

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

MISSION No. **214**

Date: **24 FEB. 45**

TO: **HARBURG , GER.**

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401ST BOMBARDMENT GROUP (H)  
R E P O R T O F O P E R A T I O N A L  
D A Y  
MISSION SUMMARY REPORT

MISSION # 214

Date 24 February 1945

ASSIGNMENT

1. Assigned Target: HARBURG, GERMANY
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group (Division Lead) exclusive of spares. Two PFF A/C were included in the lead squadron and one in each of the other two.

EXECUTION

1. Target Bombed: HARBURG, GERMANY (PFF)
2. a. Division Leader: LT. COL. W. T. SEAWELL (BROWN)  
Lead Navigator: Capt. C. M. SMITH (Goodman - MO)  
Extra Navigator: Capt. W. E. HABERER  
Lead Bombardier: 1st Lt. W. F. SCHIEFER
- b. Low Squadron Leader: Capt. W. RIEGLER  
Lead Navigator: Capt. H. O. WOOD (Eaton - MO)  
Lead Bombardier: 1st Lt. G. W. PEEK
- c. High Squadron Leader: 1st Lt. R. S. HAYES  
Lead Navigator: 1st Lt. C. B. MINOR  
Lead Bombardier: 1st Lt. R. W. MURPHY
3. Flight Over England:
  - a. Takeoff:

At engine time a message was received delaying the zero hour two hours and take off time one hour. The extra hour was to be spent circling the buncher. All aircraft except one made takeoff on time; that one was airborne too late to make the formation.

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

Squadron and group assemblies were good. Thirty-eight aircraft (including three spares were from 351st) in the formation throughout the extra hour of circling at the buncher.

c. Route Over England:

The Air Commander instructed the lead navigator to make control point 1 on time or a minute early to insure 94th "A" its proper division lead position. Route over England was as briefed. Woodcraft "B" came into Wing column as briefed at point "D". Coast was departed 1/2 minute late.

4. Attack:

a. Flight to Target:

a Flight to target was as briefed and without incident until control point # 3. At that point "Foxhole Able" (305th B. Gp) cut short came abreast, and very nearly went through the 94th "A" formation. The 305th group bombed behind 94th "A" and possibly interfered with "Woodcraft Baker" VHF control point messages as well as conversation between "Foxhole "B" and Cowboy "A" indicated Foxhole "A" was behind his briefed position (3rd) at Control point # 3. Yet he leapfrogged the column and ended up abreast of the division lead which would easily have created considerable difficulty.

b. Bombing Run:

Lead Squadron:

Weather was announced by Buckeye as being 9/10 cloud cover over the target. The Air commander announced that runs would be made in squadron formation in case of a chance for a visual assist. We headed in on the run just about 4 miles south of the briefed IP and Mickey started his run. A good PFF run was made over 10/10's clouds. The dropping angle was almost the same as pre-set. The sighting angle corrections were small. There was no chance of visual assist. The Leader salvoed. All others used a 50 foot intervalometer setting. The AFCE was O K.

Low Squadron:

The low fell in trail at the IP and made an individual squadron Mickey run, with the bombardier prepared to make an assist if possible. The cloud cover was 10/10's all the way, so the squadron made a straight PFF run. The first 3 rate checks were a little off so the bombardier made the necessary adjustments. The last two checked excellent. Bombs were salvoed by the lead and dropped with a 150 ft. intervalometer setting by all others. The AFCE worked satisfactorily. Results were unobserved.

Mission Summary Report (Cont'd)

4. b. Bombing Run (Cont'd)

High Squadron:

The high squadron turned directly over the IP, in squadron formation in trail of the lead and low. It made its own mickey run, but at all times it seemed to be directly behind the squadron in front. The mickey operator made just 2 course corrections while on the run. Rate angles all coincided very well and the tangent angles was nearly the same as what the bombardier preset. The clouds were 10/10's. The bombs were dropped through the sight salvo by the lead and dropped with a 50 ft. intervalometer setting by all others. Bombs went away just as the squadron hit the smoke marker of the squadron in front of us. Because the AFCE was "hunting" a little and the run was straight PFF, the run was made manually. Results were unobserved.

c. Flight from Target:

Rally was good and return route as briefed. Letdown was made over the channel -- both coasts were reached on course.

d. Return to Base:

Return to base was without incident. The letdown to 1500 feet made over the channel permitted aircraft to return in contact weather. All ships landed safely at home base.

e. Weather:

Weather upon reaching continental coast was described at 9/10 to 10/10's (breaking approximately 7/10's over Zuider Zee and then closing in again. Target was 9/10 to 10/10's covered, strata-cumulus clouds 8 - 12,000 feet tops, no contrails encountered.

f. Fighter Support:

Fighter support was good.

g. Comments on Formation:

Formation within squadron was consistently good. The low squadron lagged considerably, however, between control points # 2 & # 3 and possibly interfered with Woodcraft "B".

h. Conclusions and Recommendations:

The screening forces of B-17's and Mosquitos seemed to be of benefit. Although the group suffered battle damage there could be seen many bursts as much as 10,000 low. Recommend groups and wings make a greater effort to get exact timing at Control point 1 and thereafter to maintain proper position. IT CAN BE DONE.

Mission Summary Report (Cont'd)

5. Aircraft Not Attacking:

A/C 42-31072 - No credit. Takeoff was late due to a flat tire while taxiing. Pilot went direct to CP # 1 and spotted the group but was unable to catch it. Jettisoned bombs and returned.

6. Enemy Opposition:

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

<u>Battle Damage:</u>	<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
	2	11	13

8. Casualties: 2 - LWA

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

10. Bombing Data:

a. Observations:

Due to complete undercast results were unobserved. However, crews report that upon leaving target area, they observed black smoke bubbling through clouds to 12,000 feet.

b. Disposition of Bombs:

Lead Squadron:

All 12 scheduled A/C attacked the target, dropping 65 X 500# GP and 77 X 500# RDX bombs.

Low Squadron:

Of the 12 A/C taking off, eleven attacked the target dropping 82 X 500# GP and 49 X 500# RDX bombs. Aborting A/C 672 jettisoned 12 GP's in the channel.

High Squadron:

All 12 scheduled A/C attacked the target, dropping 83 X 500# GP and 60 X 500# RDX bombs.

c. Tabular Summary of Disposition of Bombs: (See next page.)

Mission Summary Report (Cont'd)

10. C. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	35	35	(230 (186	500# 500#	GP RDX	1/10 1/10	1/40 1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs On Target			(230 (186	500# 500#	GP RDX	1/10 1/10	1/40 1/40
Other Expenditures			12	500#	GP	1/10	1/40
Bombs Returned			-	-	-	-	-
Total (Loaded on A/C Taking Off)			242	500#	GP	1/10	1/40
			186	500#	RDX	1/10	1/40

11. Aircraft Lost:

None.

Submitted By:

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

LEAD SQUADRON 94th A Group

Combat Sq. Leader: COL SEAWELL Date: 24 Feb 45

Deputy Sq. Leader: LT HUBBELL

Deputy Gp. Leader: LT HUBBELL

401st Bomb Group  
Take-off and over Target.

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

BROWN

449

GOLE

602

HUBBELL

033

614 SQDN

ST AUBYN

322

615 SQDN

DJERNES

551

GRAY

478

STAUFFER

677

CRACRAFT

637

MAIRE

330

HARTSOCK

151

RICHARDSON

738

SORENSEN

395

SPARES

LOW SQDN 94th A GROUP

Combat Sq. Leader: CAPT RIEGLER Date: 24 Feb 45

Deputy Sq. Leader: LT WOLF

Deputy Gp. Leader: LT RUBBELL

401st Bomb Group  
Take-off and over Target

613 SQDN

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

RIEGLER

550

MAHARICK

WOLF

591

680

613 SQDN

615 SQDN

SCHILLER

BERNETT

791

425

MAY

SPEER

STEPHENS

KNOWLES

813

607

113

758

CURRAN

SS1BG A/C 072 Abort

CAREY

YOUNG

862

947

SPARES





HIGH SQDN 94th A GROUP

Combat Sq. Leader: LT HAYES Date: 24 Feb 45  
Deputy Sq. Leader: LT ASCHENBACH  
Deputy Gp. Leader: LT HUBBELL

401 BOMB GROUP

Take-off and over Target

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

153

FRENCH

ASCHENBACH

506

891

612 SQDN

615 SQDN

RODMAN

GRIMM

992

077

SCHLIEMANN

COMER

CALLAHAN

STEELE

788

641

780

598

JONES

662

HUDNALL

LOVELL

039

733

SPARKS

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

Date 24 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Harburg, 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 0732 hours.
- b. Group formed at 0840 hours on Cottesmore buncher.  
at 7,000 ft.
- c. Wing assembly was completed at 1000 hours at East Dereham.
- d. Route over England was (not) flown as briefed. ~~xxx~~

e. Methods of navigation over England.

