

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

*WSP*  
*EWB*

MISSION No. **225**

Date: **10 MAR. 45**

TO: **HAGEN , GERMANY**

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 # 225

Date 10 March 1945

ASSIGNMENT

1. Assigned Target: HAGEN, GERMANY
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group. One GH A/C was included in the lead and high squadrons, one furnished by 303rd Group and one by the 379th Group. A spare accompanied the lead and high squadrons.

EXECUTION

1. Target Bombed: HAGEN, GERMANY (G-H)
2. a. Group Leader: Major R. J. WHITE (Campbell)  
    Lead Navigator: Capt. R. J. WHITNEY (Tharpe-MO)  
    Extra Navigator: 1st Lt. C. L. HOAG  
    Lead Bombardier: Capt. H. S. ARNOLD
- b. Low Sqdn Leader: Capt. D. V. KIRKHUFF (Hubbell)  
        Lead Navigator: 1st Lt. G. J. MOORE (Dubray-MO)  
        Lead Bombardier: 1st Lt. S. W. FLIEG
- c. High Sqdn Leader: Capt. J. F. GOODMAN  
        Lead Navigator: 1st Lt. N. W. HEYMAN  
        Lead Bombardier: 1st Lt. C. R. BURGE
3. Flight Over England:
  - a. Takeoff:

Normal takeoff was accomplished. All ships took off successfully.
  - b. Squadron and Group Assemblies:

Aircraft were slow to form due to the bright sunlight that caused the flares to be almost invisible. When a few ships formed the Group then formed quickly. Cottemore buncher was departed one minute early.

MISSION SUMMARY REPORT (Cont.)

3. c. Reute Over England:

As briefed. The 41 "C" Group was a little late at point D and 94th "A" was one minute early. This caused our group to go over 41 "D" but caused no interference because 94th "A" was about 2000' higher. The group was in proper division formation and position as it left the coast on time.

4. Attack:

a. Flight to Target:

Division column was maintained to the IP satisfactory. All timings were made on time and the group followed course about as briefed. Upon reaching the IP the group prepared for a GH run on the primary target.

b. Bombing Run:

Lead and Low Squadron:

The lead squadron made the IP good. Cloud cover was 10/10ths and the GH equipment was working okay so it went in and bombed target #2 as briefed. It was a straight GH run. The sighting angles checked out very well. The GH operator thinks the group hit the target. The lead ship salvoed; all others used a minimum intervalometer setting. The AFCE was okay. Results were unobserved. The Low squadron had no GH ship so they bombed on the lead, in 2 squadron formation, in the same manner as the lead.

High Squadron:

The high squadron had its own GH ship so it uncovered from the lead and low just before the IP. Cloud cover was 10/10ths so it bombed primary target # 2 after making a good GH run. As the high squadron came off the IP the GH operator started killing course okay but had a little trouble getting the rate line to come in. He got straightened out satisfactorily and eventually made a good run. Bombs were salvoed by the leader, dropped with a minimum intervalometer setting by all others. The AFCE was okay. Results were unobserved.

c. Flight from Target:

The flight was as briefed from the target. No flak was encountered anywhere along the route. Letdown was started over Belgium and the continental coast out departed on course.

d. Return to Base:

The course was cut short near London to let down through a large hole in that vicinity. The group then returned normally to base, all ships landing safely.

e. Weather:

Weather was described as solid undercast enroute, low cloud, tops approximately 8,000' with same condition prevailing over target.

MISSION SUMMARY REPORT (Cont)

4. f. Fighter Support:

Fighter support was good.

g. Comments on Formation and Interval:

Formation and interval good throughout entire mission.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

All scheduled A/C attacked the target.

6. Enemy Opposition:

No air nor ground opposition encountered. There were several flak bursts, inaccurate, in vicinity of target - and several bursts observed in Munster area.

7. Battle Damage:

None.

8. Casualties:

None.

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

10. Bombing Data:

a. Observations:

Due to complete undercast, results were unobserved.

b. Disposition of Bombs:

Lead Squadron: All 13 A/C airborne attacked the target, dropping 431 X 100# GP and 25 X 500# IB bombs. A/C 842 had 1 X 100# IB hang up which it returned to base, and A/C 767 had 8 GP's and 1 IB hang up because one shackle didn't release and jettisoned them in the channel.

Low Squadron: All 12 A/C scheduled attacked the target, dropping 407 X 100# GP and 24 X 500# IB. A/C

MISSION SUMMARY REPORT (Concl'd)

10. b. High Squadron: All 13 A/C airborne attacked the target, dropping 438 X 100# GP and 26 X 500# IB bombs. A/C 780 and 322 each had 1 GP hang up which they returned.

c. Tabular Summary of Disposition of Bombs:

|                                  | Aircraft       |              | Num-<br>ber | Bombs        |            |                     |           |
|----------------------------------|----------------|--------------|-------------|--------------|------------|---------------------|-----------|
|                                  | Over<br>Target | Bomb-<br>ing |             | Size         | Type       | Fusing<br>Nose Tail |           |
| Main Bombfall                    | 38             | 38           | 1276<br>75  | 100#<br>500# | GP<br>M-17 | -<br>-              | 1/40<br>- |
| Other Attacks                    | -              | -            | -           | -            | -          | -                   | -         |
| Total Bombs on Target            |                |              | 1276<br>75  | 100#<br>500# | GP<br>M-17 | -<br>-              | 1/40<br>- |
| Other Expenditures               |                |              | 8           | 100#         | M-17       | -                   | -         |
| Bombs Returned                   |                |              | 3<br>1      | 100#<br>500# | GP<br>M-17 | -<br>-              | 1/40<br>- |
| Total (Loaded on A/C Taking Off) |                |              | 1287<br>76  | 100#<br>500# | GP<br>M-17 | -<br>-              | 1/40<br>- |

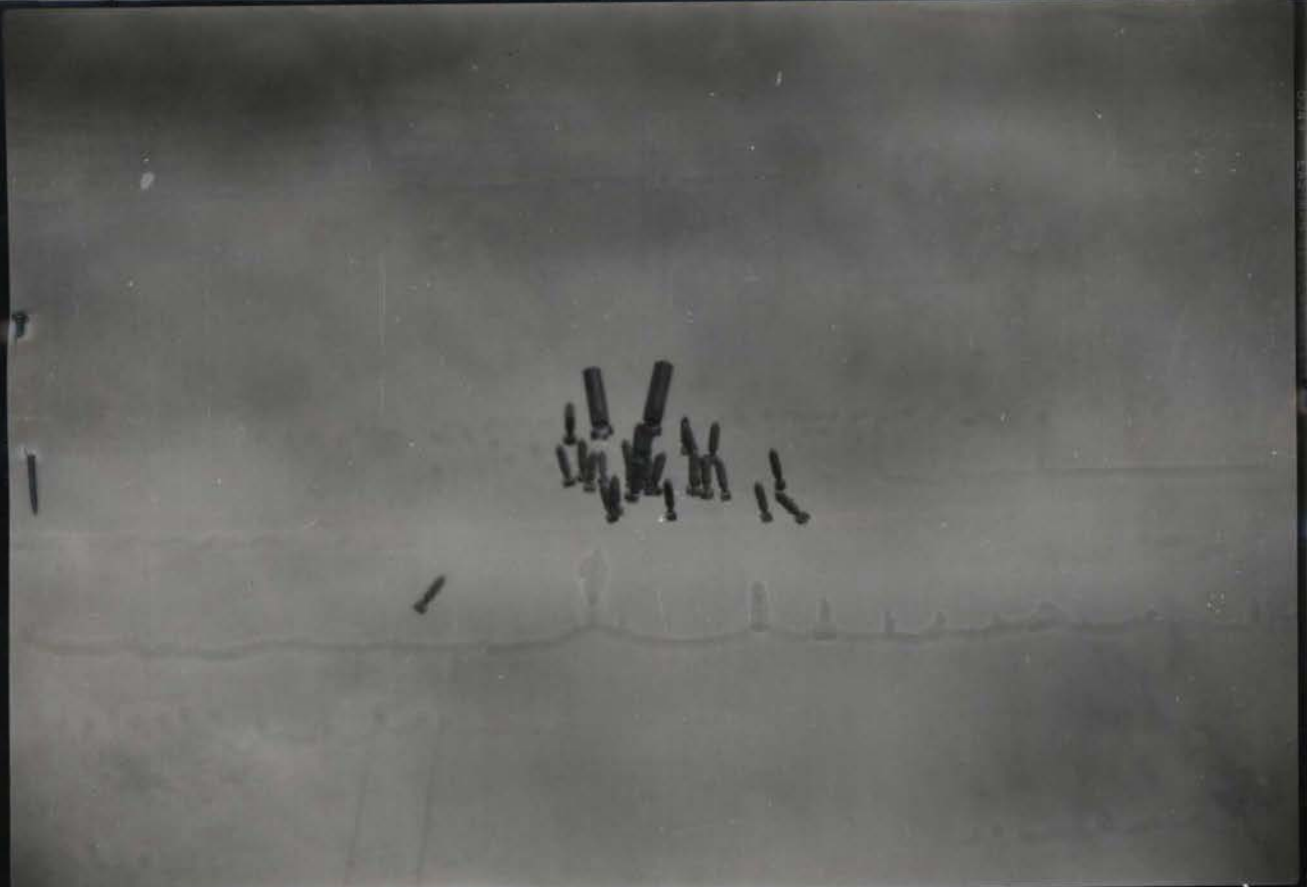
11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer

DECLASSIFIED PER NND 745005  
BY ED, NARA DATE 11-16-10



(SAY-401-HIGH/1171- 1 X 10-3-45 X 2468-7-2530) X HAGEN)  
CONF

HIGH SQ. 94<sup>th</sup>A<sup>th</sup> Gp:

Combat Sq. Leader: CAPT GOODMAN Date: 10 March 1945

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

401st at T/O, Cruise &  
OVER-TARGET

SQDN

- 613 SC JAWOCK
- 613 IN MACRO
- 614 IW GOLFOLOB
- 615 IY BUZZARD

GOODMAN

UK Y 8238(GH)

GRAY

SPEER

780

643(PFF)

SQDN

BABCOCK, F.H.

SQDN

DJERNES

565  
(spot)

468

CAMERON

JORDAN

AYRE

SORENSEN

151

551

931

395

HOLMES

SALISBURY

522

350

LINDSEY

STEGMAN

602

738  
(spot)

SPARBS

LEAD SQDN, "A" Gp:

Combat Sq. Leader: Major White Date: 10 March 1945

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

401st on T/O, CRUISE &  
OVER TARGET

SQDN:

- 612 SC JABWOCK
- 613 IN MACRO
- 614 IW GOLFOGUB
- 615 IY BUZZARD

CAMPBELL (WHITE)

LF G 8155(GH)

BRAILEY

TAUSEG

125

550(PFF)

SQDN:

SCHELLER

SQDN:

BAKER

132

842

SAEPAERO

KELSO

YOUNG

BERNEBURG

458

588  
(spot)

146

862

STEELE

2947

LITCHFIELD

MAY

VERMUR

758  
(spot)

730

767

SPARBS



LOW SQIN. "A" GP

Combat Sq. Leader: CAPT KIRKHUFF Date: 10 Mar 1945

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

401st at T/O, Cruise &  
OVER-TARGET

SQDN

- 612 SC JABWOCK
- 613 IN MACRO
- 614 IW GOLFOJUB
- 615 IY BUZZARD

HUBBELL

8708(PFF)

CAMPBELL

KNOWLES

733  
(spot)

941

SQDN

GRIMM, A.R.

