 | 077 | -11 | 066 | 5 | 071 | 185 | 65 | 21 1/2 | 1153 | |
| 52-39N 10-40E | | 004/34 | 12000 | 150 -10 | 157 | 086 | -12 | 074 | 5 | 079 | 149 | 21 | 09 | 1202 | |
| IP 52-258N 11-10E | | 004/34 | 12000 | 150 -10 | 157 | 045 | -8 | 037 | 4 | 041 | 130 | 27 | 12 1/2 1/2 | 1215 | IP 1215 |
| TAR 53-21N 11-29E | | 004/34 | 12000 | 150 -10 | 157 | 026 | -5 | 021 | 4 | 025 | 125 | 26 | 12 1/2 -1 1/2 | 1226 | TARGET 1226 |
| 53-25N 11-20E | | 005/35 | 13000 | 150 -11 | 158 | 305 | +11 | 316 | 4 | 320 | 138 | 6 1/2 | 3 1/2 | 1231 | |
| 53-21N 10-14E | | 009/39 | 16000 | 150 -13 | 163 | 264 | +13 | 277 | 5 | 282 | 169 | 40 | 14 1/2 | 1246 | |
| 52-24N 08-20E | | 242/36 | 16000 | 150 -16 | 167 | 230 | +12 | 242 | 5 | 247 | 177 | 90 | 30 1/2 | 1317 | |
| 52-34N 07-56E | | 240/36 | 16000 | 150 -16 | 167 | 304 | +7 | 311 | 6 | 317 | 136 | 18 | 08 | 1325 | CP 3, 1325 |
| 52-44N 04-38E | | 240/36 | 16000 | 150 -16 | 167 | 275 | +12 | 287 | 7 | 294 | 148 | 120 | 49 -2 | 1412 | Coast 1412 Div. Break-up |
| Cromer | | 255 258/29 | 9000 | 170 -16 | 169 | 275 | -3 | 272 | 8 | 280 | 141 | 66 101 | 28 57 | 1509 | English Coast 1509 |
| 52-56N 01-20E | | 244/22 | 2000 | 150 -13 | 132 | 253 | -1 | 252 | 10 | 262 | 110 | 35 | 19 | 1528 | Wing Break up |
| Base | | " | " | " | 132 | 247 | -1 | 246 | 10 | 256 | 110 | 39 | 21 | 1549 | ETR Stand off HI - Cott. 10 - Uppl. |
| Base Lowestoft | | 254/27 | 0 to 13000 | 150 -1 | 145 | 090 | +3 | 093 | 10 | 103 | 171 | 86 | 30 | 0942 1015 | LTCO Takes 33 min. to climb. |
| Cottesmore Lowestoft | | 264/30 | 10 to 13000 | 150 -10 | 156 | 100 | +3 | 101 | 10 | 108 | 185 | 89 | 29 | 0946 1015 | Last time for Group Departure. |

| TIME | COURSE | W/V USED &/OR D.R. DRIF | TRUE HDNG. | MAC. HDNG. | NAVIGATIONAL OBSERVATION | GENERAL OBSERVATION | I.A.S. MPH /K | HEIGHT & AIR TEMP. | T.A.S. | RUN | | G.S. | TO RUN | | E.T.A. |
|--|--------|-------------------------|------------|------------|---|---------------------|---------------|--------------------|--------|-------|------|------|--------|------|--------|
| | | | | | | | | | | DIST. | TIME | | DIST. | TIME | |
| | | | | | VHF - Authentication - "Jail Bait" Abandon mission - "Zebra-Mike-Peter" Chaff - Discharge 07-20E to 0820 (Same on return), and discharge 6 min. before the target and continue 9 min. Spares - Turn back at 04-00E. Interval - 2 min between Groups. Flak - 52-39N 10-05E. | | | | | | | | | | |
| *Note - Target by visual means only. Only one run authorized on primary and secondary. If unable to bomb, last resort target will be selected on withdrawal route. If H2K is attacked will be only in case no primary, secondary, or last resort visual target is available. | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | |
|------|-----|------------|-----|--|--|--|------------|-------------|-----|--|--|--|--|-----------|------|
| 0810 | | | | | T.O., Runway 23 | | 150 | | | | | | | | |
| 0832 | | VHF 260/28 | | | Cottesmore, circling 260/28K, VHF | | 150 139 | 10000 -4 | 152 | | | | | | |
| 0850 | | | | | Circling to form Group | | 150 | 10000 -4 | | | | | | | |
| 0913 | | | | | Climbed to 11000 to avoid clouds at 9500 | | 150 | 11000 -5 | 155 | | | | | | |
| 0925 | | | | | Climbing to 12,000 | | 150 | 11000 -5 | 155 | | | | | | |
| 0930 | | | | | Group formed | | 150 | 12000 -6 | 158 | | | | | | |
| 0937 | 001 | -10 | 351 | | Depart Cottesmore for Grantham | | 150 | 12000 | 158 | | | | | 161 11 04 | 1141 |