- f. Division formation was <sup>Pilotage, Gee, D.R.</sup> joined at 1026 1/2 hrs. at Polingstow.
- g. Flight to I. P. was (not) as briefed. ~~xxx~~

h. Methods of navigation to the I. P.

**Gee, Mickey, D.R.**

i. Bomb run.

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

- (2) True heading over target 38.
- (3) Actual drift -11.
- (4) Altitude over target 25,000.
- (5) Time bombs away 1229 1/2.
- (6) Wind used for bombing 310/28.
- (7) Method of target identification.

PTT

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 120 - continuous turn.

- j. Group rally was accomplished at 53-18N 10-17E at 1236 hrs.
- k. Wing rally was accomplished at " " at " hrs.
- l. Division rally was accomplished at " " at " hrs.
- m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Gee, Mickey, Pilotage, D.R.

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

q. Performance of equipment.

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

/s/ C. M. Smith  
C. M. SMITH  
Captain, A.C.

Lead Navigator, Lead Sq.

Low Sq.

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

Date 24 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Harburg, 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 0724 hours.
- b. Group formed at 0915 hours on Cottesmore buncher.  
at 6,000 ft.
- c. Wing assembly was completed at 1008 hours at E. perham.
- d. Route over England was (~~not~~) flown as briefed.

e. Methods of navigation over England.  
Mickey, Gee, Pilotage

- f. Division formation was joined at 1027 hrs. at Felixstowe.
- g. Flight to I.P. was (~~not~~) as briefed.

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

i. Bomb run.

- (1) Actual I. P. was (~~not~~) as briefed.
- (2) True heading over target 42.
- (3) Actual drift 13 R.
- (4) Altitude over target 24200.
- (5) Time bombs away 1231.5.
- (6) Wind used for bombing 316/45K
- (7) Method of target identification.

H2K

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

None

(9) Weather over Target.

10/20ths

(10) Axis of withdrawal \_\_\_\_\_ 150 \_\_\_\_\_.

- j. Group rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.
- k. Wing rally was accomplished at 55-18N 10-17E at 1236 hrs.
- l. Division rally was accomplished at " " at " " hrs.
- m. Flight home was (not) as briefed. ~~XXX~~

n. Methods of navigation on return route.

**Mickey, Gee, Pilotage, D.R.**

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

q. Performance of equipment.

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

~~/s/ Horace D. Wood~~

~~HORACE D. WOOD~~

~~Captain, A. C.~~

Lead Navigator,   
 , Low Sq.

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

Date 24 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Harburg, 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 0733 hours.
- b. Group formed at 0830 hours on Cottesmore buncher.  
at 8,000 (alt) ft.
- c. Wing assembly was completed at 1008 hours at E. Dereham.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

Pilotage, D.R., Radio, Gee.

- f. Division formation was joined at 1028 hrs. at Malixatowe.
- g. Flight to I.P. was (not) as briefed.

h. Methods of navigation to the I. P.

D.R, Mickey, Gee, Occasional pilotage.

i. Bomb run.

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

- (2) True heading over target 32.
- (3) Actual drift -16 (m).
- (4) Altitude over target 25600 (indicated).
- (5) Time bombs away 1001.
- (6) Wind used for bombing 300/58.
- (7) Method of target identification.

H2K

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

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 130

- j. Group rally was accomplished at 53-18N 10-17E at 1236 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.

H2X, Gee, D.R., occasional Pilotage

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

q. Performance of equipment.

- (1) Mickey Good
- (2) Gee ~~RF #27~~ Unit does not work.
- (3) Radio Compass Good
- (4) Fluxgate Good
- (5) Other equipment. OK

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

Lead Navigator, High Sq.

Air Commander - Lt. J. J. Brown

FLIC PLAN 9th A, First

WVAICV108

PILOT Lt. J. J. Brown NAVIGATOR Capt. C. M. Smith - Capt. E. E. Haberer

DATE 24 Feb. 1945

STATIONS	0610	ENGINES	0710	TAXI	0725	T.O.	0740
LEAVE BASE	COTT.	0945					
COAST OUT		1026					
ENEMY COAST		1110					
I.P.		1206					
TARGET		1215					
ENEMY COAST		1401					
ENGLISH COAST		1453					

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Ref alt - 22000  
Bomb alt - 25000  
Oxygen - 4 hr.

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

Letdown Cottesmore Buncher - Normal - 010 Mag.

FROM TO	Ass. 7000 lead Cott (y) buncher	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE			
															TIME	BODY	ALT.	AZI.
52-44N 00-39E	(y)	310/24	7000	150	143	057	-9	048	10	058	148	27	11 -1	0945	Depart			
52-58N 00-02E	(y)	310/26	8000	150	145	118	-2	116	10	126	170	39	14 -1	1008				
52-41N 00-57E	(E)	310/29	11000	150	148	176	A8	184	10	194	166	29	10 1/2 A 1/2	1020				
52-21N 01-00E	(CP 1)	310/31	11000	150	152	137	A1	138	9	147	183	19	06	1026	CP 1	1026		
51-58N 01-21E		310/36	20000	150	164	070	-11	059	8	067	178	128	43 A	1110	CP 2	1110		
52-43N 04-38E		295/45	25000	150	184	093	-5	088	7	095	225	117	31 A	1142				
52-38N 07-49E		275/58	25000	150	192	121	A8	129	6	135	243	29	01 A	1150	CP 3	1150		
52-22N 08-30E		270/60	"	"	"	091	-16	015	5	020	216	57	16	1206	IP			
52-28N 09-57E	T.	Letdown	"	"	191	053	-11	042	5	047	236	30	08 A	1215	TARGET			
52-20N 10-20E		270/59	23000	170	214	120	A8	128	5	133	263	16	04	1219				
52-22N 08-30E		270/55	20000	150	176	229	A12	241	5	246	191	73	89 3/4	1259	CP 4	1259		
52-37N 07-49E		280/50	20000	150	176	301	-6	295	6	301	127	29	14	1313				
52-43N 04-38E		300/40	20000	150	"	273	A6	279	7	286	139	117	51 A	1401	Coast	Div. Break up.		
52-15N 00-21E	Base	310/20	0 to 11000	150	139	114	-2	112	10	122	158	78	30	0956	LFTO	Takes 28 min. to climb.		
52-56N 01-28E	Prince Lynn	316/17	2000	150	132	253	A6	259	10	269	124	35	17	1510				
52-15N 00-21E	Base	310/28	7 to 11000	150	147	121	-2	119	10	129	174	88	30	0956	Last time fore Group	Departure		

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	
					Div. assembly - Felixstowe to 52-43N 04-38E Group interval - 1 min.										
					VHF - Abandon mission - "Poker-Foxy-Fox" Authentication - "Pineapple juice"										
					Spares - 04-00E. I.R. 52-38N 10-04E Chaff - Discharge at IP for 15 min. PFF - Center of target city (Harburg)										
					Take off delayed 1 hour. Zero hr delayed 2 hrs. Extra hr. will be spent circling buncher										
0732					Take off. Runway 23										
0750					Circling buncher		150	7000	143						
0755		-5	315				130	-5							
0807		-11	000		Drift reading inaccurate		150	7000	143						
0810		A4	235		Drift reading		150	7000	143						
0820		-5	350		Drift reading. ind 280/15		150	7000	143						
0900					Circling buncher		150	7000	144						
0920		-4	330		Drift reading		150	7000	144						
0924		A21	270		Drift reading		150	7000	144						