SQDN

BLOETSCHER

810  
(spot)

786

LOVELL

MORAN

FRENCH

LONG

541

398

506

637

SCHLIEMANN

039

HARVESON

HOLT

2393

992

STWARDS

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

Date 10 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Hagen, 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 0039 hours.
- b. Group formed at 1100 hours on Cottensere buncher.  
at 21,000 ft.
- c. Wing assembly was completed at 1150 hours at Teophan Green.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

Geo, D.R.

- f. Division formation was joined at 1210 hrs. at sol. 45.
- g. Flight to I.P. was (not) as briefed.

h. Methods of navigation to the I. P.

Geo, Hickey, D. R.

i. Bomb run.

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

52-121 07-102

- (2) True heading over target 177.
- (3) Actual drift 3 left.
- (4) Altitude over target 21,800.
- (5) Time bombs away 1210.
- (6) Wind used for bombing 025/00.
- (7) Method of target identification.

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 115.

- j. Group rally was accomplished at 51-131 07-07E at 1924 hrs.
- k. Wing rally was accomplished at " " at " hrs.
- l. Division rally was accomplished at " " at " hrs.
- m. Flight home was (not) as briefed.

As far as English Coast. Got off course over England following Group ahead.

n. Methods of navigation on return route.

Gee, D.P.

- 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 **Poor**
- (4) Fluxgate **Good**
- (5) Other equipment. **OK**

/s/ R. P. Whitney

R. P. WHITNEY

1st Lt., A.C.

Lead Navigator., Lead Sq.

Low

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

Date 10 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Hagen, 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 0943 hours.
- b. Group formed at 1100 hours on Cottimore buncher.  
at 14,000 ft.
- c. Wing assembly was completed at 1130 hours at Peophen Green
- d. Route over England was (~~not~~) flown as briefed.

e. Methods of navigation over England.

Mickey, D.R.

- f. Division formation was joined at 1149 hrs. at Sp1 75
- g. Flight to I.P. was (~~not~~) as briefed.

h. Methods of navigation to the I. P.

Mickey, D.R.

i. Bomb run.

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

52-121 07-10B

- (2) True heading over target 168
- (3) Actual drift 2 Left
- (4) Altitude over target 24000
- (5) Time bombs away 1320
- (6) Wind used for bombing 338/45
- (7) Method of target identification.

G.H

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

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 99

- j. Group rally was accomplished at 51-13N 07-07E at 1304 hrs.
- k. Wing rally was accomplished at " at " hrs.
- l. Division rally was accomplished at " at " hrs.
- m. Flight home was ~~(not)~~ as briefed.

As far as English Coast on return, as briefed. Got off course over England following group ahead.

n. Methods of navigation on return route.

Gee, 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 Very poor
- (3) Radio Compass OK
- (4) Fluxgate OK
- (5) Other equipment. OK

/s/ G. J. Moore  
G. J. MOORE  
1st Lt., A. C.

Lead Navigator. 1 Low Sq.

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

Date 10 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on \_\_\_\_\_  
TO : Commanding Officer, 401st Bombardment Group (H), APO 557,  
U. S. Army. Hagen, Germany

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

- a. T/O at \_\_\_\_\_ hours.
- b. Group formed at \_\_\_\_\_ hours on \_\_\_\_\_ buncher.  
at \_\_\_\_\_ ft. 1055 Cottesmore
- c. Wing assembly was completed at \_\_\_\_\_ hours at \_\_\_\_\_.
- d. Route over England was (not) flown as briefed. Deopham Green

xxx

e. Methods of navigation over England.

D.R., Gee

- f. Division formation was joined at \_\_\_\_\_ hrs. at \_\_\_\_\_.
- g. Flight to I.P. was (not) as briefed 3149 Spl #5

xxx

h. Methods of navigation to the I. P.

D.R., Gee, Mickey

i. Bomb run.

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

xxx

52-12N 07-10E

- (2) True heading over target \_\_\_\_\_.
- (3) Actual drift \_\_\_\_\_ 175.
- (4) Altitude over target \_\_\_\_\_.
- (5) Time bombs away 2400.
- (6) Wind used for bombing \_\_\_\_\_.
- (7) Method of target identification \_\_\_\_\_.

10/10ths. C-8

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

None

(9) Weather over Target.

10/10ths Undercast

(10) Axis of withdrawal \_\_\_\_\_ 120 \_\_\_\_\_.

- j. Group rally was accomplished at 51-13N 07-07E at 1324 hrs.
- k. Wing rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.
- l. Division rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.
- m. Flight home was (not) as briefed.

As briefed as far as English Coast. Got off course over England following Group ahead.

n. Methods of navigation on return route.

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

\_\_\_\_\_  
 /s/ N. W. Hyman  
 N. W. HYMAN  
 1st Lt., A. C.  
 \_\_\_\_\_

Lead Navigator, High Sq.

PILOT \_\_\_\_\_ NAVIGATOR \_\_\_\_\_ DATE 10 March 1945

|               |                 |          |      |      |      |      |      |
|---------------|-----------------|----------|------|------|------|------|------|
| STATIONS      | 0815            | ENGINES  | 0915 | TAXI | 0930 | T.O. | 0945 |
| LEAVE BASE    | COTTESMORE 1111 |          |      |      |      |      |      |
| COAST OUT     | 1150            |          |      |      |      |      |      |
| ENEMY COAST   | 1228            |          |      |      |      |      |      |
| I.P.          | 1306            |          |      |      |      |      |      |
| TARGET        | 1319            |          |      |      |      |      |      |
| ENEMY COAST   | 1503            |          |      |      |      |      |      |
| ENGLISH COAST | 1526            | STR 1619 |      |      |      |      |      |

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

L. R. - 1100  
Ref. alt. - 10000  
Coast alt - 25000  
Oxygen - 345

WATCH \_\_\_\_\_ Fast Slow RATE \_\_\_\_\_ secs/hour Gaining Losing  
At \_\_\_\_\_ G.M.T. Div. assembly - Grower to 52-44N 04-38E  
Landed Cottessmore Ruzcher, Normal, 010 Reg.

| FROM TO                            | W/V USED | HEIGHT      | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRIFT | TRUE HDNG. | VAR. | MAG. HDNG. | G. S. | DIST. | TIME      | E.T.A.       | CELESTIAL DATA                 |      |      |      |
|------------------------------------|----------|-------------|---------------|------------|--------|-------|------------|------|------------|-------|-------|-----------|--------------|--------------------------------|------|------|------|
|                                    |          |             |               |            |        |       |            |      |            |       |       |           |              | TIME                           | BODY | ALT. | AZI. |
| 52-44N 00-39E<br>Stanford (A)      | 332/19   | 11000       | 150           | 163        | 028    | -5    | 023        | 10   | 033        | 152   | 18    | 07 A      | 1111<br>1120 | Depart                         |      |      |      |
| 53-00N 00-35W<br>Deophan Crown (B) | 330/20   | 16000       | 150           | 165        | 117    | -4    | 113        | 10   | 123        | 161   | 57    | 19        | 1139         |                                |      |      |      |
| 52-34N 01-00E<br>Spl 15 (cr 1)     | 330/22   | 17000       | 150           | 170        | 038    | -7    | 031        | 9    | 040        | 161   | 25    | 09 1/2 A  | 1150         | Eng. Coast, CP 1               |      |      |      |
| 52-53N 01-25E<br>52-44N 04-38E     | 340/29   | 25000       | 150           | 182        | 095    | -8    | 087        | 9    | 096        | 193   | 118   | 37 A      | 1228         | Coast, CP 2                    |      |      |      |
| 52-16N 06-50E                      | 354/40   | 25000       | 150           | 193        | 089    | -12   | 077        | 7    | 084        | 192   | 80    | 25 A      | 1254         |                                |      |      |      |
| 52-33N 07-10E                      | 360/50   |             | 150           |            | 138    | -10   | 128        | 6    | 134        | 227   | 18    | 05 A      | 1300         |                                |      |      |      |
| IF 52-11N 07-02E                   |          |             | 150           |            | 193    | 43    | 196        | 6    | 202        | 241   | 23    | 06        | 1306         | IP                             |      |      |      |
| T. 51-23N 07-28E                   | 360/50   | 25000       | 150           | 193        | 161    | -5    | 156        | 6    | 162        | 239   | 51    | 13        | 1319         | TARGET                         |      |      |      |
| 51-14N 07-53E                      | 360/48   | 22000       | 170           | 215        | 120    | -11   | 109        | 6    | 115        | 236   | 19    | 05 A      | 1325         |                                |      |      |      |
| 50-33N 07-58E                      | 360/47   | 22000       | 150           | 184        | 176    | -1    | 175        | 6    | 181        | 231   | 41    | 11        | 1336         |                                |      |      |      |
| 50-10N 07-43E                      |          | 22000       | 150           | 184        | 203    | 46    | 209        | 6    | 215        | 226   | 25    | 07        | 1343         |                                |      |      |      |
| 50-05N 06-00E                      | 360/39   | 12000       | 170           | 182        | 266    | 42    | 278        | 6    | 284        | 191   | 66    | 21        | 1404         | CP 3 1404                      |      |      |      |
| 50-32N 01-35E                      | 355/26   | 8000        | 150           | 147        | 279    | 46    | 285        | 8    | 293        | 169   | 23    | 102 1 1/2 | 1503         | Coast                          |      |      |      |
| Beachy Head                        | 348/13   | 8000        | 150           | 147        | 284    | 44    | 288        | 9    | 297        | 140   | 59    | 23        | 1506         | Eng. Coast, Div. Freshup       |      |      |      |
| 50-44N 00-14E<br>Gulford           |          | 8000        | 150           | 147        | 315    | 43    | 318        | 10   | 328        | 138   | 44    | 19        | 1545         |                                |      |      |      |
| 51-14N 00-35W<br>Base              | 360/10   | 2000        | 150           | 159        | 360    | 0     | 360        | 10   | 010        | 149   | 30    | 12 3/4    | 1619         | STR                            |      |      |      |
|                                    |          |             | 150           | 133        |        | 0     |            |      |            | 123   | 46    | 22 3/4    |              |                                |      |      |      |
| Cottesmore<br>Spl 15               | 330/20   | 11 to 17000 | 150           | 166        | 084    | -7    | 077        | 10   | 087        | 173   | 76    | 27        | 1123<br>1150 | Last time for Group Departure. |      |      |      |
| Base<br>Spl. 15                    | 344/14   | 0 to 17000  | 150           | 149        | 073    | -5    | 068        | 10   | 078        | 148   | 76    | 31 A      | 1107<br>1150 | L.T.O. Takes 13 min. to climb  |      |      |      |