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 | |
| 0941 | 001 | -10 | 351 | | Pt. A 52-54N 00-35W, Gas. | | 150 | 12000 | 158 | 11 | 04 | 161 | | | |
| 0941 | 108 | -4 | 104 | | A/C to Swaffham | | 150 | 12000 | 158 | | | 184 | 51 | 16 | 0957 |
| 0947 | | | 104 | | 52-56N 00-06W, G. A/C to D. | | 150 | 12000 | 158 | | | | | | |
| 0947 | | | 135 | | A/C to D | | 150 | 12000 | 158 | | | | | | |
| 0951 | | | 135 | | 52-54N 00-03E, G. | | 150 | 12000 | 158 | | | | | | |
| 0953 | 124 | /11 265/46 | 135 | | 52-47N 00-19E, G. Wind 265/46 | | 150 | 12000 | 158 | 19 | 06 | 190 | 15½ | 05 | 0958 |
| 0958 | | | 135 | | 52-38N 00-38E, Pt. D | | 150 | 12000 | 158 | 51 | 17 | 189 | | | |
| 0958 | 068 | -4 | 064 | | A/C to North Walsham, Pt. E | | 150 | 12000 | 158 | | | 202 | 30 | 09 | 1007 |
| 1000 | | | 160 | | 52-37N 00-46E, G. | | 150 | 12000 13000 | 160 | | | 202 | 20 | 07 | 1007½ |
| 1003 | | | 160 | | 52-42N 01-00E, G. | | 150 | 12500 | 160 | 10 | 03 | 200 | 16 | 05 | 1008 |
| 1007½ | | | 160 | | 52-48N 01-22E, G. Wing Formed | | 150 | 13000 | 160 | | | | | | |
| 1007½ | | | 152 | | A/C to CP 1 | | 150 | 13000 | 160 | | | 174 | 22 | 07½ | 1015 |
| 1011 | | | 152 | | 52-43N 01-31E, G. | | 150 | 13000 | 160 | | | 174 | 15 | 05 | 1016 |
| 1015 | 115 | /10 270/34 | av. 155 | | CP #1. On time, on course. Wind 270/34K | | 150 | 13000 | 160 | 22 | 07½ | 176 | | | |
| 1015 | 082 | -2 | 080 | | A/C to CP #2. In Division line | | 150 | 13000 16000 | av. 169 | | | 202 | 106 | 31½ | 1046½ |
| 1019 | | | 089 | | 52-31N 02-00E, G. | | 150 | 13000 | 160 | | | | | | |
| 1024 | 079 | /4 | 083 | | 52-35N 01-29E. Begin climb | | 150 | 13000 | 160 | 18½ | 05 | 222 | 79 | 21 | 1045 |
| 1029 | 079 | /4 | 083 | | 52-36N 02-49E. Wind 220/22K (?) | | 150 | 13800 -10 | 160 | 30 | 10 | 180 | | | |
| 1034 | | -2 | 085 | | 52-37N 03-20E, D.R. | | 150 | 15000 -13 | 163 | | | | | | |
| 1038 | 087 | -2 | 085 | | 52-38N 03-39E | | 150 | 16000 -14 | (av.) 164 | 30 | 09 | 200 | 36 | 10½ | 1048 |
| 1038 | 087 | -2 275/36 | 085 | | Level off. Wind 275/36K | | 150 | 16000 -14 | 168 | | | | | | 1048 |
| 1042 | | | 085 | | 42-40½N 04-00E | | 150 | 16000 | 168 | | | | | | |
| 1050 | 087 | -2 | 085 | | CP 2. On course, 3 min. late | | 150 | 16000 | 168 | 106 | 35 | 180 | | | |
| 1050 | 095 | -1 | 094 | | A/C to 52-34N 07-56E | | 150 | 16000 | 168 | | | 205 | 120 | 35 | 1125 |
| 1056 | 090 | 0 | 090 | | 52-45N 05-00E, Pilotage | | 150 | 16000 | 168 | 17½ | 06 | 175 | 102½ | 35 | 1131 |
| 1106 | | 295/18 | 098 | | 52-43N 05-58E, Pilotage. Wind 295/18K | | 150 | 16000 | 168 | 49 | 16 | 184 | | | |
| 1109 | 090 | -2 | 092 | | Over Mappel, 52-42N 06-11E | | 150 | 16000 | 168 | 58 | 19 | 184 | | | |
| 1112 | | | 092 | | 52-43N 06-26E. Left of course due to Group ahead. | | 150 | 16000 | 168 | | | | | | |
| 1112 | | | 100 | | " " | | 150 | 16000 | 168 | | | | | | |
| 1116 | | | 100 | | 52-41N 06-46E, G. | | 150 | 16000 | 168 | 12½ | 04 | 187 | 43 | 14 | 1130 |
| 1122½ | | | 100 | | 52-37N 07-19E, Pilotage | | 150 | 16000 | 168 | | | | | | |
| 1124 | 093 | -2 | 091 | | 52-36N 07-27E. Start letdown to 15000 | | 160 138 | 16000 | 175 | | | 193 | 18 | 05½ | 1129½ |
| 1129 | 093 | -2 | 091 | | 52-33N 07-57E, Pilotage | | 150 | 16000 | 168 | 120 | 39 | 184 | | | |
| 1129 | 124 | /1 | 125 | | A/C to 52-24N 08-20E | | 150 | 16000 | 168 | | | 184 | 18 | 06 | 1135 |
| 1136 | | | 125 | | 52-23N 08-22E, Pilotage | | 150 | 16000 | 168 | 20 | 07 | 172 | | | |
| 1136 | 077 | -4 | 073 | | A/C to 52-38N 10-05E | | 150 | 16000 | 168 | | | 181 | 65 | 21½ | 1151½ |
| 1140 | 076 | -3 | 073 | | Bomb drift | | 150 | 16000 | 168 | | | | | | |
| 1144½ | | | 073 | | 52-27N 08-42E, H. | | 150 | 16000 | 168 | | | | | | |
| 1147 | | | 065 | | 52-32N 09-06 E, Pilotage | | 150 | 16000 | 168 | 28 | 11 | | | | |
| 1150 | | | 060 | | 52-34N 09-25E | | 150 | 16000 | 168 | 39½ | 14 | 170 | | | |
| 1154 | 069 | -1 | 070 | | | | 150 | 13000 | 168 | | | | | | |