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	
0927		46 290/15	180		Drift reading. Wind 290/15		150	7000	144						
0943	052	-5	052		Dept. Cottesmore for Boston		150	7000	144			153	27	10½	1053½
0945	056	-4	052		Drft. rdng.		150	7000	144			153			
0946		-4	052		52-47N 00-23W, pilotage		150	7000	144			153			
0946		-4	058		A/C to Boston		150	7000	144			153			1053
0950		-4	058		over Donnington		150	7000	144	19	07	163			
0953	052	-4 298/20	056 av.		Boston Wind 298/20		150	7000	144	27	10	162			
0953	117	0	117		A/C to E. Dereham		150	7000	146			164	39	14½	1007½
0955½	116	-1 295/18	115		52-57N 00-08E, Gee		150	7600	146						
1008	115	0	115		E. Dereham. wing formed		150	9000	146	39	15	156			
1008	176	46	182		A/C to Stowmarket		150	9000 10000	148			156	29	11	1019
1013	176	43	179		52-48N 00-01E, pilotage		150	10000	148			156			
1017			179		52-21N 01-21E, Gee		150	10500	148						
1020	175	295/18 4	179		52-11½N 01-02E, P. Wind 295/16		150	11000	150	30	12	150			
1020	137	43	140		A/C to CP/1		150	11000	152			160	19		
1024	137	43	140		52-04N 01-10E		150	11000	152			160			
1026½			140		CP. 1. ½ min late, on course		150	11500	152	19	06½	170			
1026½	070	-	2 068		A/C to CP #2. Est. Wind 295/25		150	11500 20000	164			188	128	41	1107½
1032½	070	-2	068		52-00N 01-41E, G.		150	12500							
1037	070	-2	068		52-04N 02-00E, G.		150	13700							
1041	068	-1	av. 067		52-08N 02-12E, G.		150	15000	160 (av)	22	08½	156	94	36	1117
1046			067		52-13N 02-35E, G.		150	16000							
1049	069	-2 045/15	067		52-16N 02-47E, G. Wind 045/15		150	16500	164	30	12	150			
1052	069	-3½	066		52-00N 03-00E, G.		150	17500	169	16½	06	165	64	23	1115
1056			066		52-22½N 03-15E, G.		150	18500	171	18½	07				
1100	072	-6	066		52-27N 03-35E.		150	19000	170 <sup>av.</sup>	30	11	164	42½	15½	1115½
1101			061		A/C 50 to left		150	19200							
1104			061		52-31N 03-52E, G.		150	19700							
1108	069	-8 295/34	061		52-35N 04-13E, G. Wind 295/34		150	20500	173	26	08	194			
1113	069		061		CP. #2 52-43N 04-38E, on course, on time		150	21200							
1113	093	-6	087		A/C to 52-37N 07-49E		150	21200 25000	184			202	117	34½	1147½
1115	093	-8	085				150	22000							
1117			085		52-41N 05-00E, G.		150	22400							
1124	093	-8	085		22 mi. e 2950 zwolle 52-40N 05-32E		150	23000	av. 190	20	07	173			
1128	092	-9 340/32	089		52-41N 06-00E, G. Wind 340/32		150	24000	192	36½	11	200	66	19½	1147½
1130	090	-9	081				150	24300	194						
1135		350/45	085		Levelled off. 350/45K		150	25000	194						
1139			087		52-40N 07-14E, N.		150	25000	194						
1141			093		52-39N 07-17E		150	25000	194						
1143	104	-11	093		52-39N 07-34E, G. & N. (?)		150	25000	194						
1146	124	-11 340/38K	113		52-37N 07-49E. Wind 340/38		150	25000	194	117	33½	210			

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	
1146½	121	-6	115		A/C to 52-24N 08-50E		150	25000	194			217	29	08	1154½
1151			115		1800 e 41 mi Oldenberg.										
1154½			115		OP #3 52-22N 08-30E. 4 min. late, on course		150	25000	194	29	07	217			
1154½	031	-8	023		A/C to IP		150	25000	194			166	57	20½	1215
1259	031	-8	023		Hanover 270/35mi. Drifted in turn		150	25000	194						
1200			350		Turning back on course		150	25000	194						
1203			340		52-33N 08-50E, M.		150	25000	194						
1205			023		Back on course		150	25000	194						
1207			023		52-44N 08-50E		150	25000	194						
1209			023		52-47½ N 08-57E		150	25000	194						
1212	032	-9	023		52-53N 09-01E		150	25000	194						
1214½	053	-11	042				150	25000	194	18	08½	130	30	10	
1219					Hamburg 247/38mi.		150	25000	194						
1220			023		IP 52-09N 05-20E		150	25000	194			176	30	10	
1220			034		To Target		150	25000	194						1230
1225			040		Mickey run		150	25000	194			176	30	10	
1229½			038		BOMBS AWAY - Hamburg.		150	25000	194						
1230	120	-8	112				150	25000	194	16	06	160			1234
1231			120		To allow for drifting		155	25000	195						1235½
1232			120		Kiel 218/30 mi		155	25000	195						
1234			120		Hamburg 140/10 mi.		155	24600	195						
1236			120		A/C to 52-22N 08-30E		155			16	06	160			
1236	229	10	239		A/C to 53-18N 10-17E		155	24300	195			182	89	29½	1305½
1240			239		Mickey fix inaccurate		160	23000	188						
1243			239		53-00N 10-05E, M.		150	23000	188						
1246			260		52-55N 10-00E, M.		165	21500	204						
1251½	345/25		260		52-50N 09-30E. Wind 345/25K		165	21000	204						
1252			235		A/C to 52-22N 08-30E		155	20700							
1255½			235		52-40N 09-12E, M.		150	20000	179						
1256	236	18	244		52-40N 09-11E		150	20000	179			176	30	10	1306
1301			244		270/31 mi. Hanover		150	20000	179						
1301½			244				150	20000	179						
1305	259	11	270		Conabrock 70/26 mi.		150	25000	179						
1306	345/25		270		A/C 52-22N 08-30E Wind 345/25		150	20000	179						
1306	301	16	307		A/C to 52-37N 07-50E		150	20000	179			160	29	11	1317
1308	301	17	308		Drift by bombight		150	20000	179						
1312½	301	17	308		4 mi S. Oldenberg 52-26N 08-12E.		150	20000	179						
1316	300	17	307		Oldenberg 192/38 mi.		150	20000	179						
1318	300	17	307		52-37N 07-49E		150	20000	179	31	12	156			
1318	273	18	281		A/C to Enemy Coast		150	20000	179			166	117	42	1400
1320	273	19	282		bomb. drift		150	20000	179						

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	
1321	273	49	282		52-37N 07-38E, M.		150	20000	179						
1325	273	49	282		52-39N 07-22E, G.		150	20000	179						
1329	273	49	282		52-38N 07-12E, M.		150	20000	179						
1331	273	49 335/32	282		52-38N 06-55E wind 335/32K		150	20000	179	27	10	162	83	31	1402
1340	275	47	283		52-42N 06-20E		150	20000	179	22	09	146	61	25	1405
1345	266	46	272		A/C to coast out - 52-42N 05-27E		150	20000	175			148	34	12	1505
1346	266	46 305/36	272		wind 305/36		150	20000	179						
1404			282		Enemy Coast 52-42N 04-38E		150	20000	179	117	46	152			
1404	276	46	282		A/C to Cromer		170	20000	173			142	88	36	1440
1411			284		52-43N 04-06E		170	16000	183						
1415			284		52-44N 03-49E		165	14900	183						
1424			290		52-45N 03-12E		165	13000	183						
1427	279	49 320/40	av. 288		52-47N 03-00E, G. Furh chain, wind 320/40K		165	10000	183	38	23	152	61	24	1451
1437			293		53-03N 02-16E, G. Easter chain		165	7000							
1439			293		53-06N 02-10E		165	6000							
1443	247	45	252		(Retro 290/20)		165	4700				138	26	11 1/2	1454
1447			245												
1453			245		53-03N 01-30E. wind 250/25K		150	1500	129						
1459			245		Cromer		150	1500	129						
1459	253	-1	252		A/C to Kings Lynn		150	1500	129			104	35	20	1519
1505	263	-7	270		other boxes hamming us in.		150	1500	130						
1518	245	-7	238		1 mi. N. Kings Lynn		150	1500	130	35	19	110	39	21	1539
1539					Race										
1542					Landed										