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 |                                |
|          |        |                          |            |            | WHF - Authentication - "Hard knocks"<br>Abandon mission - "Sugar-Uhale-Easy"   |                     |               |                    |        |        |       |       |        |      | L. R. - 50-53N 08-02E (Siegen) |
|          |        |                          |            |            | Chaff - Discharge 9 min before target. Continue 15 min.<br>Spares - Turn back 04-00E.<br>Interval - 2 min between groups |                     |               |                    |        |        |       |       |        |      |                                |
| 0939     |        |                          |            |            | Base. Take off   |                     |               |                    |        |        |       |       |        |      |                                |
| 0948     |        |                          | 330        |            | 52-45N 00-45W  |                     | 143           | 5000<br>A          |        |        |       |       |        |      |                                |
| 0953     | 335    | -5                       | 330        |            |  | 6000<br>A           |               | 7000<br>A          |        |        | 10    | 5     |        |      |                                |
| 0956     | 335    | -4                       | 331        | 295/14E    | 53-00N 00-56W  | 7000<br>A           | 140           | 9000<br>A          | 134    | 16 1/2 | 8     | 123   |        |      |                                |
| 1010     |        |                          |            |            | Cottesmore, Circling Ruzcher   |                     |               | 11000<br>-8        |        |        |       |       |        |      |                                |
| 1100     |        |                          |            |            | Cottesmore, Group formed   |                     |               |                    |        |        |       |       |        |      |                                |
| 1100     |        |                          | 25         |            | Cott-more, on course   |                     | 150           | 11000<br>-8        |        |        |       |       |        |      |                                |
| 1116     |        |                          | 40         |            | 53-00N 00-25W  |                     | 150           | 11000<br>-8        |        |        |       |       |        |      |                                |
| 1118     |        |                          | 113        |            | 53-00N 00-25W (A), 2' early. Alter course  |                     |               |                    |        |        |       |       |        |      |                                |
| 1124 1/2 |        |                          | 133        |            |  |                     | 150           | 15000<br>-10       | 163    |        |       |       |        |      |                                |
| 1131     | 125    | 48                       | 133        | 273/43E    | 52-47N 00-33E  | 16000<br>-12        | 150           | 17000<br>-14       | 168    | 22     | 6 1/2 | 203   |        |      |                                |



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 |        |
| 1138     |        |                         | 133        |            | 52-34N 01-00E (D). Alter course              |                     | 150          | 17000<br>-14       |        |       |       |       |        |      |        |
| 1138     |        |                         | 30         |            | 52-34N 01-00E                                |                     | *            | *                  | 160    |       |       |       |        |      |        |
| 1149     |        |                         | 15         |            | 52-53N 01-25E (OP 1). 1' early. Alter course |                     |              | 18500<br>-12       |        |       |       |       |        |      |        |
| 1149     |        |                         | 9          |            | 52-53N 01-25E                                |                     | 150          | *                  | 168    |       |       |       |        |      |        |
| 1156     |        |                         | 95         |            | 52-57N 01-44E, G.                            |                     | 150          | 19000<br>-21       |        |       |       |       |        |      |        |
| 1202 1/2 |        |                         | 95         |            | 52-54N 02-28E, G.                            |                     | 150          | 20000<br>-23       |        |       |       |       |        |      |        |
| 1205 1/2 | 96     | -1                      | 95         | 295/10K    | 52-53N 02-42E                                | 20000<br>-22        | 150<br>190   | 21000<br>-29       | 179    | 29    | 9 1/2 | 188   |        |      |        |
| 1211 1/2 | 103    | -8                      | 95         | 335/32K    | 52-47N 03-16E                                | 21500<br>-24        | 150          | 22000<br>-25       | 184    | 21    | 6 1/2 | 202   |        |      |        |
| 1226     |        |                         | 80         |            | 52-43N 04-27E                                |                     | 150          | 21000<br>-30       |        |       |       |       |        |      |        |
| 1229     |        |                         | 80         |            | 52-44N 04-38E, OP #2, 1' late                |                     | 150          | *                  |        |       |       |       |        |      |        |
| 1229     |        |                         | 80         |            | 52-44N 04-38E                                | 2 1/2 right         | *            | *                  |        |       |       |       |        |      |        |
| 1235 1/2 |        |                         | 80         |            | Amsterdam 200 - 27 1/2 mi. 2 1/2 right       |                     |              | 21000<br>-32       |        |       |       |       |        |      |        |
| 1242 1/2 | 90     | -5                      | 85         | 305/27K    | Zwolle 330° - 20'                            |                     | *            | *                  | 194    | 25    | 7     | 214   |        |      |        |
| 1253     |        |                         | 130        |            | 52-44N 06-44E Alter course                   |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1253     |        |                         | 150        |            | 52-44N 06-44E. Alter course                  |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1259     |        |                         | 150        |            | 52-32N 07-10E                                |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1259     |        |                         | 200        |            | 52-32N 07-10E Alter course                   |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1303     |        |                         | 210        |            | 52-20N 07-22E                                |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1307     |        |                         | 210        | 335/32K    | 52-12N 07-10E I.P.                           |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1307     |        |                         | 152        |            | 52-22N 07-10E I.P.                           |                     | 154          | 21800              | 194    |       |       |       | 56     |      |        |
| 1319     | 174    | A3                      | 177        | 335/32K    | Target. BOMBS AWAY                           |                     | 150          | 21800<br>-32       |        |       |       |       |        |      |        |
| 1319     |        |                         | 115        |            | Target. Alter course                         |                     | 150          | 21800<br>-32       |        |       |       |       |        |      |        |
| 1324     | 120    | -5                      | 115        |            | 51-13N 07-45E Alter course                   |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1324     | 175    | 0                       | 175        |            | 51-13N 07-45E Alter course                   |                     | *            | *                  | *      |       |       | 225   | 44     | 11   | 1335   |
| 1326     |        |                         | 175        |            | Cologne 80° - 33'                            |                     | 150          | 21000              | *      |       |       |       |        |      |        |
| 1330     |        |                         | 175        |            | Cologne 110 - 35'                            |                     | 150          | 21000              | *      |       |       |       |        |      |        |
| 1332     |        |                         | 175        |            | Coblenz 40° - 28'                            |                     | 150          | 21000              | *      |       |       |       |        |      |        |
| 1335     |        |                         | 175        |            | 50-34N 07-50E. Alter course                  |                     | 150          | *                  | *      |       |       |       |        |      |        |
| 1335     |        |                         | 200        |            | 50-34N 07-50E                                |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1343     |        |                         | 200        |            | 50-11N 07-55E Alter course                   |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1343     |        |                         | 275        |            | 50-11N 07-55E                                |                     | *            | *                  | *      |       |       |       |        |      |        |
| 1347     |        |                         | 275        |            | 50-05N 07-15E                                |                     | 167          | 22000<br>-24       |        |       |       |       |        |      |        |
| 1354 1/2 | 269    | A6                      | 275        | 350/24K    | 50-05N 07-05E                                | 21000<br>-23        | 167<br>145   | 19500<br>-21       | 204    | 25    | 7 1/2 | 200   |        |      |        |
| 1403 1/2 |        |                         | 270        |            | 50-07N 06-00E, OP. #3, 1' early              |                     | 167          | 16500<br>-13       |        |       |       |       |        |      |        |
| 1403 1/2 |        |                         | 270        |            | 50-07N 06-00E Alter course                   |                     | 167          | *                  |        |       |       |       |        |      |        |
| 1407     |        |                         | 272        |            | 50-09N 05-53E                                |                     | 167          | 15500<br>-10       |        |       |       |       |        |      |        |
| 1417     |        |                         | 282        |            | 50-07N 05-27E                                |                     | 168          | 14000<br>-6        |        |       |       |       |        |      |        |
| 1417     | 280    | -6                      | 282        | 130/40K    | 50-10N 05-10E                                | 13000<br>-5         | 168<br>146   | 12500<br>-4        | 180    | 12    | 5     | 144   |        |      |        |
| 1422     |        |                         | 290        |            | 50-10N 04-57E                                |                     | 165          | 11000<br>-1        |        |       |       |       |        |      |        |
| 1429     | 280    | A10                     | 290        | 001/29K    | 50-13N 04-40E                                | 10000<br>0          | 165<br>143   | 8500<br>0          | 169    | 19    | 7     | 163   |        |      |        |
| 1439 1/2 |        |                         | 290        |            | 50-13N 04-42E                                |                     | 150          | 8500<br>0          |        |       |       |       |        |      |        |

FLIGHT PLAN

PILOT \_\_\_\_\_ NAVIGATOR \_\_\_\_\_

DATE \_\_\_\_\_

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

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

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

| FROM TO | W/V USED | HEIGHT | I.A.S. MPH /K | T. A. S. (K) | COU-RSE | DRI-FT | TRUE HDNG. | VAR. | MAG. HDNG. | G. S. | DIST. | TIME | E.T.A. | CELESTIAL DATA |      |      |  |
|---------|----------|--------|---------------|--------------|---------|--------|------------|------|------------|-------|-------|------|--------|----------------|------|------|--|
|         |          |        |               |              |         |        |            |      |            |       |       |      | TIME   | BODY           | ALT. | AZI. |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |
|         |          |        |               |              |         |        |            |      |            |       |       |      |        |                |      |      |  |

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   |        |
| 1442 |        |                          | 290        |            | 50-18N 04-31E. G. (All geo fixes)       |                     | 150           | 8500               | 148      |       |      |       |        |        |        |
| 1445 |        |                          | 290        |            | 50-29N 03-22E                           |                     |               |                    |          |       |      |       | 52     |        |        |
| 1450 |        |                          | 290        |            | 50-23N 02-57E                           |                     |               |                    |          |       |      | 140   | 50     | 22 1/2 | 1515   |
| 1516 |        |                          | 295        |            | 50-37N 01-35E. Continental Coast        |                     |               |                    |          |       |      |       |        |        |        |
| 1516 |        |                          | 290        |            | 50-37N 01-35E. Cont. coast              |                     | 150           | 8500               | 148      |       |      |       |        |        |        |
| 1522 |        |                          | 290        |            | 50-40N 01-14E                           |                     |               |                    |          |       |      |       |        |        |        |
| 1535 |        |                          | 285        |            | 50-46N 01-29E                           |                     |               |                    |          |       |      |       |        |        |        |
| 1537 |        |                          | 285        |            | 50-47N 01-20E. Ung. Coast. Alter course |                     |               |                    |          |       |      |       |        |        |        |
| 1537 |        |                          | 330        |            | 50-47N 01-20E. Alter course             |                     |               |                    |          |       |      |       |        |        |        |
| 1547 |        |                          | 330        |            | 51-08N 00-10E                           |                     | 160           | 7000               |          |       |      |       |        |        |        |
| 1556 |        |                          | 290        |            | 51-23N 00-07E                           |                     |               | 6000               |          |       |      |       |        |        |        |
| 1616 |        |                          | 350        |            | 51-57N 00-30E Leaving formation         |                     | 150           | 1000               |          |       |      |       |        |        |        |
| 1625 |        |                          |            |            | Rimolton. Landing                       |                     |               |                    |          |       |      |       |        |        |        |