FLIGHT RECORD

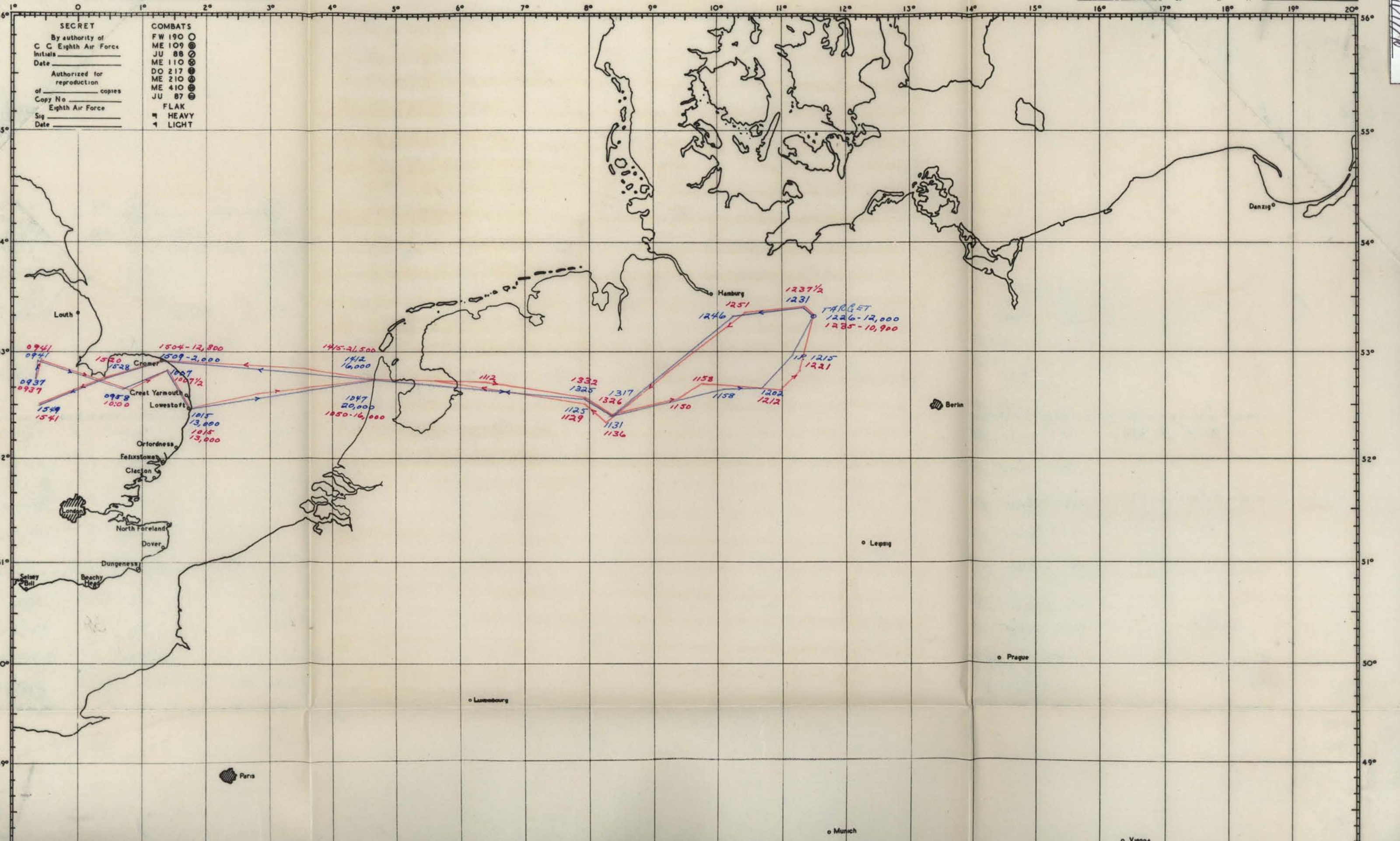
| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNC. | MAG. HDNC. | NAVICATIONAL OBSERVATION | GENERAL OBSERVATION | IAS. MPH. /K | HEIGHT & AIR TEMP. | T.A.S. | RUN | | C. S. | TO RUN | | E.T.A. |
|-------|--------|--------------------------|------------|------------|--|---------------------|--------------|--------------------|------------|-------|------|------------|--------|------|--------|
| | | | | | | | | | | DIST. | TIME | | DIST. | TIME | |
| 1250 | 264 | 295/45K | 270 | | Lavenburg. Wind 295/45K | | 150 | 13000 | | 12 | 06 | 120 | 11 | 05½ | 1255½ |
| 1251 | | | 270 | | A/C 53-22N 10-26E, Pilotage | | 150 | 13100 | | | | | | | |
| 1251 | 230 | A15 | 245 | | A/C | | 150 | 13100 | | | | 136 | 97 | 42 | 1233 |
| 1254 | 235 | A10½ | 245 | | 53-24N 10-22E, H. | | 150 | 15000 | | | | | | | |
| 1258½ | | | 245 | | 53-15N 10-00E, H. | | 150 | 16000 | | | | | | | |
| 1301 | | | 245 | | 53-10N 09-52E, H. | | 150 | 16000 | | | | | | | |
| 1303 | 230 | A15 | 245 | | 53-06N 09-46E, H. | | 150 | 17000 -19 | | | | | | | |
| 1308 | 230 | A15 | 245 | | 53-02N 09-40E, H. On course | | 150 | 18000 | | | | | | | |
| 1312 | 230 | A15 300/45 | 245 | | 52-48N 09-09E, Pilotage Wind 300/45K | | 150 | 20000 -22 | av. 172 | 34 | 13½ | 152 | 39 | 15½ | 1327½ |
| 1320 | | | 245 | | 52-36N 08-40E Climb again | | 150 | 20000 | av. 174 | | | | | | |
| 1320 | | | 245 | | 52-36N 08-40E 100 change to avoid flak area. High Dummer Lake | | 150 | 20000 | | 50 | 17 | 176 | | | 1326 |
| 1326 | | | 235 | | A/C 52-22N 08-18E | | 150 | | | 90 | 35 | 154 | | | |
| 1326 | | | 305 | | Drift to edge flak area. | | 150 | 21000 | 182 | | | | | | |
| 1332 | | | 320 | | O.P. #3. On course, 7 min late 52-32N 07-54E | | 150 | 21500 | 184 | | | | | | |
| 1332 | 275 | A7 | 282 | | A/C to continental coast | | 150 | -25 21500 | 184 | | | 140 | 120 | 51 | 1423 |
| 1334 | 275 | A11 | 284 | | 52-33N 07-45E, G. | | 150 | 21500 | 184 | | | | | | |
| 1338 | 279 | A11 | 290 | | 52-35N 07-33E, G. | | 150 | 21500 | 184 | | | | | | |
| 1341 | | | 290 | | 52-37N 07-18E, G. | | 150 | 21500 | 184 | 17½ | 07 | 150 | 97½ | 39 | 1420 |
| 1343 | | | 282 | | 52-37N 07-07E, P.P. | | 150 | 21500 | 184 | | | | | | |
| 1348 | | | 282 | | 52-38N 06-45E | | 150 | 21500 | 184 | 20 | 07 | 171 | 76 | 26½ | 1414½ |
| 1353 | | | 282 | | 52-41N 06-23E | | 150 | 21500 | 184 | 19½ | 05 | av. 162 | 62½ | 23 | 1416 |
| 1357 | | | 282 | | 52-42N 06-03E | | 150 | 21500 | 184 | | | | | | |
| 1403 | | | 282 | | 52-44N 05-36E | | 150 | 21500 | 184 | 28½ | 10 | 170 | 35 | | |
| 1403 | | | 275 | | Wind shift. --- | | | | | | | | | | |
| 1407 | | | 260 | | 52-48N 05-21E | | 150 | 21500 | 184 | | | | | | |
| 1415 | 275 | -1 | 274 | | Enemy Coast, on course 52-44N 04-38E | | 150 | 21500 | 184 | 120 | 43 | 167 | | | |
| 1415 | | 295/18 | 275 | | Start let down Wind 295/18 | | 150 | -22 21000 | 209 | | | | | | |
| 1422 | | | 273 | | 52-38N 04-09½E | | 150 | 19000 | | 18½ | 7 | 159 | | | |
| 1425 | 284 | -4 | 280 | | 52-49N 03-52E | | 170 | 17000 | 200 | 28½ | 10 | 171 | 93 | 34 | 1459 |
| 1429 | | 255/35 | | | 52-50N 03-36E | | 170 | 15000 | | 38 | 14 | 163 | | | |
| 1438 | | | 272 | | 52-51N 02-57E | | 170 | 13000 | | 24 | 09 | 160 | 59 | 22 ½ | 1502 |
| 1449 | | | 273 | | 52-52½N 02-06E | | 150 | 12800 | | 24½ | 11 | 134 | 35 | 16 | 1505 |
| 1455 | 275 | 250/28 | 275 | | 52-53N 01-55E, G. | | 150 | 12800 | 159 | 13 | 06 | 130 | 22 | 10 | 1505 |
| 1500 | | 275/29 | 275 | 265 | 52-55N 01-35E, G. | | 150 | 12800 (-8) | 159 | 25 | 11 | 136 | | | |
| 1504 | | | 275 | | 52-56N 01-19E, G. | | 150 | 12800 | | | | | | | |
| 1512 | | 280/30 | 250 | 242 | 52-48N 00-51E, G. | | 170 | 9000 | | 18½ | 8 | 139 | 46 | 20 | 1532 |
| 1520 | | | 200 | | 52-48N 00-32E, G. S- turn | | | 5000 | | | | 130 | 44 | 20 | 1540 |
| 1525½ | | | 200 | | 52-27N 00-13E | | | | | | | | | | |
| 1529 | | | 300 | | 52-24N 00-00 | | | 3000 | | | | | | | |
| 1535 | | | | | Heading in on Geo. | | | | | | | | | | |
| 1541 | | | | | Base | | | 2000 | | | | | | | |
| 1543 | | | | | Landed | | | | | | | | | | |

TRACK CHART

DATE Feb. 22 1942

TARGETS
PRIMARY LudwigsLust, Germany

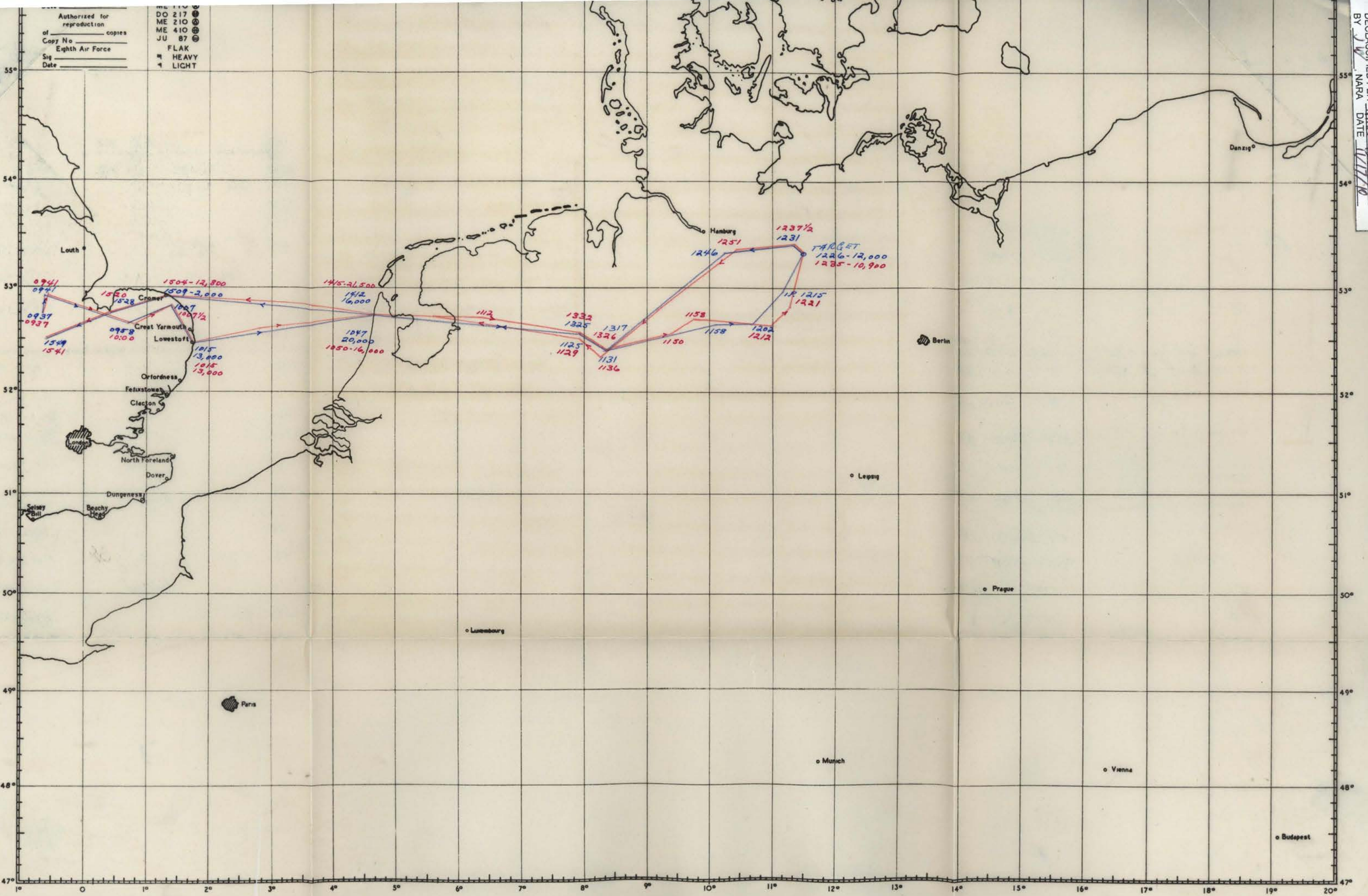
Blue ROUTE FOLLOWED BY Briefed
Red 401st B.G.(H)