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

SIGNED JAMES F. HAN NAVIGATOR

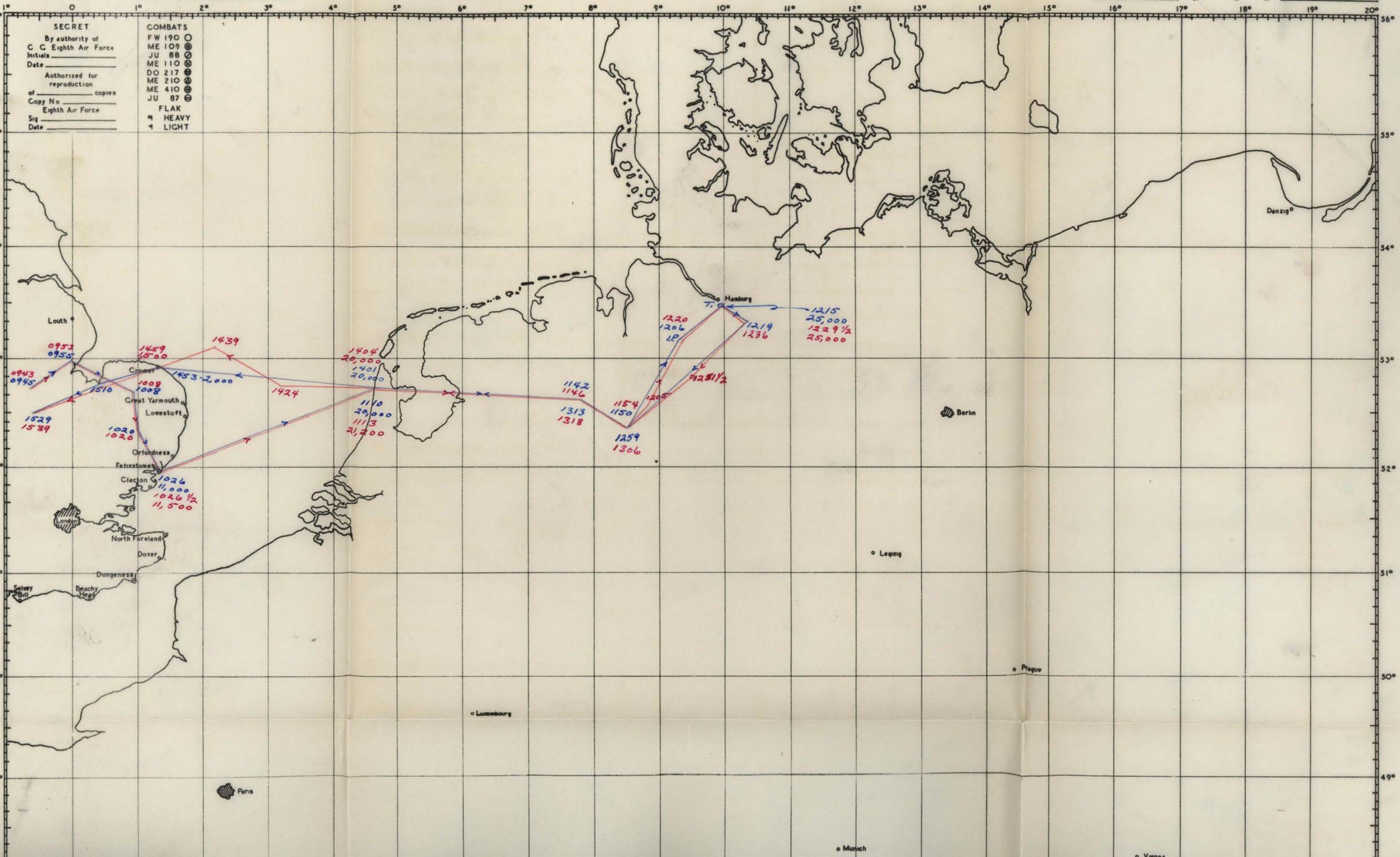
# TRACK CHART

DATE Feb. 24, 1945

TARGETS  
PRIMARY

Hamburg, Germany

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



SECRET  
By authority of  
C C Eighth Air Force  
Initials \_\_\_\_\_  
Date \_\_\_\_\_  
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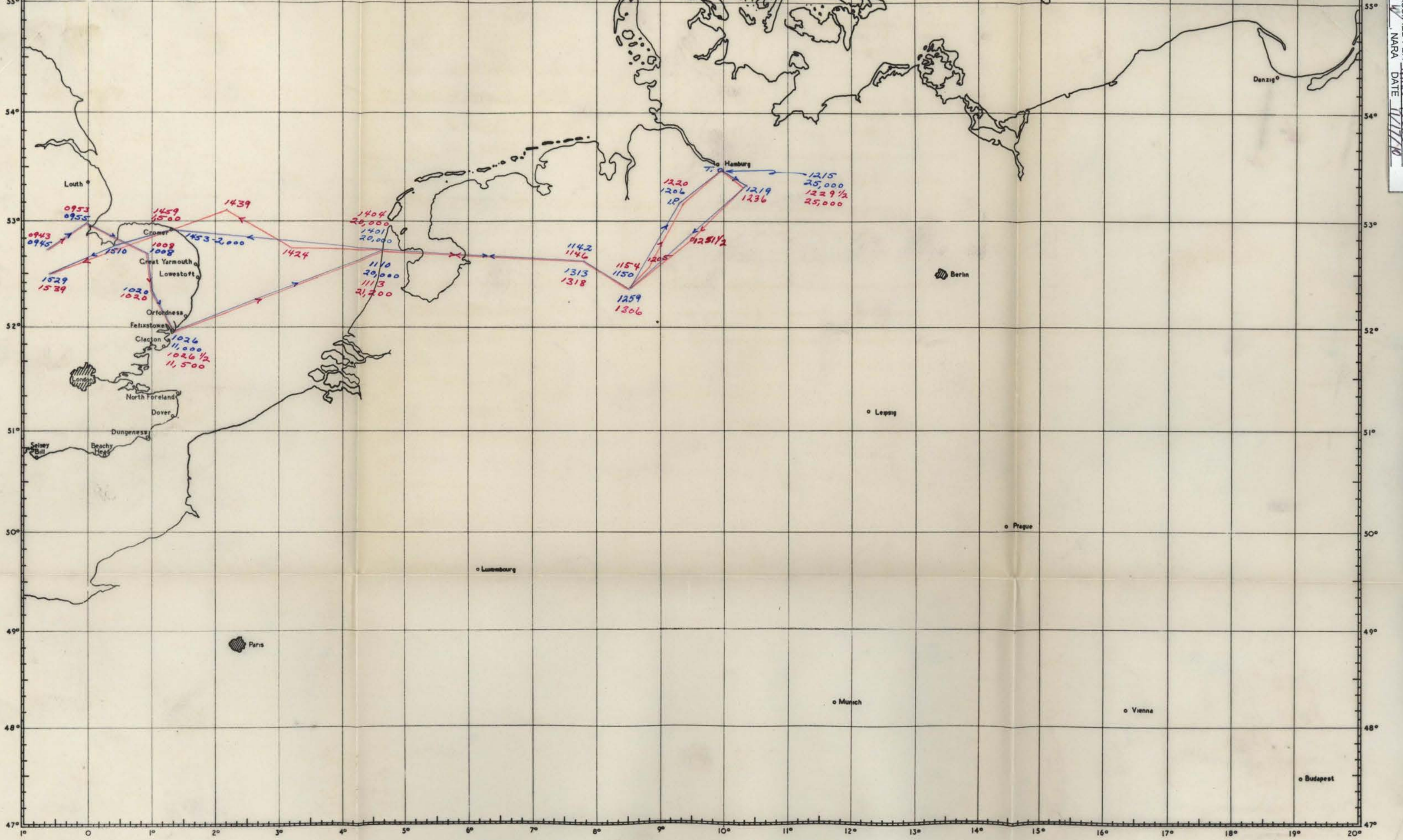
COMBATS  
FW 190 ○  
ME 109 ⊙  
JU 88 ⊙  
ME 110 ⊙  
DO 217 ⊙  
ME 210 ⊙  
ME 410 ⊙  
JU 87 ⊙  
FLAK  
HEAVY  
LIGHT

DECLASSIFIED PER AND 745005  
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ME 210  
ME 410  
JU 87  
FLAK  
HEAVY  
LIGHT

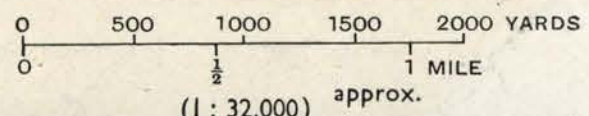
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BY NARA DATE 11/17/10



Target No.  
I (a) (ii) 8

OIL REFINERY of RHENANIA — HAMBURG (Harburg)  
OSSAG A.G., Etc. (GERMANY)