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

| 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. | DIST. | TIME | G. S. | DIST. | TIME | E.T.A. |
|------|--------|--------------------------|------------|------------|--------------------------|---------------------|---------------|--------------------|----------|-------|------|-------|-------|------|--------|
|      |        |                          |            |            |                          |                     |               |                    |          |       |      |       |       |      |        |
|      |        |                          |            |            |                          |                     |               |                    |          |       |      |       |       |      |        |
|      |        |                          |            |            |                          |                     |               |                    |          |       |      |       |       |      |        |

J. F. IGAN  
Major, A. C.  
Group Navigation Officer.

TARGET

Primary Hagen, Germany  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

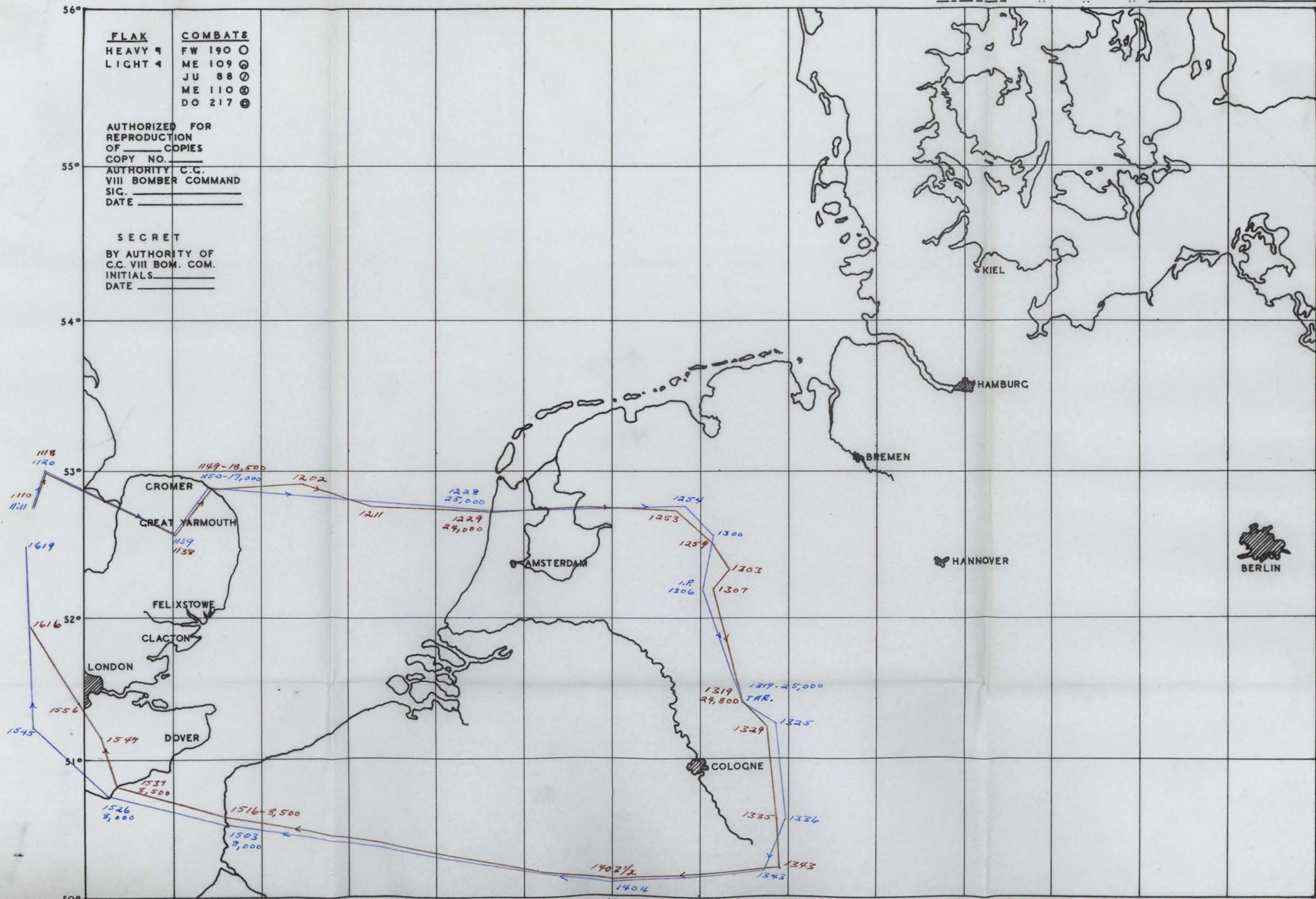
TRACK CHART  
 DATE Mar. 10, 1945

Route followed by Brown  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

| FLAK    | COMBATS  |
|---------|----------|
| HEAVY 4 | FW 190 ○ |
| LIGHT 4 | ME 109 ⊙ |
|         | JU 88 ⊙  |
|         | ME 110 ⊙ |
|         | DO 217 ⊙ |

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 DATE \_\_\_\_\_

SECRET  
 BY AUTHORITY OF C.C. VIII BOM. COM.  
 INITIALS \_\_\_\_\_  
 DATE \_\_\_\_\_



VIII BOMBER COMMAND - PROPOSED GENERAL PLAN

TARGET

Primary Hagen, Germany  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

TRACK CHART  
 DATE Mar. 10, 1945

Blue Route followed by Briefed  
Brown .. .. 401st. B. G. (H)  
 .. .. \_\_\_\_\_  
 .. .. \_\_\_\_\_  
 .. .. \_\_\_\_\_



STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD P. O. 653

Date of 10 March 1945

PART I - ATTACKS & RESULTS

94th "A"

|  | Lead                    |              | Low                     |              | High                    |              |
|--|-------------------------|--------------|-------------------------|--------------|-------------------------|--------------|
|  |                         | Borrowed A/C |                         | Borrowed A/C |                         | Borrowed A/C |
| 1. No. of A/C Failing to Take Off        | ---                     | ---          | ---                     | ---          | ---                     | ---          |
| 2. No. of A/C Sorties                    | 12                      | 1            | 12                      | ---          | 12                      | 1            |
| 3. No. of A/C Sorties less Unused Sp     | 12                      | 1            | 12                      | ---          | 12                      | 1            |
| 4. No. of A/C Credit Sorties             | 12                      | 1            | 12                      | ---          | 12                      | 1            |
| 5. No. of Effective Sorties              | 12                      | 1            | 12                      | ---          | 12                      | 1            |
| 6. No. of Non-Effective Sorties          | ---                     | ---          | ---                     | ---          | ---                     | ---          |
| (a) Early Returns Included               |                         |              |                         |              |                         |              |
| 7. Name of Primary Target                | HAGEN (VIS - GH)        |              |                         |              |                         |              |
| (a) No. of A/C Attacking                 | 12                      | 1            | 12                      | ---          | 12                      | 1            |
| (b) No., Size, Type of Bombs             | 431X100#GP<br>25X500#IB |              | 407X100#GP<br>24X500#IB |              | 438X100#GP<br>26X500#IB |              |
| 8. Name of Secondary Target              |                         |              |                         |              |                         |              |
| (a) No. of A/C Attacking                 |                         |              |                         |              |                         |              |
| (b) No., Size, Type of Bombs             |                         |              |                         |              |                         |              |
| 9. Name of Last Resort Target (LRT)      |                         |              |                         |              |                         |              |
| (a) No. of A/C Attacking                 |                         |              |                         |              |                         |              |
| (b) No., Size, Type of Bombs             |                         |              |                         |              |                         |              |
| 10. Name of Target of Opportunity        |                         |              |                         |              |                         |              |
| (a) No. of A/C Attacking                 |                         |              |                         |              |                         |              |
| (b) No., Size, Type of Bombs             |                         |              |                         |              |                         |              |
| 11. Name of Target of Opportunity        |                         |              |                         |              |                         |              |
| (a) No. of A/C Attacking                 |                         |              |                         |              |                         |              |
| (b) No., Size, Type of Bombs             |                         |              |                         |              |                         |              |
| 12. No. of A/C MIA - TOTAL               | ---                     | ---          | ---                     | ---          | ---                     | ---          |
| 13. No. of A/C MIA - Flak                |                         |              |                         |              |                         |              |
| 14. No. of A/C MIA - Flak and E/A        |                         |              |                         |              |                         |              |
| 15. No. of A/C MIA - Enemy Aircraft      |                         |              |                         |              |                         |              |
| 16. No. of A/C MIA - Accident over E.T   |                         |              |                         |              |                         |              |
| 17. No. of A/C MIA - Other & Unknown     |                         |              |                         |              |                         |              |
| 18. Time of Take Off                     | 0939                    |              | 0943                    |              | 0940                    |              |
| 19. Time of Attack                       | 1319                    |              | 1320                    |              | 1329½                   |              |
| 20. Total Time for Mission               | 90.1                    |              | 83.2                    |              | 91.3                    |              |
| 21. Altitude of Release                  | 24,800                  |              | 24,000                  |              | 24,900                  |              |
| 22. Type of Sighting (Vis, H2X, GH, etc) | GH EN                   |              | GH                      |              | GH                      |              |
| 23. Enemy Resistance --AA Inten & Acc    | None                    |              | None                    |              | None                    |              |
| 24. Enemy Resistance - Fighters          | ---                     |              | ---                     |              | ---                     |              |
| 25. Enemy Resistance - Bombers           | ---                     |              | ---                     |              | ---                     |              |
| 26. U.S. A/C Engaged by Enemy A/C        | ---                     |              | ---                     |              | ---                     |              |
| 27. No. of Passes made by Enemy A/C      | ---                     |              | ---                     |              | ---                     |              |
| 28. Degree of Success                    | Unobserved              |              | Unobserved              |              | Unobserved              |              |

2 A/C borrowed from Groups: A/C 155 from 379th Group  
A/C 238 from 303rd Group

A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 225

Date 10 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "A"

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

31. Reasons for Failure to Attack:

**None**

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT ARNOLD DATE 10 March 1945

PILOT CAPT CAMPBELL TAKE OFF 0938

NAVIGATOR LT. WHITNEY AIRPLANE \_\_\_\_\_

WING 94th A GROUP 401st SQUAD Lead LANDED 1629

OBJECTIVE HAGEN, GERMANY (MPI) \_\_\_\_\_

METHOD OF ATTACK X 2 Sqds  
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 25 COMPOSITE GROUP \_\_\_\_\_