Authorized for reproduction of _____ copies
Copy No _____
Eighth Air Force
Sig _____
Date _____

DO 217
ME 210
JU 87
FLAK
HEAVY
LIGHT

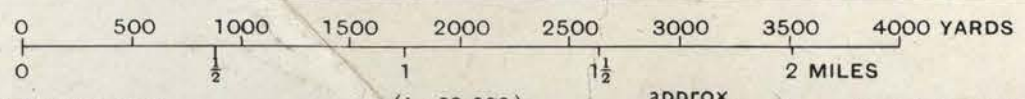
DECLASSIFIED PER ANI 745605
BY NARA DATE 11/17/10



Target No.
3/AIR/73

AIRFIELD — LUDWIGSLUST (GERMANY)
G.S.G.S. 4416. Sheet L6. Lat. 53° 18' N.
RY 5129. Long. 11° 30' E.

Illustration No. Primary
3/AIR/73/3



Photographed 19 August 1944

(1 : 32,000)

Issued December 1944



A.I.3c (1)

TYPE A

Illustration No.
3/AIR/73/3

STATISTICAL SUMMARY OF OPERATIONS

AOLAS Group

1st BD F. C. 637

Date of 22 Feb 45

| | LEAD | | LOW | | HIGH | PFF |
|------------------------------------|----------------------|----------------|----------------|----------------|-----------------|-----------|
| | | PFF - GH | | PFF - GH | | |
| 1. No. of A/C Failing to Take Off | * | - | - | - | - | - |
| 2. No. of A/C Airborne | 11 | 2 | 12 | 1 | 12 | 1 |
| 3. No. of A/C Airborne Less Spares | 10 | 2 | 11 | 1 | 11 | 1 |
| 4. No. of A/C Sorties | 10 | 2 | 11 | 1 | 11 | 1 |
| 5. No. of A/C Attacking | 10 | 2 | 11 | 1 | 11 | 1 |
| 6. No. of A/C Not Attacking | - | - | - | - | - | - |
| (a) Early Returns Included | | | | | | |
| 7. Name of Primary Target | LUDWIGSLUST, GERMANY | | | | | |
| (a) No of A/C Attacking | 90 | 2 | 11 | 1 | 11 | 1 |
| (b) No., Size & type of bombs | 72 500# RDX | 12 500# RDX | 97 500# RDX | 10 500# RDX | 126 500# RDX | 11 RDX |
| | 24 500# GP | 12 500# GP | 35 500# GP | 1 500# GP | | |
| 8. Name of Secondary Target | | | | | | |
| (a) No of A/C Attacking | | | | | | |
| (b) No., Size & type of Bombs | | | | | | |
| 9. Name of Last Resort Target | | | | | | |
| (a) No. of A/C Attacking | | | | | | |
| (b) No., Size & type of Bombs | | | | | | |
| 10. Name of Target of Opportunity | HAGENOW, GERMANY | | | | | |
| (a) No. of A/C Attacking | 1 | | | | | |
| (b) No., Size, & type of Bombs | 12 500# RDX | | | | | |
| 11. Name of Target Opportunity | | | | | | |
| (a) No. of A/C Attacking | | | | | | |
| (b) No., Size & type of Bomb | | | | | | |
| 12. No of A/C Lost - TOTAL | - | - | - | - | - | - |
| 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 | 0810 | 1813 $\frac{1}{2}$ | 0814 |
| 19. Time of Attack | 1235 | 1236 | 1236 |
| 20. Average Time of Flight | 7.5 | 7.5 | 7.5 |
| 21. Altitude of Release | 11,200 | 10,500 | 11,660 |
| 22. Visual or PFF | VIS | VIS | VIS |
| 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 | EXCELLENT | EXCELLENT | FAIR |

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as follows: NONE

NOTES: NONE

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. SCHIEFER DATE 22 Feb 1945

PILOT CAPT BROWN TAKE OFF 0812

NAVIGATOR CAPT SMITH AIR PLANE _____

WING 9th A GROUP 401st SQDN Lead LANDED 1546

OBJECTIVE LUDWIGSLUST, GERMANY (MPI) _____

METHOD OF ATTACK _____
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

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

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

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

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

NUMBER OF BOMBS LOADED 108 RDX -- 36 GP RELEASED 108 RDX -- 36 GP

INFORMATION AT RELEASE POINT:

Altitude of Target 140 Temp Aloft: Metro -10 Actual -6

True Altitude above target 11200 Mag Head, order 025 Actual 012

Ind. Altitude 10900 True Heading 008

Pressure alt of target -588 @ SL Drift, Est 5R Actual 4R

Altimeter setting 29.92 True Track 012

C.I.A.S. 150 I.A.S. 150 Actual Range 6,046

G.S. Est 146 Actual 160 B.S. Type M-2

Wind Direc Metro 005 Actual 335 Time of Release 1235

Wind Veloc. Metro 40 Actual 22 Intervalometer Setting Salvo

D.S. 193.0 Trail 38 ATF 27.20 Length of Bombing Run 8min

Tan. D.A. Est .470 Actual .54 C-1 Pilot OK A-5 --

Mean Temp: Metro -1 Actual 1 Manual Pilot --

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

Ascify that the above figures have been checked and are correct.