Illustration No. Primary  
I (a) (ii) 8/6



Photographed 1941-1943

Issued March 1944

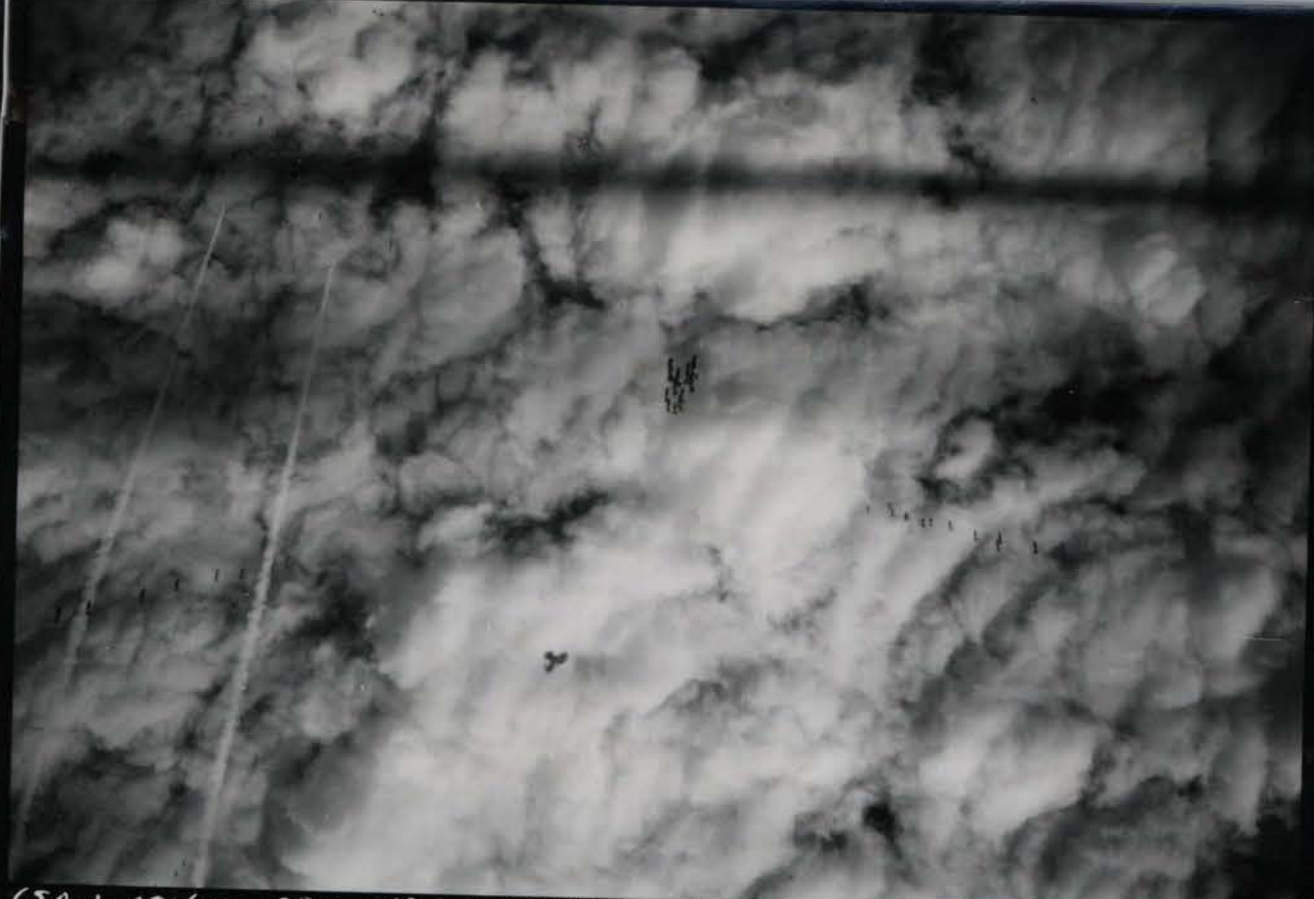


A. RHENANIA-OSSAG A.G.  
B. EBANO ASPHALTWERKE A.G.

A.I.3c(1)

TYPE A

I  
9/8 (ii) (e)



(SAW-40/LE-1099-1)(24-2-95)(7551-7-25100)(HARBURG) (31)



(SAW-40/LE-1099-1)(24-2-95)(7551-7-25100) HARBURG CONF



(SAW-40/LE-1099-1)(24-2-95)(7551-7-25100) HARBURG

STATISTICAL SUMMARY OF OPERATIONS

1st Group

1st BD F. O. 639

Date of 24 February 1945

	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	10	2	10	1	11	1
5. No. of A/C Attacking	10	2	10	1	11	1
6. No. of A/C Not Attacking	--	--	1	--	--	--
(a) Early Returns Included			(1)			
7. Name of Primary Target	HARBURG (VIS)					
(a) No. of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	HARBURG (PFF)					
(a) No. of A/C Attacking	10	2	10	1	11	1
(b) No., Size & type of Bombs	55 500# RDX	22 500# RDX	49 500# RDX	11 GP 500# RDX	72 500# GP	11 500# GP
	65 500# GP		71 500# GP		60 500# RDX	
9. Name of Last Resort Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity						
(a) No. of A/C Attacking						
(b) No., Size, & type of Bombs						
11. Name of Target Opportunity						
(a) No. of A/C Attacking						
(b) No., Size & type of Bomb						
12. No. of A/C Lost - TOTAL	None	None	None	None	None	
13. -- to Flak						
14. -- to Flak & E/A						
15. -- to Enemy A/C						
16. -- to Accident						
17. -- to Unknown						



STAT SUMMARY (cont'd)

	LEAD	LOW	HIGH
13. Time of Takeoff	0732	0734	0733
19. Time of Attack	1229 $\frac{1}{2}$	1231 $\frac{1}{2}$	1231
20. Average Time of Flight	8.3	8.4	8.5
21. Altitude of Release	25080	24200	25900
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA	Int. Moderate Acc. Inaccurate	Moderate Inaccurate	Moderate Inaccurate
24. - Fighters	--	--	--
25. - Bombers	--	--	--
26. U.S. A/C Engaged by Enemy A/C	--	--	--
27. Degree of Success	Unobserved	Unobserved	Unobserved

PFF A/C Borrowed from Groups as follows:

PFF A/C Loaned to Groups as follows:

NOTES:

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. SCHUSFER DATE 25 Feb 1945

PILOT CAPT BROWN (SEATELL) TAKE OFF 0731

NAVIGATOR CAPT SMITH AIRPLANE \_\_\_\_\_

WING 94 A GROUP 401st SQDN Lead LANDED 1545

OBJECTIVE HARBURG, 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# GP FUSING: NOSE 1/10 TAIL 1/40

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

NUMBER OF BOMBS LOADED 65 GP - 77BUX RELEASED 65 GP -- 77BUX

INFORMATION AT RELEASE POINT:

Altitude of Target SEA LEVEL Temp Aloft: Metro -42 Actual -35

True Altitude above target 25000 Mag Head, order 47 Actual 043

Ind. Altitude 25000 True Heading 38

Pressure alt of target -581 Drift, Est 11R Actual 11R

Altimeter setting 29.92 True Track 49

C.I.A.S. 150 I.A.S. 150 Actual Range 11.797

G.S. Est 274 Actual 203 B.S. Type B-9

Wind Direc Metro 270 Actual 340 Time of Release 12:20 1/2

Wind Veloc. Metro 69 Actual 44 Intervalometer Setting 50ft

D.S. 126.8 Trail 50 ATF 41.79 Length of Bombing Run 30 miles

Tan. D.A. Est .605 Actual .47 C-1 Pilot OK A-5 --

Mean Temp: Metro -17 Actual -14 Manual Pilot --

Type of Release: Lead A/C Salvo Type of Release: Other A/C 50ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. PECK DATE 25 Feb 1946  
 PILOT CAPT RIEGLER TAKE OFF 0735  
 NAVIGATOR CAPT WOOD AIRPLANE \_\_\_\_\_  
 WING 94 A GROUP 401st SQDN Low LANDED 1559  
 OBJECTIVE HARBURG, GERMANY (MPI) \_\_\_\_\_

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

NUMBER A/C IN GROUP 11 COMPOSITE GROUP \_\_\_\_\_

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

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

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

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

NUMBER OF BOMBS LOADED 82 GP - 49 RDX RELEASED 82 GP - 49 RDX

INFORMATION AT RELEASE POINT:

Altitude of Target <u>SEALEVEL</u>	Temp Aloft: Metro <u>-42</u> Actual <u>430</u>
True Altitude above target <u>24200</u>	Mag Head, order <u>47</u> Actual <u>47</u>
Ind. Altitude <u>24200</u>	True Heading <u>42</u>
Pressure alt of target <u>-561</u>	Drift, Est <u>118</u> Actual <u>120</u>
Altimeter setting <u>29.92</u>	True Track <u>54</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>9.922</u>
G.S. Est <u>272</u> Actual <u>212</u>	B.S.Type <u>M-9</u>
Wind Direc Metro <u>270</u> Actual <u>316</u>	Time of Release <u>12:51 1/2</u>
Wind Veloc. Metro <u>69</u> Actual <u>52</u>	Intervalometer Setting <u>50ft</u>
D.S <u>129.3</u> Trail <u>56</u> ATF <u>40.98</u>	Length of Bombing Run <u>3 Miles</u>
Tan. D.A. Est <u>.59</u> Actual <u>.41</u>	C-1 Pilot <u>OK</u> A-5 <u>---</u>
Mean Temp: Metro <u>-17</u> Actual <u>-15</u>	Manual Pilot <u>---</u>
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>50ft</u>

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. MURPHY DATE 24 Feb 1945  
 PILOT LT. HAYES TAKE OFF 0752  
 NAVIGATOR LT. SINGER AIRPLANE \_\_\_\_\_  
 WING 94th A GROUP 401st SQDN Hich LANDED 1642  
 OBJECTIVE HARBURG, GERMANY (MPI) \_\_\_\_\_  
 METHOD OF ATTACK X  
Individual Flight Squadron Group Wing  
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP \_\_\_\_\_  
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP \_\_\_\_\_  
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C  
 BOMBS, TYPES AND SIZES 500# GP FUSING: NOSE 1/10 TAIL 1/40  
 BOMBS, TYPES AND SIZES 500# RDX FUSING: NOSE 1/10 TAIL 1/40  
 NUMBER OF BOMBS LOADED 83 GP 60 RDX RELEASED 83 GP 60 RDX  
 INFORMATION AT RELEASE POINT:  
 Altitude of Target SEA LEVEL Temp Aloft: Metro -42 Actual -36  
 True Altitude above target 25000 Mag Head, order 47 Actual 37  
 Ind. Altitude 25000 True Heading 32  
 Pressure alt of target -561 Drift, Est 112 Actual 140  
 Altimeter setting 29.92 True Track 46  
 C.I.A.S. 150 I.A.S. 150 Actual Range 12,850  
 G.S. Est 276 actual 230 B.S.Type M-0  
 Wind Direc Metro 270 Actual 305 Time of Release 12:51  
 Wind Veloc. Metro 69 Actual 68 Intervalometer Setting 50ft  
 D.S 124.5 Trail 60 ATF 42.50 Length of Bombing Run 30 miles  
 Tan. D.A. Est .59 Actual .495 C-1 Pilot -- A-5 --  
 Mean Temp: Metro -18 Actual -13 Manual Pilot Yes  
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 50ft

**CONFIDENTIAL**

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

J-A-4/1

Reference Field Order 639 . 24 FEBRUARY 1945

SUBJECT: Communications Report, Operational Mission No 214 .