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

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

BOMBS, TYPES AND SIZES 100# GP FUSING: NOSE -- TAIL 1/40

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE -- TAIL --

NUMBER OF BOMBS LOADED 847 GP 501B RELEASED 838GP 491B

INFORMATION AT RELEASE POINT:

Altitude of Target 330 Temp Aloft: Metro -37 Actual -32

True Altitude above target 25000 Mag Head, order 162 Actual 184

Ind. Altitude 24900 True Heading 177

Pressure alt of target -561 @ SL Drift, Est SR Actual 3 1/2 L

Altimeter setting 29.92 True Track 173 1/2

C.I.A.S. 150 I.A.S. 150 Actual Range 14,000

G.S. Est 276 Actual 257 B.S. Type M-9

Wind Direc Metro 360 Actual 335 Time of Release 1319

Wind Veloc. Metro 58 Actual 54 Intervalometer Setting Min

D.S. 120.0 Trail 116 ATF 44.97 Length of Bombing Run 12min

Tan. D.A. Est .58 Actual .56 C-1 Pilot OK A-5 --

Mean Temp: Metro -11 Actual -10 Normal Pilot --

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

Low 24000 Time of Release 1520 Mag Heading 175

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

HYLES 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. HURGE DATE 10 March 1945

PILOT CAPT GOODMAN TAKE OFF 0942

NAVIGATOR LT. HYMAN AIRPLANE \_\_\_\_\_

WING 94th A GROUP 201st SQDN High LANDED 1638

OBJECTIVE HAGEN, GERMANY (MPI) \_\_\_\_\_

METHOD OF ATTACK \_\_\_\_\_  
X  
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP \_\_\_\_\_

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

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

BOMBS, TYPES AND SIZES 100# GP FUSING: NOSE --- TAIL 1/40

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE --- TAIL ---

NUMBER OF BOMBS LOADED 440 GP 26 LB RELEASED 437 GP 26 LB

INFORMATION AT RELEASE POINT:

Altitude of Target 330 Temp Aloft: Metro -37 Actual -35

True Altitude above target 25300 Mag Head, order 162 Actual 162

Ind. Altitude 24900 True Heading 175

Pressure alt of target -561 CSL Drift, Est 6R Actual 1R

Altimeter setting 29.92 True Track 176

C.I.A.S. 150 I.A.S. 150 Actual Range 14,547

G.S. Est 276 Actual 270 B.S.Type M-9

Wind Direc Metro 360 Actual 350 Time of Release 1319.5

Wind Veloc. Metro 58 Actual 45 Intervalometer Setting Min

D.S 126.2 Trail 116 ATF 44.16 Length of Bombing Run 13min

Tan. D.A. Est .55 Actual .575 C-1 Pilot OK A-5 ---

Mean Temp: Metro -11 Actual -10 Manual Pilot ---

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

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

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



# CONFIDENTIAL

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

J-A-2/1

413.44

10 MARCH 1945

SUBJECT: Communications Report, Operational Mission No 225 . (Field Order 653)

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

### SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

|                        |           |                            |          |
|------------------------|-----------|----------------------------|----------|
| 1. Radio Beacons used: |           | 2. MF/DF Fixes             | <u>0</u> |
| a. MF Beacons          | <u>11</u> | 3. HF/DF Bearings (QDM's)  | <u>0</u> |
| b. Bunchers, England   | <u>41</u> | 4. VHF/DF Homings          | <u>0</u> |
| c. Bunchers, Continent | <u>4</u>  | 5. Distress Action (SOS's) | <u>0</u> |

### SECTION TWO - USE OF RADAR

|                                   | <u>Airborne</u> | <u>Used</u> |                     | <u>Airborne</u> | <u>Used</u>   |
|-----------------------------------|-----------------|-------------|---------------------|-----------------|---------------|
| 1. Gee                            | <u>36</u>       | <u>36</u>   | 4. Gee-H            | <u>0</u>        | <u>0</u>      |
| 2. H2X                            | <u>3</u>        | <u>3</u>    | 5. Carpet (Barrage) | <u>27</u>       | <u>27</u>     |
| 3. Micro-H                        | <u>0</u>        | <u>0</u>    | 6. Carpet (Spot)    | <u>6</u>        | <u>6</u>      |
| 7. Total aircraft releasing Chaff |                 |             |                     |                 | <u>33</u>     |
| 8. Total number of units released |                 |             |                     |                 | <u>11,880</u> |

### SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

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

### SECTION FOUR - REMARKS

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

S E C R E T

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

ASSIGNED... Hagen, Germany .....  
 1. TARGET: DATE OF MISSION... 10/3/45 ...  
 BOMBED... Hagen, Germany .....

2. ROUTE AS FLOWN:  
 Generally as briefed

| 3.            | AT TARGET     | ENROUTE       |
|---------------|---------------|---------------|
| WEATHER - - - | <u>10/10</u>  | <u>10/10</u>  |
| CONTRAILS - - | <u>None</u>   | <u>None</u>   |
| SEEN-UNSEEN - | <u>Unseen</u> | <u>Unseen</u> |

4. DESCRIPTION OF FLAK AT TARGET:  
 Several inaccurate bursts low and to left and behind of formation.

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

Several bursts observed from Munster area.

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

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

8. DETAILS:-

| SQDN:<br>POS. | NO.<br>A/C | DAMAGE |      | A/C LOST TO |    |     |    | AXIS OF     |             | TIME<br>OVER<br>TARGET | HEIGHT        |
|---------------|------------|--------|------|-------------|----|-----|----|-------------|-------------|------------------------|---------------|
|               |            | MAJ.   | MIN. | AA          | EA | ACC | UK | ATTK        | WITH        |                        |               |
| <u>Lead</u>   | <u>15</u>  |        |      |             |    |     |    | <u>185H</u> | <u>110H</u> | <u>1519</u>            | <u>34,500</u> |
| <u>High</u>   | <u>15</u>  |        |      |             |    |     |    | <u>181H</u> | <u>110H</u> | <u>1519½</u>           | <u>25,000</u> |
| <u>Low</u>    | <u>12</u>  |        |      |             |    |     |    | <u>174H</u> | <u>105H</u> | <u>1520</u>            | <u>24,200</u> |
| TOTALS        | <u>38</u>  |        |      |             |    |     |    |             |             |                        |               |

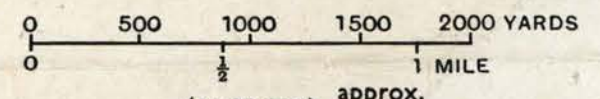
9. COMMENTS - PHENOMENA:-

PRIMARY

Target No.  
6 (d) (ii) 25

RAILWAY MARSHALLING YARD — HAGEN (GERMANY)

Illustration No.  
6 (d) (ii) 25/4



Photographed 1942-1943

(1 : 32,000) approx.

Issued May 1944



A.1.3c (1)

TYPE A

Illustration No.  
6 (d) (ii) 25/4

DUTY OFFICER: Major Fry

BRIEFING OFFICER: 1st Lt. Miller

1. TARGETS AND MPI'S FOR:

a. 1st AD  
(1) 401st Bomb Group: A. Group  
Primary: Hagen - 5123-0728E - M. Y.

M.P.I. Northernmost bridge of 3 over Ju y of  
visual (3) G H - center of yard and some  
MPI as 457<sup>th</sup>

All targets are important R.R. targets in  
connection with current interdiction program.

(2) Visual (4)  
Secondary: PTF. Kortmund 5130-0729E

M.P.I. center of same.

Last Resort: 5 Siegen visual of bx  
5053-0802E.

(2) Other Groups in 94th CBW: 351<sup>st</sup> B Group same target MPI  
middle bridge - 457<sup>th</sup> same target - MPI center of yard.

(3) Order of Bombing and Targets of other units in 1st AD: 1st AD 10<sup>th</sup> of  
12 Groups. 1<sup>st</sup> A B or attending Simsen, 40<sup>th</sup> A B C Coesfeld,  
41<sup>st</sup> A B C Schweate

b. 2nd AD: Vicinity of Bielefeld

c. 3rd AD: Kortmund

2. ROUTES (ALL THREE AD'S)

a. Points and Times of Departure from English Coast: 2<sup>nd</sup> W. 0-80

Great Yarmouth 3 W. 0 + 30 from Southwold  
1<sup>st</sup> W + 32 - 401<sup>st</sup> 0 + 50

b. Fighter Support: 4 Sps P51's for close support of bombers  
1 Group P51's to free lanes in Worm lake area  
1 " " " " " " Kassel area

3. ANTICIPATED ENEMY OPPOSITION:
- a. Flak: Because of flak condition <sup>existing</sup> in target area it is impossible to give accurate info on no. of guns in target area. Intense flak may be encountered if visual conditions exist
  - b. Enemy Fighters: None expected although possible for Jap to use his tactical fighters located in this area for interception
  - c. Smoke Screens: None known - Maybe present.
  - d. Camouflage: None

4. INSTRUCTIONS TO UNITS: Pt. V Cottlesmore, Ft. Sleaprod. D - Keaplan
- a. Wing Assembly: Green - 2 P1 - Splasher 5  
351<sup>st</sup> Keaplan Green to Splasher 5  
457<sup>th</sup> " " " " "
  - b. Air Commanders: A/C + Capt B A Group C. Major White  
B " " Lt Col. Stewart.  
C " " Major Harvey
  - c. Zero Hour and Date: 1100 hr
  - d. General Instructions Pertinent to Entire Task Force: \_\_\_\_\_

5. SUPPLY:
- a. Gas Load: 2500 Gals
  - b. Bomb Load (and Intervalometer Settings) 34-100 # GP's <sup>100 nose + 100 tail</sup>  
Plus 2 - M-17 500 WIBs. Intervalometer settings min
  - c. Chaff Load (Point and Time of Commencing Discharge) 360 units - start discharge 9 minutes before target for 15 minutes
  - d. Screening Force: 10 P51's (Budape White) scout target & release chaff. 3 Mosquitos and release chaff in target area

6. COMMUNICATIONS:
- a. Flares and Lamps: \_\_\_\_\_

b. VHF and Other Radio: (Routing Force Information) \_\_\_\_\_

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: Cyprus - R-390B - R330D.

b. S.O.P.'s \_\_\_\_\_

c. Miscellaneous: Beut - R-535-O.

d. Security: \_\_\_\_\_

612th Bombardment Squadron (H)  
 401st Bombardment Group (H)  
 Office of the Operations Officer

10 March 1945  
 Mission # 226

SUBJECT : Loading List

TO : Operations Officer, 401st Bombardment Group (H).