MYLES R. BUSSE
1st Lt, Air Corps
Asst Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. PEEK DATE 22 Feb 1945

PILOT LT. HOGGELIRICH TAKE OFF 0814

NAVIGATOR LT. LEWIS AIRPLANE _____

WING 94th A GROUP 401st SQDN Low LANDED 1541

OBJECTIVE LUDWIGSLUST, 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# RDX FUSING: NOSE 1/10 TAIL 1/40

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

NUMBER OF BOMBS LOADED 107 RDX - 36 GP RELEASED 107 RDX -- 36 GP

INFORMATION AT RELEASE POINT:

Altitude of Target 140 Temp Aloft: Metro -10 Actual -5

True Altitude above target 10500 Mag Head, order 025 Actual 009

Ind. Altitude 10300 True Heading 006

Pressure alt of target -5382SL Drift, Est 5R Actual 3R

Altimeter setting 29.92 True Track 014

C.I.A.S. 150 I.A.S. 150 Actual Range 5,320

G.S. Est 146 Actual 164 B.S.Type M-3

Wind Direc Metro 005 Actual 300 Time of Release 1235

Wind Veloc. Metro 40 Actual 27 Intervalometer Setting Salvo

D.S 200.2 Trail 35 ATF 26.33 Length of Bombing Run 5min

Tan. D.A. Est .430 Actual .35 C-1 Pilot OK A-5 --

Mean Temp: Metro -1 Actual 0 Manual Pilot --

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

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

HYLES R. BUSSE
Asst. S. Capt. Bombing Officer

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

COMPAT BOMBING FLIGHT RECORD

BOMBARDIER LT. BURGE DATE 22 Feb 1945

PILOT CAPT GOODMAN TAKE OFF 0814

NAVIGATOR LT. HYMAN AI RPLANE _____

WING 94th A GROUP 401st SQDN High LANDED 1540

OBJECTIVE LUDWIGSLUST, GERMANY (MPI) _____

METHOD OF ATTACK _____
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

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

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

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

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

NUMBER OF BOMBS LOADED 173 RDX RELEASED 173

INFORMATION AT RELEASE POINT:

Altitude of Target 140 Temp Aloft: Metro -10 Actual -9

True Altitude above target 11600 Mag Head, order 025 Actual 004

Ind. Altitude 11300 True Heading 360

Pressure alt of target -538 @ SL Drift, Est 52 Actual 72

Altimeter setting 22.92 True Track 007

C.I.A.S. 150 I.A.S. 145 Actual Range 6,372

G.S. Est 146 Actual 150 B.S. Type 1-0

Wind Direc Metro 005 Actual 330 Time of Release 1235

Wind Veloc. Metro 40 Actual 34 Intervalometer Setting Salvo

D.S. 100.5 Trail 38 1/2 ATF 28:01 Length of Bombing Run 3min

Tan. D.A. Est .450 Actual .54 C-1 Pilot 0 A-5 ---

Mean Temp: Metro -1 Actual 0 Manual Pilot ---

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

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

MYLES R. BUSSE
 1st Lt. Air Corps
 Asst Group Bombing Officer

CONFIDENTIAL

J-A-4/1

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

Reference Field Order 637.

22 FEBRUARY 1945

SUBJECT: Communications Report, Operational Mission No 212.

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> |
| Splashers | <u>0</u> | 3. HF/DF Bearings | <u>0</u> |
| Fixed Beacons | <u>0</u> | 4. VHF/DF Homings | <u>0</u> |
| Bunchers, England | <u>33</u> | 5. Distress Action | <u>0</u> |
| Bunchers, Continent | <u>0</u> | 6. Total A/C using Gee | <u>39</u> |

SECTION TWO - USE OF PFF

| | <u>H2X</u> | <u>Micro-H</u> |
|----------------------------------|------------|----------------|
| 1. Total A/C dispatched | <u>4</u> | <u> </u> |
| 2. Total A/C over target | <u>4</u> | <u> </u> |
| 3. Total sets usable for bombing | <u>3</u> | <u> </u> |

SECTION THREE - USE OF RCM

| | |
|-----------------------------------|---------------|
| 1. Total A/C using Carpet | <u>32</u> |
| 2. Total A/C releasing Chaff | <u>32</u> |
| 3. Total number of units released | <u>18,432</u> |

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

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

CONFIDENTIAL

S E C R E T

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

ASSIGNED... Ludwiglust, Germany.....
 1. TARGET: DATE OF MISSION... 22/2/44....
 BOMBED... Ludwiglust, Germany.....

2. ROUTE AS FLOWN: As briefed to (5224-0820E) - (5238-1058E) - (5238-1103E) - (Target) - then as briefed

| 3. | AT TARGET | ENROUTE |
|---------------|--|-----------------------------|
| WEATHER - - - | <u>Clear-slight haze-visibility-20 MI.</u> | <u>1/10-5/10</u> |
| CONTRAILS - - | <u>Light-Non-Persistent</u> | <u>Light Non-Persistent</u> |
| SEEN-UNSEEN - | <u>Seen</u> | <u>Seen</u> |

4. DESCRIPTION OF FLAK AT TARGET:

None

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

None

6. CHAFF; HOW DISCHARGED: Times were as briefed

7. POSITION OF GROUP: 04th. "A"

8. DETAILS:-

| SQDN: POS. | NO. A/C | DAMAGE | | A/C LOST TO | | | | AXIS OF | | TIME OVER TARGET | HEIGHT |
|---------------|------------|----------|----------|-------------|----------|----------|----------|-------------|-------------|------------------------|---------------|
| | | MAJ. | MIN. | AA | EA | ACC | UK | ATTK | WITH | | |
| <u>Med</u> | <u>12</u> | | | | | | | <u>012M</u> | <u>709M</u> | <u>1233</u> | <u>10,800</u> |
| <u>High</u> | <u>12</u> | | | | | | | <u>004M</u> | <u>320M</u> | <u>1238</u> | <u>11,300</u> |
| <u>Low</u> | <u>12</u> | | | | | | | <u>009M</u> | <u>270M</u> | <u>1238</u> | <u>10,800</u> |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| TOTALS | <u>36</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | | | | |

9. COMMENTS - PHENOMENA:-

DATE: 22 FEB 1945

DUTY OFFICER: CAPT COIT

BRIEFING OFFICER: CAPT HILL

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: Point on main line Railway, just outside town

of LUDWIGSLUST, which lies about half way between BERLIN and
HAMBURG. Bombing will be at 1200 or under middle cloud
but not less than 10,000. The entire effort today is directed
at total disruption of German rail communications in
NW Germany - thus cutting it off from the rest of the
country.

Secondary: and L.R. (Visual) Army M/V; R.R. Bridges, Main

line RR, R.R. or road induct in Germany east of
current B/L

Last Resort: (PFF) NIENBURG or ~~SOLEWED~~

(2) Other Groups in 94th CBW: 94B () and 94C () are

attacking a point on main line Railway outside of SOLZWEDEL
which lies about half way between BERLIN and BREMEN

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

40A - WITTSTOCK

94A - LUDWIGSLUST

40B } PERLEBERG

94B } SALZWEDEL

40C }

94C }

1A } STENDAL

41A } LUNEBURG

1B }

41B } ÜLZEN

1C GARDELEGEN

41C }

b. 2nd AD: Area (5100-0930) to (5100-1230)

(5220-0930) to (5220-1230)

c. 3rd AD: Area (5100-0930) to (5100-1230)

(4930-0930) to (4930-1230)

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: 1 AD departs LOWESTOFT

at 0+45; 2 AD departs CROMER to arrive at (5244-0438) at 0+115;

3 AD departs FELIXSTONE to arrive at OSTENDE at 0 hours.

b. Fighter Support: 14 groups of P-51's operating in area.

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: None known at primary

b. Enemy Fighters: _____

c. Smoke Screens: Not anticipated

d. Camouflage: Not known

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: 94A - COTTESMORE ~~10000~~ 94B KINGSCLIFFE 94C GLATTON
GAANTHAM 10000 BOURNE CROWLAND
SWAFFHAM 12000
NORTH WALSHAM 13000
LOWESTORT 13000

b. Air Commanders: 94B BW + 401 Maj Chapman
94B (351) Maj Richardson
94C (457) Maj Stann

c. Zero Hour and Date: 0900 22 Feb 45

d. General Instructions Pertinent to Entire Task Force: Spares turn back at 0400E.