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>1</u>
Splashers	<u>1</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>35</u>	5. Distress Action	<u>1</u>
Bunchers, Continent	<u>0</u>	6. Total A/C using Gee	<u>36</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>4</u>	<u>      </u>

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>32</u>
2. Total A/C releasing Chaff	<u>31</u>
3. Total number of units released	<u>11,160</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>1</u>	6. Gee	<u>0</u>
2. VHF	<u>0</u>	7. H2X, <del>Micro-H</del>	<u>0</u>
3. Compass	<u>0</u>	8. Carpet	<u>0</u>
4. <del>Li</del> aisson	<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**

SECRET

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

ASSIGNED Harburg, Germany DATE OF MISSION 26/7/45  
 1. TARGET: BOMBED Harburg, Germany

2. ROUTE AS FLOWN: generally as briefed

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

4. DESCRIPTION OF FLAK AT TARGET:  
Moderate, inaccurate, barrage and tracking becoming intense and more accurate as this group left target.

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)  
few bursts observed near Cambuck

6. CHAFF; HOW DISCHARGED: As briefed

7. POSITION OF GROUP: 94th "A" -1st

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>Lead</u>	<u>12</u>	<u>2</u>	<u>10</u>					<u>45M</u>	<u>135M</u>	<u>1229</u>	<u>25,000</u>
<u>High</u>	<u>11</u>	<u>0</u>	<u>1</u>					<u>59M</u>	<u>130M</u>	<u>1231</u>	<u>25,600</u>
<u>Low</u>	<u>12</u>	<u>0</u>	<u>0</u>					<u>47M</u>	<u>160M</u>	<u>1231</u>	<u>24,200</u>
TOTALS	<u>35</u>	<u>2</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>				

9. COMMENTS - PHENOMENA:-

Lead Squadron, 94th Group

Combat Squadron Leader: Major White 25 Feb 45

Deputy Squadron Leader: Lt Gerber

Deputy Gp. Leader: Lt Gerber

*Handwritten:*  
 12 x 500 GP  
 1/10 1/40

615 SQDN  
 TURK (WHITE)  
 612 SC JAWOCK  
 613 IN MACRO  
 614 IW GOLFCUB  
 615 IY BUZZARD

CALLAHAN  
 IY K 8425

GERBER  
 SC Q 8153 PFF

615 SQDN

612 SQDN

DJERNES  
 IY P 8753 RCM

HOAIMAN  
 SC D 8992

PARK  
 IN U 7706

BELIN  
 IY A 8160

HOWARD  
 SC A 7826

SCHLIMMANN  
 SC N 7039

GRIMM  
 IY N 8810 RCM

STEPHENS  
 IY L 7581

SMITH  
 IY B 1730

SPARES

PFF  
 Spare Loads: SC U 7847, Disp #19  
 PFF IN P 8449, Disp #35

BENNETT  
 IY R 8146

Ground Spares: IN K 8677, Disp #2  
 IY Q 8077, Disp #31

*Handwritten:*  
 Gas Load 2118  
 Breakfast 02:45  
 Briefing 03:45  
 Stations 05:30

Low Squad, 94th C Group

Combat Sq. Leader: Lt Utter Date: 23 Feb 45

Deputy Sq. Leader: Lt Spuhler

Deputy Gp. Leader: Lt Garber

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

UTTER  
IN C 8053 PFF

GRAY  
IN H 8733 RCM

SPOHLER  
IN R 7730

614 SQDN  
ST AUBIN  
IN Z 8530

612 SQDN  
JONES  
SC H 2398

FONDRER  
IN Q 7478

SOLE  
IN O 7502

CAMPBELL  
IN J 1891

LONG  
SC L 8037

HARTSOCK  
IN B 7131

AYRE  
IN A 7931

HOLLERS  
IN X 8566

SPARES

Spare Leads: PFF SC U 7947, Disp #19  
PFF IN P 8449, Disp #35

SORENSEN  
IN F 7395

Ground Spares: IN K 8677, Disp #2  
IY Q 8077, Disp #31



HI SQ 94TH C GROUP

Combat Sq. Leader: LT MC GOLDRICK Date: 23 Feb 45

Deputy Sq. Leader: LT TAUSIG

Deputy Gp. Leader: LT GERBER

613 SQDN  
613 SC JABTOCK  
613 IN MACRO  
614 IW GOLFCUB  
615 IY BUZZARD

MC GOLDRICK

IN Q 6550 PFF

MC KENNEY

TAUSIG

IN A 6458

IN L 8941

615 SQDN

612 SQDN

STEELE

BLOETSCHER

IN S 2947

SC T 8788

CAREY

BAKER

LOVELL

HOLT

IN H 8882

IN K 1072

IN H 8697

SC F 8541

NIELSON

IN D 6588 RCM

KELSO

BRADLEY

IN G 8791 RCM

IN P 6513

SPARES

LEVY

IN B 6132

SPARE LEAD (PFF) SC U 7947 Disp 19  
(PFF) IN P 8449 Disp 35

GRD SPARES IN K 8577 Disp 2  
IY Q 8077 Disp 31

DATE: 24 Feb 1945

DUTY OFFICER: 1st Lt H.L. Knopman

BRIEFING OFFICER: CAP. V.L. McCRATH

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: HAMBURG - OIL REFINERIES - VISUAK

Reported to be largest crude oil refinery in Germany with <sup>one time</sup> capacity of 550,000 tons of oil annually. Your MPI - is Number 3 Bldg which is a Boiler House. Operation of whole plant is dependent upon Boiler and Distillation Plants, which if destroyed would stop all production. Target is W. End of Dock area at point where S. Elbe R. divides as it flows into main Hamburg Dock area.

Secondary:

PfP - MPI center of Built up area of Harbour

Last Resort: CEHE - CENTER of Built up area - <sup>PT.</sup> ~~down~~ ~~down~~

Junction of R/R Bridge over River

(2) Other Groups in 94th CBW:

401<sup>st</sup> A

457 B

351 12<sup>th</sup> AF C Screening force

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

94	A -	1	41	B	oil refineries
	B -			B	
40	A -	oil refineries		C	}
	B -			1 A	
	C -			B	

Shipyards

b. 2nd AD: 27 Squad's - ~~Hamburg~~ <sup>White Misburg, Holten</sup> ~~Hamburg~~ <sup>Universitaet, Hauptbahnhof, ~~Neugymnasium~~ ~~Schulhaus~~</sup>

Hafenbau R/O, R/Y units, ARO DEPOT

5712-0842

c. 3rd AD: 10 gps - ~~Prepared~~ R/R Junction and Ammunitions

2. ROUTES (ALL THREE AD'S)

a. Points and Times of Departure from English Coast:

2<sup>nd</sup> AD - 2400 - ~~CRUISE~~

1<sup>st</sup> AD -

3<sup>rd</sup> AD - will follow 1<sup>st</sup> AD column

b. Fighter Support: 5 gps of P-51's - ~~Pat.~~ 1-1 - 94 A

1 gp of P-51 will sweep target area

at 1000 E

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: 313 Guns in area with 124 in Radar  
Right Turned out WITHDRAWING. of 130 DEG.

b. Enemy Fighters: Moderate fighter Reaction may be expected.

c. Smoke Screens: Operative in area  
Concentrated Ballon Package defense around Harboring and targets

d. Camouflage: Storage Tanks but not Bldgs are camouflaged.

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: Stow market to FERRYSTONE

b. Air Commanders: 1<sup>st</sup> AD Lt. Col. W. T. SEAWENT - Woodcraft Able  
and 94<sup>th</sup> crew.

c. Zero Hour and Date: 0815<sup>0820</sup> 24 Feb 1945

d. General Instructions Pertinent to Entire Task Force: \_\_\_\_\_

5. SUPPLY:

a. Gas Load: 2780 Gallons

b. Bomb Load (and Intervalometer Settings) 12x500 GP - SALVO  
PFF - 50'

c. Chaff Load (Point and Time of Commencing Discharge) 3 Midgets at 1P  
with release chaff

d. Screening Force: 12 Mc at 351 GP  
Screening force: 8 P51 - Package Red will scout 20 miles ahead  
of Mustang and drop chaff

6. COMMUNICATIONS:

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

8-3

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

24 February 1945  
 Mission 214

SUBJECT: Loading List

TO: Operations Officer, 401st Bombardment Group, APO 557

A/C 42-106992

P	Roadman, Julian	1st Lt.	612th
CP	Compton, Henry W.	2nd Lt.	"
N	Knuese, Robert E.	2nd Lt.	"
B	Whitlock, James P.	2nd Lt.	"
RO	Elchisak, Alfred	T Sgt	"
TT	Landers, John A.	T Sgt	"
BT	Hall, Eugene H.	S Sgt	"
TG	Wood, Donald S.	S/Sgt	"
FG	Hill, Earle R., Jr.	S Sgt	"