Plane # 44-8033 (PFF)

|     |                      |         |       |
|-----|----------------------|---------|-------|
| P   | Goodman, James F.    | Capt.   | 612th |
| CP  | Hobain, George III.  | 2nd Lt. | "     |
| H   | Heyman, Nathan W.    | 1st Lt. | "     |
| B   | Burge, Charles E.    | 1st Lt. | "     |
| RO  | Huskey, Curtis O.    | T Sgt   | "     |
| TTG | Azevedo, Philbert B. | S Sgt   | "     |
| TG  | Cragsman, Richard C. | T Sgt   | "     |
| FO  | Harold, Lloyd B.     | S Sgt   | "     |
| MC  | Barnes, James H.     | 1st Lt  | 615th |

Plane # 43-36753

|      |                        |         |       |
|------|------------------------|---------|-------|
| P    | Campbell, Charles J.   | 1st Lt  | 612th |
| CP   | Foy, Philip W.         | 2nd Lt. | "     |
| H    | Gruhn, David B.        | 2nd Lt. | "     |
| Tog. | Emery, Robert I.       | S Sgt   | "     |
| RO   | Ree, Gene M. Jr.       | T Sgt   | "     |
| TTG  | Hartee, Charles F. Jr. | T Sgt   | "     |
| BTG  | Sullivan, Earl Jr.     | S Sgt   | "     |
| TG   | Dalton, Charles K.     | S Sgt   | "     |
| FO   | Murray, Howard M.      | SSgt    | "     |
| HCM  | Heaton, Charles E.     | S Sgt   | "     |

Plane # 43-38810

|      |                         |                       |                       |
|------|-------------------------|-----------------------|-----------------------|
| P    | Grims, Alfred R.        | 1st Lt.               | 612th                 |
| CP   | Began, John J.          | 2nd Lt.               | "                     |
| X    | <del>XXXXXXXXXXXX</del> | <del>XXXXXXXXXX</del> | <del>XXXXXXXXXX</del> |
| Hog. | Bayer, William O.       | S Sgt                 | "                     |
| RO   | Kapton, George D.       | S Sgt                 | "                     |
| TTG  | Geers, Louis J.         | T Sgt                 | "                     |
| BTG  | Cox, Clyde H.           | S Sgt                 | "                     |
| TG   | Chambers, Arthur R.     | S Sgt                 | "                     |
| FO   | Hunsperger, Henry       | S Sgt                 | "                     |
| HCM  | Carsen, James W.        | Sgt                   | "                     |

XXXXXXXXXXN-Lependorf, Joseph,  
2nd Lt.

Plane # 42-102398

|     |                      |         |       |
|-----|----------------------|---------|-------|
| P   | Moran, Joseph P.     | 2nd Lt. | 612th |
| CP  | Meredith, Robert C.  | 2nd Lt. | "     |
| H   | Dobrowolsky, Michael | 2nd Lt. | "     |
| Tog | Donali, Robert W.    | Sgt     | "     |
| RO  | Kalogeras, Chris G.  | Sgt     | "     |
| TTG | Barnes, Edwin L.     | Sgt     | "     |
| BTG | Adriano, Cecil P.    | Sgt     | "     |
| TG  | Lourens, Paul L.     | Sgt     | "     |
| FO  | Ross, William        | Sgt     | "     |

Plane # 43-38541

|     |                     |         |       |
|-----|---------------------|---------|-------|
| P   | Lovell, Morris H.   | 1st Lt. | 612th |
| CP  | Gerant, John M.     | 2nd Lt. | "     |
| H   | Pride, George B.    | 2nd Lt. | "     |
| B   | Phinney, Wadrick T. | 2nd Lt. | "     |
| RO  | Stevens, Edgar H.   | S Sgt   | "     |
| TTG | Knover, Russell S.  | Sgt     | "     |
| BTG | Wife, James         | Sgt     | "     |
| TG  | Broadbroke, Ray     | Sgt     | "     |
| FO  | Marinetti, Duile R. | Sgt     | "     |

Plane # 42-107039  
 P Schliemann, Donald M. 1st Lt. 612th  
 CP Mathison, Rex A. 2nd Lt. "  
 N Schneek, David 2nd Lt. "  
 B Swatosh, Kenneth J. 2nd Lt. "  
 RO Carson, Edward M. S Sgt "  
 TTS Kelly, John C. T Sgt "  
 BTG Emma, Duane H. H. S Sgt "  
 TG Hadden, Ted H. S Sgt "  
 FG Ebel, Bruce H. S Sgt "

Plane # 42-102395  
 P Harveson, Lloyd D. 2nd Lt. 612th  
 CP Parsons, Silas P. 2nd Lt. "  
 N Kacany, John R. 2nd Lt. "  
 Tog Moore, Kenneth V. Sgt "  
 RO Hall, Jewell L. Sgt "  
 TTS Brockway, Glenn L. Sgt "  
 BTG Crosby, Lewis A. Sgt "  
 TG Kuhn, Bill W. Sgt "  
 FG Jeter, Kenneth A. Sgt "

Plane # 42-106892  
 P Holt, Howard L. 2nd Lt. 612th  
 CP Gailay, Ivan L. 2nd Lt. "  
 N Lively, Gay L. 2nd Lt. "  
 B Klapow, Benjamin Sgt "  
 RO Rust, Ray D. Sgt "  
 TTS Chapman, Carl W. Sgt "  
 BTG ~~Green, John J.~~ GREEN, JOHN J. Sgt "  
 TG Cronson, James J. Jr. Sgt "  
 FG Guin, Frederick D. Sgt "

Plane # 43-38738  
 P Kloetscher, Andrew F. 2nd Lt. 612th  
 CP McIlvain, Wilbert H. 2nd Lt. "  
 N Threlkold, Marcor L. 2nd Lt. "  
 B Molahan, John F. 2nd Lt. "  
 RO Kobinsky, Charles J. S Sgt "  
 TTS Richards, Carl R. T Sgt "  
 BTG Ford, Billy H. S Sgt "  
 TG Skaggs, Irl R. S Sgt "  
 FG Giles, Otho H. S Sgt "

Plane # 44-6308  
 P French, Millard H. 2nd Lt. 612th  
 CP McKale, William L. 2nd Lt. "  
 N Moran, Robert E. 1st Lt. "  
 B Johnson, Jerry M. S Sgt "  
 RO Allevoft, James H. S Sgt "  
 TTS Hansen, Arthur W. S Sgt "  
 BTG Deck, Floyd J. S Sgt "  
 TG LaGrange, Wesley Sgt "  
 FG Devore, Arthur D. Sgt "

Plane # 43-38637  
 P Long, Robert L. 2nd Lt. 612th  
 CP Matterson, Stuart E. Jr. 2nd Lt. "  
 N Crick, Lawrence A. 2nd Lt. "  
 B Watson, Reynolds S. 2nd Lt. "  
 RO York, Dennis A. T Sgt "  
 TTS Nowasak, Henry T Sgt "  
 BTG Cherubini, Peter J. S Sgt "  
 TG Allen, Earl L. S Sgt "  
 FG Willick, Edward L. Sgt "

End.



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

10 MARCH 1945

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

| PLANE NO.       | DUTY | RANK    | LAST NAME | FIRST NAME | MI     |
|-----------------|------|---------|-----------|------------|--------|
| 44-8767         | P    | 2nd Lt. | VERMEER   | DAVIS      | E.     |
|                 | CP   | 2nd Lt. | THOMPSON  | THOMAS     | J.     |
|                 | N    | 2nd Lt. | HOLLEY    | EUGENE     | E.     |
|                 | B    | 2nd Lt. | SITES     | JOHN       | C.     |
|                 | RO   | SGT.    | BASARA    | MILAM      | (NMI)  |
|                 | TT   | SGT.    | CHURCHILL | HAROLD     | E.     |
|                 | BT   | SGT.    | GERHARDT  | FRED       | A.     |
|                 | TG   | SGT.    | BABCOCK   | HAROLD     | L.     |
|                 | WG   | SGT.    | WILLIAMS  | RODNEY     | A.     |
| 44-6146         | P    | 2nd Lt. | YOUNG     | CHARLES    | B.     |
|                 | CP   | 2nd Lt. | MALONEY   | JOSEPH     | M.     |
|                 | N    | 2nd Lt. | SEAVEY    | FRANK      | A.     |
|                 | B    | S/SGT.  | MOORE     | WAVERLY    | W.     |
|                 | RO   | SGT.    | PETERS    | JOHN       | W.     |
|                 | TT   | SGT.    | BRAMBLE   | JOHN       | F.     |
|                 | BT   | SGT.    | CHANCE    | FUFORD     | D.     |
|                 | TG   | SGT.    | JOHNSON   | CARL       | (NMI)  |
|                 | WG   | SGT.    | HENNIG    | CHARLES    | J.     |
| 44-6313<br>9125 | P    | 1st Lt. | BRADLEY   | AUDREY     | J. JR. |
|                 | CP   | 2nd Lt. | FINNELL   | JAMES      | J.     |
|                 | N    | 2nd Lt. | GOLD      | ASHLEY     | (NMI)  |
|                 | B    | SGT.    | ELINS     | HERMAN     | (NMI)  |
|                 | RO   | S/SGT.  | BOWERS    | JACOBS     | J.     |
|                 | TT   | M/SGT.  | MANGUM    | JUSTICE    | V.     |
|                 | BT   | S/SGT.  | KEMP      | JAMES      | E.     |
|                 | TG   | S/SGT.  | MATLACK   | WILLIAM    | W.     |
|                 | WG   | S/SGT.  | DEFEBAGH  | NORMAN     | (NMI)  |
| 44-6132         | P    | 1st Lt. | SCHELLER  | RICHARD    | R.     |
|                 | CP   | 1st Lt. | WICKS     | WALLACE    | W.     |
|                 | N    | 1st Lt. | HOUSTON   | RICHARD    | D.     |
|                 | B    | SGT.    | BUTLIN    | ERNEST     | J.     |
|                 | 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.     |
| 44-6842         | P    | 1st Lt. | BAKER     | KAY        | A.     |
|                 | CP   | 2nd Lt. | LYNG      | KENNETH    | H.     |
|                 | N    | 1st Lt. | MOORE     | CARLTON    | T.     |
|                 | B    | S/SGT.  | MORRISON  | JULIUS     | J.     |
|                 | RO   | T/SGT.  | GIESKEN   | GEORGE     | J.     |
|                 | TT   | T/SGT.  | BACCHUS   | GEORGE     | B.     |
|                 | BT   | S/SGT.  | CLOYD     | SHIRLEY    | E.     |
|                 | TG   | S/SGT.  | SLATER    | HAROLD     | H.     |
|                 | WG   | S/SGT.  | NACHTIGAL | FRED       | C.     |
| 42-102947       | P    | 1st Lt. | STEELE    | RICHARD    | H.     |
|                 | CP   | 1st Lt. | ZEMAN     | ROGER      | R.     |
|                 | N    | 1st Lt. | JONES     | BEN        | F.     |
|                 | B    | SGT.    | VALDEZ    | RAYMOND    | (NMI)  |
|                 | RO   | T/SGT.  | STROMBERG | ALEXANDER  | (NMI)  |
|                 | TT   | T/SGT.  | STACHURA  | FREDERICK  | (NMI)  |
|                 | BT   | S/SGT.  | MYERS     | ERROL      | A.     |
|                 | TG   | S/SGT.  | LUTZ      | LEO        | B.     |
|                 | WG   | S/SGT.  | WOWAK     | CHESTER    | A.     |