5. SUPPLY:

a. Gas Load: 2780

b. Bomb Load (and Intervalometer Settings) 2.250

12 X 500 GP 1/10 X 1/40

c. Chaff Load (Point and Time of Commencing Discharge) 576 units

drop 0720-0820, in + out; + 10 min before target for 9 min.

d. Screening Force: _____

6. COMMUNICATIONS:

a. Flares and Lamps: Normal.

b. VHF and Other Radio (Reporting Force Information) VINEGROVE 2-7

others normal; WX a/c c/s Buggard X-Rang.
Abandon Mission - A GP Zebra Mike Peter.
6 Buckeye Red 20 min utis

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: _____

b. S.O.P.'s _____

c. Miscellaneous: Russian Recognition: 1st Waggle Wings 3-5 times
2nd five red flares.

d. Security: _____

5-3

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

Mission No. 212
 22 February 1945

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

Plane 44-8153

| | | | |
|-----|--------------------------------|---------|-------|
| P | Goodman, James F. | Capt. | 612th |
| CP | McBain, George III | 2nd Lt. | " |
| N | Hyman, Nathan W. | 1st Lt. | " |
| B | Burge, Charles R. | 1st Lt. | " |
| MO | Barnes, James H. | 1st Lt. | " |
| RO | Huskey, Curtis O. | T Sgt. | " |
| TTG | Avezedo, Philbert E. | S Sgt. | " |
| TG | Goodman, Richard G. | T Sgt. | " |
| FG | Harold, Lloyd B. | S Sgt. | " |

Plane 42-106992

| | | | |
|-----|--------------------|---------|---|
| P | Roadman, Julian | 1st Lt. | " |
| CP | Compton, Henry W. | 2nd Lt. | " |
| N | Knuese, Robert H. | F/O | " |
| B | Whitlock, James P. | 2nd Lt. | " |
| RO | Elchisak, Alfred | T Sgt. | " |
| TTG | Landers, John A. | T Sgt. | " |
| BTG | Hall, Eugene H. | S Sgt. | " |
| TG | Wood, Donald S. | S Sgt. | " |
| FG | Hill, Earle R. Jr. | S Sgt. | " |

Plane 43-38680

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

Plane 43-37628

| | | | |
|-----|------------------------------------|---------|---|
| P | Holt, Howard L. | 2nd Lt. | " |
| CP | Mead, Clarence E. | 1st Lt. | " |
| N | KRAMER, LIVERLY, COY L. | 2nd Lt. | " |
| B N | KRAMER, Lively, Coy L. | 2nd Lt. | " |
| B | Klapow, Benjamin | Sgt. | " |
| RO | Hunt, Ray D. | Sgt. | " |
| BTG | Huston, Cecil A. | Sgt. | " |
| TTG | Chapman, Carl W. | Sgt. | " |
| TG | Crosson, James J. Jr. | Sgt. | " |
| FG | Guin, Frederick D. | Sgt. | " |

Plane 42-107039

| | | | |
|------------------|----------------------|---------|---|
| PIPER | 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. | T Sgt. | " |
| BTG | Sullivan, Earl Jr. | S Sgt. | " |
| TG | Dalton, Charles K. | S Sgt. | " |
| FG | Murray, Howard M. | Pvt | " |

| | | | |
|-----------------|-------------------------|---------|-------|
| Plane 42-31891 | | | |
| P | Bodden, Frederick R. | 1st Lt. | 612th |
| CP | Devlin, James H. | 2nd Lt. | " |
| N | Uhrain, Andrew | 2nd Lt. | " |
| B | Miller, Donald A. | 2nd Lt. | " |
| RO | Kornegay, Ryan D. | T Sgt. | " |
| TTG | Richardson, Paschel | T Sgt. | " |
| BTG | Noble, Chester C. | S Sgt. | " |
| TG | Klindworth, Louis O. | S Sgt. | " |
| FG | Langham, Theodore E.N. | S Sgt. | " |
| Plane 43-38637 | | | |
| P | Strauss, Joseph D. | Major | " |
| CP | Lundgren, Robert P. | 2nd Lt. | " |
| N | Tarr, Charles Jr. | 1st Lt. | " |
| B | McClendon, Marion E. | 1st Lt. | " |
| RO | Lawson, Harry C. | T Sgt. | " |
| TTG | Nimmons, Alston H. | T Sgt. | " |
| BTG | Norris, Robert V. | S Sgt. | " |
| TG | Lambeth, Bensen W. | S Sgt. | " |
| FG | Gabhardt, Charles R. | S Sgt. | " |
| RCM | Martin, James G. | Sgt. | " |
| Plane 42-102398 | | | |
| P | Harveson, Lloyd C. | 2nd Lt. | " |
| CP | Parsons, Silas P. | 2nd Lt. | " |
| N | Zacany, John R. | 2nd Lt. | " |
| B | Moore, Kenneth V. | Cpl. | " |
| RO | Hall, Jewel L. | Cpl. | " |
| TTG | Brockway, Glenn L. | Cpl. | " |
| BTG | Crosby, Lewis A. | Cpl. | " |
| TG | Zabel, Bruce H. | S Sgt. | " |
| FG | Jeter, Kenneth A. | Cpl. | " |
| Plane 44-6506 | | | |
| P | French, Milard H. | 2nd Lt. | " |
| CP | McKale, William L. | 2nd Lt. | " |
| N | Cannon, Thomas P. | F/O | " |
| B | Johnson, Jerry M. | S Sgt. | " |
| RO | Allcroft, James W. | S Sgt. | " |
| TTG | Hansen, Arthur W. | S Sgt. | " |
| BTG | Deck, Floyd J. | Sgt. | " |
| TG | LaGrange, Wesley | Sgt. | " |
| FG | Devore, Arthur D. | Sgt. | " |
| Plane 43-38788 | | | |
| P | Nolan, James A. | 1st Lt. | " |
| CP | Twiggs, Calvin N. | 2nd Lt. | " |
| N | Tiffany, Raymond L. | 2nd Lt. | " |
| B | Hoffman, Lloyd G. | 1st Lt. | " |
| RO | Hathaway, Stanley K. | S Sgt. | " |
| TTG | Siconolfi, Patrick | S Sgt. | " |
| BTG | Feldman, Warren H. | S Sgt. | " |
| TG | Stewart, Jack C. | Sgt. | " |
| FG | Delle Donne, Charles L. | S Sgt. | " |
| RCM | Deaner, Charles E. | S Sgt. | " |

"The End"