A/C 42-31891

P	Aschenbach, Allen D.	1st Lt.	612th
CP	Althoff, John R.	2nd Lt.	"
N	Brazzil, William R.	2nd Lt.	"
B	Folkerts, Arthur	2nd Lt.	"
RO	Feigenbaum, George J.	Sgt	"
TT	Herndon, William R.	Sgt	"
BT	Wilson, Ben G.	S Sgt	"
TG	Perrlin, Joseph R.	S Sgt	"
FG	Watson, Robert W.	S Sgt	"

A/C 43-38541

P	Comer, Jack P.	1st Lt.	612th
CP	Matthes, Francis R.	2nd Lt.	"
N	Weinstein, Byron	2nd Lt.	"
B	Smith, Alvie L.	2nd Lt.	"
RO	Hulse, Harold A.	Sgt	"
TT	Bixby, Joseph Jr.	T Sgt	"
BT	Erland, Cletus M.	S Sgt	"
TG	Kirkhuff, Leonard M.	S Sgt	"
FG	Mainprize, Jack E.	S Sgt	"

A/C 43-38788

P	Schliemann, Donald M.	1st Lt.	612th
CP	Meyrowitz, Irving	2nd Lt.	"
N	Schneck, David	2nd Lt.	"
B	Swatosh, Kenneth J.	2nd Lt.	"
RO	Pendley, Garland E.	T Sgt	"
TT	Kelly, John C.	T Sgt	"
BT	Green, John J.	S Sgt	"
TG	Madden, Ted H.	S Sgt	"
FG	Zabel, Bruce H.	S Sgt	"
RCM	Martin, James G.	Sgt	"

A/C 42-107039

P	Hudnall, Carl L.	1st Lt.	612th
CP	Mitchell, Frank G.	2nd Lt.	"
N	Martin, Phillip A.	2nd Lt.	"
Tog	Beardall, Keith E.	s/Sgt	"
RO	Knight, Adam	T/Sgt	"
TT	Hoorman, Loyd F.	T/Sgt	"
BT	Gyles, Alfred R.	s/Sgt	"
TG	Parker, Robert H.	s/Sgt	"
FG	Parker, Matt M.	s/Sgt	"

A/C 42-31662

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	"
TT	Serfino, Ernest A.	T/Sgt	"
BT	Rogers, Charles G.	Sgt	"
TG	Watters, Kenneth G.	s/Sgt	"
FG	Wallace, Robert W.	Pvt	"

A/C 43-38733

P	Levell, Morris H.	1st Lt.	612th
CP	Gerant, John M.	2nd Lt.	"
N	Price, George B.	2nd Lt.	"
B	Phinney, Roderick T.	2nd Lt.	"
RO	Stevens, Edgar M.	Sgt	"
TT	Hereford, Gerald F.	T/Sgt	"
BT	Balfe, James	Sgt	"
TG	Broadbecks, Ray	Sgt	"
FG	Martineau, Maile R.	Sgt	"
RCM	Carson, James W.	Sgt	"

A/C 44-8153

P	Hayes, Ralph S.	1st Lt.	612th
CP	Head, Clarence E.	1st Lt.	"
N	Minor, Charles B.	1st Lt.	"
B	Murphy, Roland W.	1st Lt.	"
MO	Barnes, James H.	1st Lt.	"
RO	Fuston, William P.	T/Sgt	"
TT	Lucewicz, John	T/Sgt	"
TG	Smith, Charles E.	s/Sgt	"
FG	Pahl, Arthur L., Jr.	s/Sgt	"

A/C 44-6506

P	French, Millard H.	2nd Lt.	612th
CP	McKale, William L.	2nd Lt.	"
N	Cannon, Thomas P.	F/O	"
Tog	Johnson, Jerry H.	s/Sgt	"
RO	Allcroft, James W.	s/Sgt	"
TT	Hansen, Arthur W.	s/Sgt	"
BT	Deck, Floyd J.	Sgt	"
TG	LaGrange, Wesley	Sgt	"
FG	Devore, Arthur D.	Sgt	"

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

24 FEBRUARY 1945

L-O-A-D-I-N-G      L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6313	P	2nd Lt.	MAY	JAMES	H.
	CP	2nd Lt.	COLLISS	EUGENE	B.
	N	2nd Lt.	ANDERS	WALTER	R.
	B	S/SGT.	KIDMAN	WILLARD	D.
	RO	SGT.	PAULK	ALBERT	L. JR.
	TT	SGT.	SMITH	CHESTER	J.
	BT	S/SGT.	MEANEY	ANTHONY	J.
	TG	SGT.	KROZEL	JOSEPH	A.
	WG	SGT.	McKEE	WILLIAM	J.
43-38862	P	1st 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	E.
	TG	S/SGT.	ODOM	HENRY	T.
	WG	S/SGT.	FISHER	MELVIN	C.
43-38791	P	1st Lt.	SCHELLER	RICHARD	R.
	CP	2nd Lt.	<del>ROBERSON</del> WICKS	WALLACE	W.
	N	2nd Lt.	HOUSTON	RICHARD	D.
	B	F/O	KOLLAR	JOHN	E.
	RO	S/SGT.	HOWELL	THOMAS	E.
	TT	S/SGT.	HARTY	WILLIAM	Q.
	BT	S/SGT.	BLACK	RICHARD	D.
	TG	S/SGT.	TRUDEAU	RUSSELL	M.
	WG	S/SGT.	SEVERSON	NORMAN	A.
RCM	S/SGT.	TOOMBS	GEORGE	W.	
42-31591	P	1st Lt.	MAHARICK	MATT	(NMI)
	CP	2nd Lt.	ROBERSON	WENDALL	W.
	N	2nd Lt.	<del>NEWBY</del> ROWLEY	RONALD	E.
	B	S/SGT.	ROBERSON	ROBERT	E.
	RO	SGT.	NEED	WILLIAM	H. JR.
	TT	SGT.	LANIER	LESLIE	H.
	BT	SGT.	MOORE	WILLIAM	F.
	TG	SGT.	WEBB	WENDALL	R.
	WG	SGT.	MOULTON	GEO.	L.
42-102398	P	1st Lt.	STEELE	RICHARD	H.
	CP	2nd Lt.	ZEMAN	ROGER	R.
	N	2nd Lt.	JONES	BEN	F.
	B	SGT.	VALDEZ	RAYMOND	(NMI)
	RO	T/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.
43-38607	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	C.
	BT	SGT.	GROSS	WILLIAM	D.
	TG	SGT.	THOMPSON	LEONARD	E.
	WG	SGT.	AVERETT	JACK	C.

FLYING WITH THE 615th SQ.

RCM	SGT.	STITT	JOHN	J.
BT	S/SGT.	BUCKSBAUM	ELMER	(NMI)

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-102947	P	2nd Lt.	YOUNG	CHARLES	B.
	CP	2nd Lt.	FUNK	PHILLIP	B.
	N	2nd Lt.	SEAVEY	FRANK	R.
	B	S/SGT.	LITTLE	JAMES	O.
	RO	SGT.	PETERS	JOHN	W.
	TT	SGT.	BRAMBLE	JOHN	F.
	BT	SGT.	ESHAM	GLENN	E.
	TG	SGT.	JOHNSON	CARL	(NMI)
	WG	SGT.	HENNIG	CHARLES	J.
	42-31072	P	1st Lt.	CURRAN	EDWARD
CP		2nd Lt.	REILLY	DONALD	J.
N		2nd Lt.	BAUTZ	JOHN	J.
B		S/SGT.	HARDIN	RAY	(NMI)
RO		T/SGT.	GIESKEN	GEORGE	J.
TT		T/SGT.	JOHNSON	ELMO	E.
BT		S/SGT.	ZENOR	HAROLD	M.
TG		S/SGT.	CLIFTON	JAMES	R.
WG		S/SGT.	KENAGY	LLOYD	C.
44-8550		P	CAPT.	RIEGLER	WILLIAM
	CP	2nd Lt.	MACKIN	PETER	D.
	N	CAPT.	WOOD	HORACE	O.
	B	1st Lt.	PEEK	GEORGE	W.
	V	1st Lt.	EATON	HARRY	M.
	RO	T/SGT.	MOLLAR	THEODORE	H.
	TT	T/SGT.	SEELY	KARL	W.
	TG	S/SGT.	QUIST	FRED	M.
	WG	S/SGT.	GRUMANN	JAMES	F.