|          |     |         |                               |           |        |
|----------|-----|---------|-------------------------------|-----------|--------|
| 43-38862 | P   | 2nd Lt. | BERNEBURG                     | LAFERNE   | L.     |
|          | CP  | 2nd Lt. | FUNK                          | PHILIP    | B.     |
|          | N   | F/O     | KOLLAR                        | JOHN      | E.     |
|          | B   | SGT.    | BAILEY                        | FRANK     | W.     |
|          | RO  | T/SGT.  | FERGUSON                      | HUGH      | R.     |
|          | TT  | SGT.    | BUSH                          | WILBUR    | E.     |
|          | BT  | SGT.    | BACKUS                        | MARVIN    | L.     |
|          | TG  | SGT.    | KEY                           | JAMES     | W. JR. |
|          | WG  | SGT.    | DICK                          | CHARLES   | B.     |
| 43-38758 | P   | 2nd Lt. | LITCHFIELD                    | DONALD    | D.     |
|          | CP  | 2nd Lt. | <del>SKIFFINGTON</del> BURTON | FREDERICK | C.     |
|          | N   | 2nd Lt. | <del>WALK</del> DACHYSHYN     | HARRY     | (NMI)  |
|          | B   | SGT.    | PASCHAL                       | ROBERT    | W.     |
|          | RO  | SGT.    | OGBURN                        | FRED      | N.     |
|          | TT  | SGT.    | SIMONDS                       | CHESTER   | F.     |
|          | BT  | SGT.    | DAVIS                         | WALTER    | A.     |
|          | TG  | SGT.    | JANAKES                       | NICK      | (NMI)  |
|          | WG  | SGT.    | MAURER                        | FREDERICK | R. JR. |
|          | RCM | SGT.    | KARRE                         | WILLIAM   | E.     |
| 44-6588  | P   | 1st Lt. | KELSO                         | ARTHUR    | D.     |
|          | 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  | T/SGT.  | LINDHOLM                      | ALVIN     | T.     |
|          | BT  | SGT.    | MORRISON                      | KENNETH   | S.     |
|          | TG  | SGT.    | BOND                          | JACK      | D.     |
|          | WG  | SGT.    | LUCA                          | RUDOLPH   | C.     |
|          | RCM | SGT.    | STITT                         | JOHN      | J.     |
| 43-38458 | P   | 2nd Lt. | SHEPHERD                      | JACOBS    | N. JR. |
|          | CP  | 2nd Lt. | SKIFFINGTON                   | THOMAS    | J.     |
|          | N   | 2nd Lt. | VAN ECK                       | HERMAN    | C.     |
|          | B   | SGT.    | ALLES                         | ROBERT    | F.     |
|          | RO  | SGT.    | COLLINS                       | JOHN      | F.     |
|          | TT  | SGT.    | DAVIS                         | ARNOLD    | L.     |
|          | BT  | SGT.    | MARGOLIES                     | MALCOLM   | A.     |
|          | TG  | SGT.    | HERROLD                       | DAN       | E.     |
|          | WG  | SGT.    | BELLFOND                      | MARTIN    | (NMI)  |
| 42-31730 | P   | 1st Lt. | MAY                           | JAMES     | H.     |
|          | CP  | 2nd Lt. | FREW                          | JAMES     | R.     |
|          | N   | 2nd Lt. | ANDERS                        | WALTER    | R.     |
|          | B   | S/SGT.  | KENAGY                        | LLOYD     | C.     |
|          | RO  | S/SGT.  | PAULK                         | ALBERT    | L. JR. |
|          | TT  | S/SGT.  | SMITH                         | CHESTER   | J.     |
|          | BT  | S/SGT.  | KROZEL                        | JOSEPH    | A.     |
|          | TG  | S/SGT.  | ZENOR                         | HAROLD    | M.     |
|          | WG  | S/SGT.  | McKEE                         | WILLIAM   | J.     |

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

AAF Station # 128  
 10 March 1945

SUBJECT: Loading List.

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

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

|                            |         |                        |           |
|----------------------------|---------|------------------------|-----------|
| <u>PLANE 42-97780</u>      |         |                        |           |
| P                          | 2nd Lt. | GARY, CARL M.          | 614th Sq. |
| CP                         | 2nd Lt. | SMITH, CHARLES         | "         |
| N                          | 2nd Lt. | STEWART, RICHARD E.    | "         |
| CTG                        | Sgt.    | Ginthwain, Edward A.   | "         |
| RO                         | Sgt.    | Fort, Collins G.       | "         |
| TT                         | Sgt.    | Kirby, Lee D Jr.       | "         |
| BT                         | Sgt.    | Harrell, Jean F.       | "         |
| TG                         | Sgt.    | Saenz, Hector J.       | "         |
| WG                         | Sgt.    | Bonanno, Joe M.        | "         |
| <br>                       |         |                        |           |
| <u>PLANE 43-38565</u>      |         |                        |           |
| P                          | 1st Lt. | BABCOCK, FREDRICK H.   | "         |
| CP                         | 1st Lt. | BOUSFIELD, JOHN        | "         |
| N                          | 2nd Lt. | CRAWFORD, ALLEN H. JR. | "         |
| CTG                        | S/Sgt.  | Casselman, Charles R.  | "         |
| RO                         | T/Sgt.  | Bilby, John F.         | "         |
| TT                         | T/Sgt.  | Caldwell, Carroll L.   | "         |
| BT                         | S/Sgt.  | Wilczynski, Walter J.  | "         |
| TG                         | S/Sgt.  | Zaborsky, Stephan J.   | "         |
| WG                         | S/Sgt.  | Parnham, Walter E.     | "         |
|                            |         | Richey, Leland H.      | "         |
| <br>                       |         |                        |           |
| <u>RCM PLANE 42-107151</u> |         |                        |           |
| P                          | 2nd Lt. | CAMERON, ELLIOTT P.    | "         |
| CP                         | F/O     | DAVIDSON, ROBERT L.    | "         |
| N                          | 2nd Lt. | GUILLERMSTY, FRED A.   | "         |
| CTG                        | S/Sgt.  | Fasullo, Thomas G.     | "         |
| RO                         | Sgt.    | De Leon, Jarrod J.     | "         |
| TT                         | S/Sgt.  | Fabsin, Emory P Jr.    | "         |
| BT                         | Sgt.    | Hargas, Mike S.        | "         |
| TG                         | Sgt.    | Clendain, Charles M.   | "         |
| WG                         | Sgt.    | Gabbert, David J.      | "         |
| <br>                       |         |                        |           |
| <u>PLANE 43-97551</u>      |         |                        |           |
| P                          | 1st Lt. | JORDAN, ROBERT E.      | "         |
| CP                         | F/O     | LOCKE, KENT W.         | "         |
| N                          | 2nd Lt. | CONNELL, HALL T. SR.   | "         |
| CTG                        | S/Sgt.  | St Peter, Donald A.    | "         |
| RO                         | Sgt.    | Nauldin, Harold M.     | "         |
| TT                         | T/Sgt.  | Anderson, Howard E.    | "         |
| BT                         | S/Sgt.  | Caruth, Merton A.      | "         |
| TG                         | Sgt.    | Corwin, Clarence B.    | "         |
| WG                         | S/Sgt.  | Seeley, Duane P.       | "         |

Loading List ( Cont )

PLANE 42-102468

|     |         |                     |           |
|-----|---------|---------------------|-----------|
| P   | 1st Lt. | DJERNES, CARL P.    | 614th Sq. |
| CP  | 2nd Lt. | SPIVA, RAYMOND H.   | "         |
| N   | 2nd Lt. | CANALE, JOHN F.     | "         |
| CTG | S/Sgt.  | Reiher, Gordon A.   | "         |
| RO  | S/Sgt.  | La Course, Lucian   | "         |
| TT  | T/Sgt.  | Chiu, Donald        | "         |
| BT  | S/Sgt.  | Bill, Richard H.    | "         |
| TG  | Sgt.    | Wagner, Aloysius E. | "         |
| WG  | S/Sgt.  | Akins, Ora R.       | "         |

PLANE 43-97931

|     |         |   |   |
|-----|---------|---|---|
| P   | 2nd Lt. | AYRE, LAWRENCE E.                           | " |
| CP  | 2nd Lt. | SCHOCK, NORMAN R.                           | " |
| N   | 2nd Lt. | <del>FACKRELL, JESSE</del> LEASE, GERALD H. | " |
| CTG | Sgt.    | De Lorie, George A.                         | " |
| RO  | Sgt.    | Mandel, Louis I.                            | " |
| TT  | Sgt.    | Brass, Forrest A.                           | " |
| BT  | Sgt.    | Gilbert, Luther F.                          | " |
| TG  | Sgt.    | Myers, John E.                              | " |
| WG  | Sgt.    | Iuni, Andrew W.                             | " |

PLANE 42-97395

|     |         |                     |   |
|-----|---------|---------------------|---|
| P   | 1st Lt. | SORENSEN, MELVIN E. | " |
| CP  | 2nd Lt. | TROUPS, JOHN T.     | " |
| N   | 2nd Lt. | FACKRELL, JESSE K.  | " |
| CTG | S/Sgt.  | Lee, William J.     | " |
| RO  | S/Sgt.  | Gollins, John G.    | " |
| TT  | S/Sgt.  | Senoric, Steve S.   | " |
| BT  | Sgt.    | Leppanen, Calvin E. | " |
| TG  | Sgt.    | Nichols, Norman D.  | " |
| WG  | Sgt.    | Turner, Eldon A.    | " |

PLANE 42-96322

|     |         |  |   |
|-----|---------|--|---|
| P   | 1st Lt. | NOLMES, GENE H.                        | " |
| CP  | 2nd Lt. | <del>FABRICE FREDRICK</del> , RALPH A. | " |
| N   | 1st Lt. | JAMES, KENNETH W.                      | " |
| CTG | Sgt.    | Watkins, Jack W.                       | " |
| RO  | Sgt.    | Cox, Clyde F.                          | " |
| TT  | Sgt.    | Knight, Eddie R.                       | " |
| BT  | Sgt.    | Jakbowski, Julius J.                   | " |
| TG  | Sgt.    | Kennedy, Jack W.                       | " |
| WG  | Sgt.    | Paverill, Edward S.                    | " |

PLANE 42-97602

|     |         |                     |   |
|-----|---------|---------------------|---|
| P   | 2nd Lt. | LINDSAY, JOHN E.    | " |
| CP  | 2nd Lt. | MADLEY, WILLIAM M.  | " |
| N   | P/O     | BRUBETT, JAMES O.   | " |
| CTG | S/Sgt.  | Green, Warren H.    | " |
| RO  | Sgt.    | Ippolite, Samuel    | " |
| TT  | Sgt.    | Warner, Carl F.     | " |
| BT  | Sgt.    | Sanders, William H. | " |
| TG  | Sgt.    | Portier, Ellis A.   | " |
| WG  | Sgt.    | York, John C.       | " |

Loading List ( Con't )

PLANE 43-43738

|     |         |                      |           |
|-----|---------|----------------------|-----------|
| P   | 1st Lt. | STEIDMAN, ROBERT H.  | 614th Sq. |
| CP  | 2nd Lt. | BUSH, FRANK R.       | "         |
| N   | 1st Lt. | SACKS, DAVID W.      | "         |
| CTG | Sgt.    | Petrovsky, Albert P. | "         |
| RO  | Sgt.    | Eason, George S Jr.  | "         |
| TT  | Sgt.    | Crowe, Harold P.     | "         |
| BT  | M/Sgt.  | Royal, William E.    | "         |
| FG  | Sgt.    | Shaw, Loren P.       | "         |
| WG  | Sgt.    | Bateman, Maurice B.  | "         |
| ROM | S/Sgt.  | Allison, Carl H.     | "         |

PLANE 43-36330

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

Capt. Donald V. Kirkhuff is flying with 615th Sq ( Lt Hubbell )

For the Commanding Officer

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

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

10 March 1945

SUBJECT: Loading list.