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

22 FEBRUARY 1945

LOADING LIST

| <u>PLANE NO.</u> | <u>DUTY</u> | <u>RANK</u> | <u>LAST NAME</u> | <u>FIRST NAME</u> | <u>MI</u> |
|------------------|-------------|-------------|------------------|-------------------|-----------|
| 43-38791 | P | 1st Lt. | KELSO | ARTHUR | D. JR. |
| | CP | 2nd Lt. | HAGGARD | WILEY | R. |
| | 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. | LUCA | RUDOLPH | C. |
| 44-38941 | P | 1st Lt. | TAUSIG | HERMAN | (NMI) |
| | CP | 2nd Lt. | MACKIN | PETER | D. |
| | N | 1st Lt. | WALKER | DENSON | F. |
| | B | 1st Lt. | BUCHANAN | ALLEN | S. |
| | RO | T/SGT. | FITZSIMMONS | JAMES | J. |
| | TT | T/SGT. | JOHNSTON | DONALD | C. |
| | BT | S/SGT. | BUCKSBAUM | ELMER | (NMI) |
| | TG | S/SGT. | KATZ | ALVIN | C. |
| | WG | S/SGT. | JOHNSON | WARREN | B. |
| 42-31591 | P | 1st Lt. | MAHARICK | MATT | (NMI) |
| | CP | 2nd Lt. | ROBERSON | WENDALL | W. |
| | N | 2nd Lt. | ROWLEY | RONALD | E. |
| | B | S/SGT. | ROBERSON | ROBERT | E. |
| | RO | SGT. | NEED | WILLIAM | H. JR. |
| | TT | SGT. | LANIER | MC LESLIE | H. |
| | BT | SGT. | MOORE | WILLIAM | F. |
| | TG | SGT. | WEBB | WENDALL | R. |
| | WG | SGT. | MOULTON | GEORGE | L. |
| 44-6213 | P | 1st 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 | JACOB | J. JR. |
| | TT | M/SGT. | MANGUM | JUSTICE | C. |
| | BT | SGT. | KEMP | JAMES | E. |
| | TG | SGT. | MATLACK | WILLIAM | W. |
| | WG | SGT. | DEFEDAUGH | NORMAN | (NMI) |
| 43-37706 | P | 2nd Lt. | COX | HERBERT | P. |
| | CP | F/O | SHAW | MARVIN | W. |
| | N | 2nd Lt. | SCEPER | KENNETH | M. |
| | B | S/SGT. | LOCKE | LESLIE | E. |
| | RO | S/SGT. | GIANNINI | JOSEPH | (NMI) |
| | TT | T/SGT. | LINDHOLM | ALVIN | T. |
| | BT | S/SGT. | TANAZEVICH | ALEXANDER | (NMI) |
| | TG | S/SGT. | NORRIS | LAMON | (NMI) |
| | WG | S/SGT. | RAYMOND | LLOYD | A. |
| RCM | SGT. | STITT | JOHN | J. | |

| PLANE NO. | DUTY | RANK | LAST NAME | FIRST NAME | MI |
|----------------|--------|---------|-------------|------------|--------|
| 42-31072 | P | 1st Lt. | CURRAN | EDWARD | E. |
| | CP | 2nd Lt. | HEILLY | DONALD | J. |
| | N | 2nd Lt. | BAUTZ | JOHN | J. |
| | B | 2nd Lt. | JONES | BEN | F. |
| | RO | T/SGT. | GIESSEN | GEORGE | J. |
| | TT | T/SGT. | JOHNSON | ELMO | E. |
| | HT | S/SGT. | ZENOR | HAROLD | H. |
| | TO | S/SGT. | CLIFTON | JAMES | R. |
| | WG | S/SGT. | HARDIN | RAY | (NMI) |
| 602 (614th) | P | 2nd Lt. | MAY | JAMES | H. |
| | CP | 2nd Lt. | COLLINS | EUGENE | B. |
| | N | 2nd Lt. | ANDERS | WALTER | R. |
| | B | S/SGT. | KIRMAN | WILLARD | D. |
| | RO | SGT. | PAULK | ALBERT | L. JR. |
| | TT | SGT. | SMITH | EIMOR | (NMI) |
| | HT | S/SGT. | MC NEANEY | ANTHONY | J. |
| | TO | SGT. | KROZEL | JOSEPH | A. |
| | WG | SGT. | MC KEE | WILLIAM | J. |
| 44-3449 | P | 1st Lt. | MAC GONRICK | JOHN | W. |
| | CP | 2nd Lt. | MILLER | HARRY | C. |
| | N | 1st Lt. | LEWIS | LESTER | G. |
| | B | 1st Lt. | PEEK | GEORGE | W. |
| | V | 1st Lt. | EATON | HARRY | H. |
| | RO | T/SGT. | BECK | GERALD | L. |
| | TT | T/SGT. | SHELDON | JAMES | R. |
| | TO | S/SGT. | GRUMANN | JAMES | F. |
| | WG | S/SGT. | LINDSAY | JAMES | R. |
| 44-6588 | P | 1st Lt. | BAKER | EAY | A. |
| | CP | 2nd Lt. | LYNG | KENNETH | H. |
| | N | 1st Lt. | KORITSKY | HARRY | (NMI) |
| | B | 1st Lt. | MOORE | CARLTON | R. |
| | RO | T/SGT. | YONIO | FRANCIS | F. |
| | TT | T/SGT. | BACCHIS | GEORGE | B. |
| | HT | S/SGT. | CLOYD | SHIRLEY | E. |
| | TO | S/SGT. | SLATER | HAROLD | H. |
| | WG | S/SGT. | MORRISON | JULIUS | J. |
| PCM | S/SGT. | TOOMBS | GEORGE | (NMI) | |
| 42-102947 | P | 2nd Lt. | MC KINNY | WILLIAM | O. |
| | CP | 2nd Lt. | BUNDICK | RICHARD | (NMI) |
| | N | 2nd Lt. | LEVIN | HERBERT | R. |
| | B | CPL. | SUNDERLIN | ROBERT | A. |
| | RO | CPL. | SIEGEL | ARNOLD | A. |
| | TT | CPL. | HOLLAND | JOHN | W. |
| | HT | CPL. | JOHANNES | RICHARD | L. |
| | TO | CPL. | O'BRIEN | JOHN | W. |
| | WG | CPL. | FRANKELAU | IRA | D. |

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

AAF Station # 128
 22 February 1945

SUBJECT: Loading List.

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

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

PLANE 44-8259

| | | | |
|----|---------|-----------------------|----------|
| P | Captain | BROWN, JOHN J. JR. | 614th Sq |
| AC | Major | CHAPMAN, ALVAH H. JR. | " |
| N | Captain | SMITH, CHARLES M. | " |
| N | F/O | BRINER, WILLIAM L. | " |
| B | 1st Lt. | SCHIEFER, WILLIAM F. | " |
| RO | T/Sgt. | Arellano, Garciano J. | " |
| TT | T/Sgt. | Hoffman, Leon W. | " |
| MO | 1st Lt. | DRESBACH, JOHN T. | " |
| TG | 1st Lt. | MEUSEL, JOSEPH F. | " |
| WG | S/Sgt. | Martin, Norman D. | " |

PLANE 44-8033

| | | | |
|----|---------|----------------------|---|
| P | Captain | SEDER, ARTHUR R. JR. | " |
| CP | 2nd Lt. | RUBINOFF, LOUIS W. | " |
| N | 1st Lt. | STEWART, LEON F. | " |
| B | 1st Lt. | CORWAY, FRANCIS JR. | " |
| RO | T/Sgt. | Backlin, John F. | " |
| TT | T/Sgt. | Antill, Clarence W. | " |
| MO | 1st Lt. | GOODMAN, JAMES W. | " |
| TG | S/Sgt. | Harris, Cecil D. | " |
| WG | S/Sgt. | Affel, Richard H. | " |

PLANE 43-38646

| | | | |
|-----|---------|-----------------------|---|
| P | 1st Lt. | HOLMES, GENE H. | " |
| CP | 1st Lt. | ODEN, EDWARD G. | " |
| N | 1st Lt. | JAMES, KENNETH W. | " |
| CTG | Cpl. | Watkins, Jack W. | " |
| RO | Pvt. | Cox, Clyde F. | " |
| TT | Cpl. | Knight, Eddis R. | " |
| BT | Cpl. | Jakubowski, Julius J. | " |
| TG | Cpl. | Kennedy, Jack W. | " |
| WG | Cpl. | Peverill, Edward S. | " |

PLANE 42-97780

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

Loading List (Con't)

PLANE 43-38738

| | | | |
|-----|---------|------------------------|----------|
| P | 1st Lt. | RICHARDSON, RICHARD B. | 614th Sq |
| CP | 2nd Lt. | FREDERICK, RALPH A. | " |
| N | F/O | BLADES, LEO L. | " |
| CTG | S/Sgt. | Racick, John | " |
| RO | S/Sgt. | Massa, Attilio | " |
| TT | T/Sgt. | Walsh, Arhtus | " |
| BT | S/Sgt. | Lunn, Berlyle J. | " |
| TG | S/Sgt. | Patterson, Donald D. | " |
| WG | S/Sgt. | Paluso, Joseph J. | " |
| RCM | S/Sgt. | Allison, Carl M. | " |