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

AAF Station # 128  
 24 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 44-43449

P	Capt.	BROWN, JOHN J.	614th Sq.
CP	Lt. Col.	SEANELL, WILLIAM T.	401st Gp.
N	Capt.	SMITH, CHARLES M.	614th Sq.
H	Capt.	HARBER, WALTER E.	612th Sq.
B	1st Lt.	SCHIEFER, WILLIAM F.	614th Sq.
RO	T/Sgt.	Arellano, Garciano J.	"
TT	T/Sgt.	Hoffman, R Leon W.	"
MO	1st Lt.	GOODMAN, JAMES W.	"
EG	1st Lt.	MEUSEL, JOSEPH F.	"
WG	S/Sgt.	Martin, Norman D.	"

PLANE 44-8033

P	1st Lt.	HUBBELL, RICHARD B.	"
CP	1st Lt.	GOULET, AMEROSE	"
N	1st Lt.	MOORE, GEORGE J.	"
B	1st Lt.	FLIEG, STANLEY W.	"
RO	T/Sgt.	Pool, Rishawd Clyde W.	"
TT	T/Sgt.	Ross, Richard D.	"
MO	2nd Lt.	HEHRER, HEWITT G.	"
TG	Pvt.	Bell, W. S.	"
WG	S/Sgt.	Revette, John L.	"

PLANE 44-97802

P	1st Lt.	COLE, JOHN S. JR.	"
CP	2nd Lt.	SPELLMAN, JOHN W.	"
N	2nd Lt.	HANSON, CLIFFORD B.	"
B	F/O	BUTLER, THOMAS H.	"
RO	Sgt.	Crespi, Ralph W.	"
TT	Sgt.	Allex, Marvin L.	"
BT	Sgt.	Griggs, Crawford	"
TG	Sgt.	Smilh, Ralph H.	"
WG	Sgt.	Mc Clure, James R.	"

PLANE 42-98522

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



Loading List ( Con't )

PLANE 43-38677

P	2nd Lt.	STAUF FER, 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.	Debson, William J.	"
WG	Sgt.	Laura, Libero J.	"

PLANE 42-97476

P	2nd Lt.	GRAY, CARL H.	"
CP	2nd Lt.	SMITH, CHARLES	"
N	2nd Lt.	STEWART, RICHARD E.	"
CTG	Sgt.	Ginathwain, Edward C.	"
RO	Cpl.	Fort, Collins G.	"
TT	Cpl.	Kirby, Lee D. Jr.	"
BT	Cpl.	Harrell, Jean J.	"
TG	Sgt. Pvt.	Saenz, Hector J.	"
WG AEG	Cpl.	Bonanno, Joe M.	"

PLANE 42-107151

P	1st Lt.	HARTSOCK, KENNETH J.	"
CP	F/O	LOCKE, KENT W.	"
N	1st Lt.	DUNCAN, ROBERT N.	"
B	EXE 2nd Lt.	DODGE, RICHARD A.	"
RO	S/Sgt.	Rubinson, Jerome J.	"
TT	S/Sgt.	Browne, Vincent	"
BT	S/Sgt.	Mendez, Frank C.	"
TG	S/Sgt.	Anderson, Donald D.	"
WG	S/Sgt.	Strukel, Joseph J.	"

PLANE 42-97395

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

PLANE 43-84738

P	1st Lt.	RICHARDSON, RICHARD B.	"
CP	1st Lt.	HAFLEY, WILLIE J.	"
N	F/O	BLADES, LEO L.	"
CTG	S/Sgt.	Racick, John	"
RO	S/Sgt.	Massa, Attilio	"
TT	S/Sgt.	Walsh, Arthur G.	"
BT	S/Sgt.	Lunn, Berlyle J.	"
TG	S/Sgt.	Patterson, Donald D.	"
WG	S/Sgt.	Paluso, Joseph J.	"
RUM	S/Sgt.	Byrn, Otice G. Jr.	"

BT S/Sgt. No Cornick, Edson C. is flying with 615th.  
 For the Squadron Commander:

ALVAH H. CHAPMAN JR.  
 Major, USAF

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

24 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 # 43-39941		615th				
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON	
P	2nd Lt.	Wolf	Adolph	K.	615th	
CP	2nd Lt.	Jancosak	Walter	(DMI)	"	
H	P/O	Patrick	Dale	L.	"	
B	2nd Lt.	Hashimoto	Gene	(DMI)	"	
NO	T/Sgt.	Dupuis	Cyraque	J.	"	
YT	S/Sgt.	Palmer	Edward	W.	"	
BT	Sgt.	McKenna	James	F.	"	
TO	Sgt.	Atkinson	Alfred	H.	"	
FO	S/Sgt.	Vecchio	Murray	H.	"	

PLANE # 43-38758					
P	2nd Lt.	Knowles	Willis	S.	615th
CP	2nd Lt.	Cornelius	Carl	J.	"
H	P/O	Grisham	Cecil	W.	"
B	S/Sgt.	Hlston	Mark	A.	"
NO	Sgt.	McCormick	Thomas	F.	"
YT	T/Sgt.	Boover	Robert	A.	"
BT	Sgt.	Hasslinger	Clifford	W.	"
TO	Sgt.	Settle	John	W.	"
FO	Sgt.	Geierman	Edward	F.	"
SJ	Sgt.	Stitt	John	J.	615th

PLANE # 42-107115					
P	2nd Lt.	Stephens	Lloyd	J.	615th
CP	2nd Lt.	Wilt	Elmer	L.	"
H	2nd Lt.	Harper	Robert	F.	"
B	Sgt.	Whitlock	Howard	D.	"
NO	Sgt.	Husinec	Andrew	(DMI)	"
YT	Sgt.	Graham	James	D.	"
BT	Sgt.	Wisdon	Kent	B.	"
TO	Sgt.	Brennan	William	J.	"
FO	Sgt.	Lowelling	Fred	H.	"

PLANE # 43-36530		615th			
P	1st Lt.	Haire	Frederick	H.	615th
CP	2nd Lt.	Dunne	Michael	D.	"
H	2nd Lt.	Hamberger	Charles	K.	"
B	S/Sgt.	Landry	Lawrence	B.	"
NO	T/Sgt.	Habrey	William	T.	"
YT	T/Sgt.	Robt	Robert	G.	"
BT	S/Sgt.	Floyd	Harris	C.	"
TO	Sgt.	Wiegel	Clifford	W.	"
FO	S/Sgt.	Howak	Frank	F.	"

PLANE # 43-38425					
P	2nd Lt.	Bennett	Clifton	S.	615th
CP	2nd Lt.	Stevenson	Joseph	G.	"
H	2nd Lt.	Hamilton	Charles	W.	"
B	Sgt.	Ely	Galvin	F.	"
NO	Cpl.	Hanes	Billy	H.	"
YT	Cpl.	Henley	James	H.	"
BT	Sgt.	Spoor	Richard	A.	"
TO	Sgt.	Hartwick	Frederick	W.	"
FO	Sgt.	Joyner	Oliver	H.	"

## Loading list. (Continued)

PLANE # <u>43-37551</u>					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Djermes	Carl	F.	615th
CP	2nd Lt.	Spiva	Raymond	H.	"
H	2nd Lt.	Genale	John	F.	"
B	S/Sgt.	Reiber	Gordan	A.	"
NO	S/Sgt.	LaCourse	Lacien	(NMI)	"
YT	T/Sgt.	Chiu	Donald	(NMI)	"
BT	S/Sgt.	Hill	Richard	H.	"
TO	Sgt.	Wagner	Aloysius	E.	"
FO	S/Sgt.	Akins	Ora	H.	"

PLANE # <u>43-38537</u>					
P	1st Lt.	Cracraft	George	K.	615th
CP	2nd Lt.	Hages	Eldon	H.	"
H	2nd Lt.	King	Jack	L.	"
B	S/Sgt.	Guerin	Roland	L.	"
NO	S/Sgt.	Fenwick	Gordan	H.	"
YT	T/Sgt.	Jacquart	Robert	H.	"
BT	S/Sgt.	Ruckshaus	Klaer	(NMI)	615th
TO	S/Sgt.	Hudson	Leonard	L.	615th
FO	S/Sgt.	Baker	Richard	H.	"
SJ	Sgt.	Fritsch	Homer	(NMI)	"

PLANE # <u>43-38577</u>					
P	1st Lt.	Grimm	Alfred	H.	615th
CP	2nd Lt.	Regan	John	J.	"
H	T/O	Coates	Alvin	H.	"
B	S/Sgt.	Boyer	William	O.	"
NO	S/Sgt.	Hapson	George	D.	"
YT	T/Sgt.	Coers	Louis	J.	"
TO	S/Sgt.	Chambers	Arthur	H.	"
FO	S/Sgt.	Ransperger	Henry	(NMI)	"
BT	S/Sgt.	Con	Glyde	H.	"

PLANE # <u>42-97780</u> 614th					
P	1st Lt.	Callahan	Raymond	J.	615th
CP	2nd Lt.	Volts	Donald	L.	"
H	1st Lt.	Hong	Carl	L.	"
B	S/Sgt.	Felts	Chester	C.	"
NO	S/Sgt.	Weinstein	Bernard	H.	"
YT	T/Sgt.	Luchfeld	Kevin	(NMI)	"
BT	S/Sgt.	McCormick	Edison	C.	614 <sup>TH</sup>
TO	S/Sgt.	Swatski	Edward	F.	"
FO	Sgt.	Kard	Charles	A.	"

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