PLANE 43-38330

| | | | |
|-----|---------|-----------------------|---|
| P | 1st Lt. | WHITE, WYLIE K. | " |
| CP | 2nd Lt. | POTTER, FRED R. | " |
| N | 2nd Lt. | AUFBRANCE, RUSSELL L. | " |
| CTG | S/Sgt. | Ellis, James | " |
| RO | S/Sgt. | McCommis, Max I. | " |
| TT | S/Sgt. | Whitney, Paul A. | " |
| BT | S/Sgt. | Viescas, Arturo B. | " |
| TG | S/Sgt. | Mc Quade, John B. | " |
| WG | S/Sgt. | Cranz, Edwin R. | " |

PLANE 43-38565

| | | | |
|-----|---------|----------------------|---|
| P | 2nd Lt. | VIEHMAN, EUGENE A. | " |
| CP | 2nd Lt. | COUTTS, HAROLD K. | " |
| N | 2nd Lt. | FACKRELL, JESSE L. | " |
| B | 2nd Lt. | STALZER, JAMES J. | " |
| RO | Cpl. | Retzlaff, James A. | " |
| TT | Sgt. | Schwarz, Edwin D. | " |
| BT | Cpl. | Hobson, Kenneth E. | " |
| TG | Cpl. | Rutkowski, Joseph E. | " |
| WG | Cpl. | Hay, David M. | " |
| RCM | S/Sgt. | Genauer, Lawrence | " |

PLANE 42-97931

| | | | |
|-----|---------|--------------------|---|
| P | 2nd Lt. | AYRE, LAWRENCE E. | " |
| CP | 2nd Lt. | SCHOCK, NORMAN R. | " |
| N | 2nd Lt. | LEASE, GERALD H. | " |
| CTG | Cpl. | DeLoris, George A. | " |
| RO | Cpl. | Mandle, Louis I. | " |
| TT | Cpl. | Brass, Forrest A. | " |
| BT | Cpl. | Gilbert, Luther F. | " |
| TG | Cpl. | Myers, John E. | " |
| WG | Sgt. | Iuni, Andrew E. | " |

PLANE 42-97478

| | | | |
|-----|---------|---------------------|---|
| P | 1st Lt. | TOBIN, WILLIAM L. | " |
| CP | 1st Lt. | HAPLEY, WILLIE J. | " |
| N | 2nd Lt. | TURNER, CECIL L. | " |
| CTG | Sgt. | Orlando, Peter | " |
| RO | Cpl. | Kantor, Walter J. | " |
| TT | Cpl. | Bertram, Joseph N. | " |
| BT | Cpl. | Erzar, William J. | " |
| TG | Cpl. | VanCamp, Oliver H. | " |
| WG | Cpl. | McAlister, Jesse J. | " |

Loading List (Con't)

PLANE 43-38677

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

For the Squadron Commander:

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

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

22 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 # 42-97395

| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|------|---------|-------------|----------|-------|----------|
| P | F/O | Berneburg | Lawrence | L. | 615th |
| CP | 2nd Lt. | Janecek | Walter | (NMI) | " |
| N | F/O | Beuscher | Clinton | J. | " |
| B | Cpl | Bailey | Frank | W. | " |
| RO | S/Sgt. | Weinstein | Bernard | B. | " |
| TT | Cpl. | Bush | Wilbur | R. | " |
| BT | Cpl | Backus | Marvin | L. | " |
| TG | Cpl. | Key | James | W. | " |
| FG | Cpl | Dick | Charles | B. | " |

PLANE # 43-38810

| 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 | D. | " |
| BT | Sgt. | Wisdom | Kent | B. | " |
| TG | Sgt. | Brennan | William | J. | " |
| FG | Sgt. | Lewelling | Fred | E. | " |

PLANE # 43-37551

| 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 | A. | " |
| B | S/Sgt. | Landry | Lawrence | B. | " |
| RO | T/Sgt. | Mabrey | William | T. | " |
| TT | T/Sgt. | Barr | Thomas | H. | " |
| BT | S/Sgt. | Floyd | Norris | C. | " |
| TG | Sgt. | Wiegel | Clifford | H. | " |
| FG | S/Sgt. | Nowak | Frank | P. | " |

PLANE # 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 | Calvin | P. | " |
| RO | Cpl | Hanes | Billy | R. | " |
| TT | Cpl | Henley | James | H. | " |
| BT | Sgt. | Spoor | Richard | A. | " |
| TG | Sgt. | Hartswick | Frederick | W. | " |
| FG | Sgt. | Joyner | Oliver | H. | " |

PLANE # 43-38425

| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|------|---------|-------------|----------|-------|----------|
| P | 1st Lt. | Djernes | Carl | P. | 615th |
| CP | 2nd Lt. | Dumme | Michael | D. | 615th |
| N | 2nd Lt. | Canale | John | F. | " |
| B | Sgt. | Reiher | Gordon | A. | " |
| RO | S/Sgt. | LaCourse | Lucien | (NMI) | " |
| TT | S/Sgt. | Chiu | Donald | (NMI) | " |
| BT | Sgt. | Bill | Richard | H. | " |
| TG | Sgt. | Wagner | Aloysius | E. | " |
| FG | Sgt. | Akins | Ora | R. | " |

Continued :

LOADING LIST (Continued:)

PLANE # 43-38541

| | | | | | |
|----|---------|--------------------------------|------------------------|------------------|-------|
| P | 1st Lt. | Cracraft | George | K. | 615th |
| CP | 2nd Lt. | Magee | Eldon | E. | " |
| N | 2nd Lt. | King | Jack | L. | " |
| B | S/Sgt. | Guerin | Roland | L. | " |
| RO | S/Sgt. | Fenwick | Gordon | E. | " |
| TT | T/Sgt. | Jacquart | Robert | R. | " |
| BT | Sgt. | Schmitt <i>DUNN</i> | Paul DONALD | F. R. | " |
| TG | S/Sgt. | Hudson | Leonard | L. | " |
| FG | S/Sgt. | Baker | Richard | E. | " |

PLANE # 43-38077

| | | | | | |
|----|---------|-----------|----------|----|---------------------|
| P | 1st Lt. | Park | Colin | I. | 61 st th |
| CP | 2nd Lt. | Spiva | Raymond | H. | " |
| N | F/O | O'Neill | Lawrence | H. | " |
| B | Sgt. | Salle | Howard | W. | " |
| RO | Sgt. | Sayre | James | O. | " |
| TT | Sgt. | Fields | Richard | D. | " |
| BT | Sgt. | Wirth | Thomas | J. | " |
| TG | Sgt. | Snyder | Edwin | M. | " |
| FG | Sgt. | Gravezkyk | Clarence | J. | " |

PLANE # 44-6132

| | | | | | |
|----|---------|----------------|-----------------------------|----|-------------------|
| P | 2nd Lt. | Smith | Samuel | R. | 615 th |
| 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 | WILHELM Reinhold | J. | " |
| BT | Sgt. | McDow | Miles | J. | " |
| TG | Sgt. | Westman | Robert | J. | " |
| FG | Sgt. | Hood | Clyde | L. | " |

PLANE # 43-38758

| | | | | | |
|----|---------|---------------------------|--------------------------|----|-------------------|
| P | 2nd Lt. | Eglin | Frederick | I. | 615 th |
| CP | 2nd Lt. | WILHELM Gosden | WILHELM Byran | L. | " |
| N | F/O | Schmidt | Frank | A. | " |
| B | Sgt. | Knight | George | O. | " |
| RO | Sgt. | Pavluska | George | A. | " |
| TT | Sgt. | Swift | Gene | E. | " |
| BT | Sgt. | Ludwig | Howard | F. | " |
| TG | Sgt. | Espy | Robert | J. | " |
| FG | Sgt. | Collins | Rupert | Y. | " |

E N D