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

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

| PLANE # | 8155 G-H                    | DUTY    | RANK | LAST (NAME)             | FIRST     | (MI)    | SQUADRON          |
|---------|-----------------------------|---------|------|-------------------------|-----------|---------|-------------------|
| P       |                             | Captain |      | Campbell                | Paul      | E.      | 615th             |
| CP      |                             | Major   |      | White                   | Ralph     | J.      | "                 |
| N       |                             | 1st Lt. |      | Hoag                    | Carl      | L.      | "                 |
| N       |                             | Captain |      | Whitney                 | Ray       | F.      | "                 |
| M/O     |                             | 1st Lt. |      | Tharpe                  | Robert    | W.      | "                 |
| G-H Op  |                             | 1st Lt. |      | Baney                   |           |         | 379th             |
| B       |                             | Captain |      | Arnold                  | Harold    | S.      | 615th             |
| RO      |                             | T/Sgt.  |      | Roberts                 | Melvin    | L.      | "                 |
| TT      |                             | T/Sgt.  |      | Rowe                    | Robert    | R.      | "                 |
| TG      |                             | 2nd Lt. |      | Gentry                  | James     | H.      | "                 |
| FG      |                             | Sgt.    |      | Ely                     | Calvin    | P.      | "                 |
|         |                             |         |      |                         |           |         |                   |
| PLANE # | 43-38941                    |         |      |                         |           |         |                   |
| P       |                             | 2nd Lt. |      | Knowles                 | Willis    | S.      | 615th             |
| CP      |                             | 2nd Lt. |      | Cornelius               | Carl      | J.      | "                 |
| N       |                             | F/O     |      | <del>XXXX</del> Grisham | Cecil     | W.      | "                 |
| B       |                             | 2nd Lt. |      | Kostolni                | Walter    | G.      | "                 |
| RO      |                             | Sgt.    |      | McCormick               | Thomas    | F.      | "                 |
| TT      |                             | T/Sgt.  |      | Boever                  | Robert    | A.      | "                 |
| BT      |                             | Sgt.    |      | Wasemiller              | Clifford  | E.      | "                 |
| TG      |                             | S/Sgt.  |      | Bucksbaum               | Elmer     | (NMI)   | "                 |
| FG      |                             | Sgt.    |      | Settle                  | John      | B.      | "                 |
|         |                             |         |      |                         |           |         |                   |
| PLANE # | 44-8550                     |         |      |                         |           |         |                   |
| P       |                             | 1st Lt. |      | Tausig                  | Herman    | (NMI)   | 615th             |
| CP      |                             | 2nd Lt. |      | Stevinson               | Joseph    | G.      | "                 |
| N       |                             | 1st Lt. |      | Walker                  | Denson    | F.      | "                 |
| M/O     |                             | 2nd Lt. |      | Eaton                   | Harry     | M.      | "                 |
| B       |                             | 1st Lt. |      | Buchanan                | Allan     | S.      | "                 |
| RO      |                             | T/Sgt.  |      | Fitzsimmons             | James     | J.      | "                 |
| TT      |                             | T/Sgt.  |      | Johnston                | Warren    | B.      | "                 |
| TG      |                             | S/Sgt.  |      | Katz                    | Alvin     | S.      | "                 |
| FG      |                             | S/Sgt.  |      | Johnston                | Donald    | EX C.   | "                 |
|         |                             |         |      |                         |           |         |                   |
| PLANE # | <del>8238</del> G-H 44-8653 |         |      |                         |           |         |                   |
| P       |                             | 2nd Lt. |      | Speer                   | Kenneth   | D.      | 615th             |
| CP      |                             | 2nd Lt. |      | Kelly                   | James     | J.      | "                 |
| N       |                             | 2nd Lt. |      | Simon                   | Robert    | M.      | "                 |
| G-H Op  |                             | 1st Lt. |      | Magner                  |           |         | 303rd             |
| B       |                             | 1st Lt. |      | Scanlon                 | William   | M.      | 615th             |
| RO      |                             | Sgt.    |      | Yohay                   | David     | (NMI)   | "                 |
| TT      |                             | Sgt.    |      | Cupp                    | Gordon    | G.      | "                 |
| BT      |                             | Sgt.    |      | Gross                   | William   | D.      | "                 |
| TG      |                             | Sgt.    |      | Thompson                | Leonard   | E.      | "                 |
| FG      |                             | Sgt.    |      | Everett                 | Jack      | EX C.   | "                 |
| M/O     |                             | F/O     |      | JENKINS                 | FREDERICK | S.      | "                 |
|         |                             |         |      |                         |           |         |                   |
| PLANE # | 44-8708                     |         |      |                         |           |         |                   |
| P       |                             | 1st Lt. |      | Hubbell                 | Richard   | S.      | 615th             |
| CP      |                             | Captain |      | Kirkhuff                | Donald    | V.      | 614th             |
| N       |                             | 1st Lt. |      | Moore                   | George    | J.      | 615th             |
| M/O     |                             | 1st Lt. |      | Du Bray                 | Joseph    | J.      | "                 |
| B       |                             | 1st Lt. |      | Flieg                   | Stanley   | W.      | "                 |
| RO      |                             | T/Sgt.  |      | Pool                    | Clyde     | W.      | "                 |
| TT      |                             | T/Sgt.  |      | Ross                    | Richard   | D.      | "                 |
| TG      |                             | Sgt.    |      | Bill                    | W. (io)   | S. (io) | "                 |
| FG      |                             | S/Sgt.  |      | Revette                 | John      | L.      | "                 |
|         |                             |         |      |                         |           |         |                   |
| M/O     |                             | 1st Lt. |      | Barnes                  | James     | H.      | Flying with 612th |

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
Office of the Engineering Officer  
AAF Station 128

F-B-1

APC 557  
9 March 1945

SUBJECT: Abortive Report, Mission of 8 March 1945.

TO : Commanding Officer, 401st Bomb Gp. (H), AAF Sta. 128.  
ATTN: Air Statistical Officer.

1. Aircraft No. 42-97664 returned early from a combat mission of 8 March 1945 due to an internal engine failure in the No. 3 position.
2. The aircraft had been airborne for approximately 35 minutes when the trouble developed and was flying at an altitude of 15,000 ft. with power settings of 2300 RPM and 38" Hg.
3. Pilot stated that the No. 3 engine started running rough and the oil pressure went up to about 95 P.S.I., then started to drop off. When the pressure reached 45 P.S.I. he feathered the propeller. At the same time the oil pressure started to drop, oil vapor started coming from the engine crankcase breather.
4. Ground inspection revealed that both oil control and compression rings were on the magnetic sump plug. Metal filings were found on the cuno.

FRANK E. WILSON,  
Capt., Air Corps,  
Asst. Gp. Eng. Officer.

*Briefing STATIONS*

LEAD SQDN. 94TH "C" GROUP

Combat Sq. Leader: LT. COL. SILVER Date: 8 MARCH 1945

Deputy Sq. Leader: LT. JENNINGS

Deputy Gp. Leader: LT. JENNINGS

*12x500 sps 1/10 1/40  
+ 2 m 47s  
2500 Gas Load.*

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

THOMPSON (SILVER )  
S 8214 (GH)

*0700-1300 - RR  
1300-1900 - RG.*

NOLAN

JENNINGS

SC B 1662

IY N 8648 (PFF)

*Do NOT  
fuse til after  
daylight*

612 SQDN

612 SQDN

BLOETSCHER

STRAUSS

SC T 8788 (RCM)

SC H 2398

MARTIN

CAMPBELL

FRENCH

MAIRE

SC M 7039

SC K 8733

SC N 6506

SC X 7664

SCHLIEMANN

SC J 7790

STEPHENS

AHLERS

SC L 8637 (RCM)

SC V 8810

SPARES

HOLT

SC S 8680

SPARE LEAD PFF IY U 7947 DISP 27  
SPARE LEAD VIS IY Q 8077 DISP 24  
GND SPARES IW U 8425 DISP 3  
IW S 2468 DISP 9



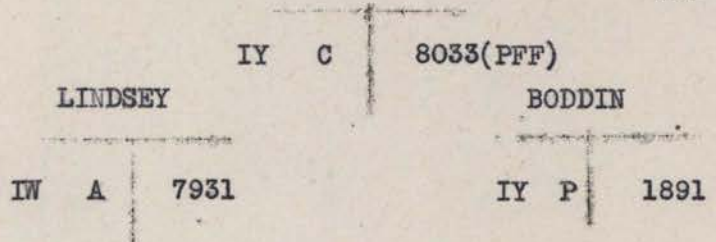
Combat Sq. Leader: CAPT KALINSKI Date: 8 March 1945

Deputy Sq. Leader: LT BODDIN

Deputy Gp. Leader: LT JENNINGS

LOW SQDN: 94"C" Gp:

614th SQDN  
ASCHENBACH (KALINSKI) 618 SC JAWOCK  
613 IN MACRO  
614 IW COLFCOLUB  
615 IY BUZZARD



SQDN  
STAUFFER

IW O 7602

GRAY

IW P 2012  
**Z 330**  
HOLMES

JORDAN

IW Y 7551  
(RCM)

SQDN  
RICHARDSON

IW N 8738(RCM)

STEHMAN

IW F 7395

CAMERON

IW B 7151

IW D 7322

VIEHMAN

IW Q 7478

SPARES

SALISBURY

IW R 7780

GRND SPARES:

- (PFF) IY U 7947 Disp 27
- (VIS) IY Q 8077 Disp 24
- (reg) IW U 8425 Disp 9
- (reg) IW S 2468 Disp 3

Combat Sq. Leader: CAPT UTTER Date: 8 Mar 1945

Deputy Sq. Leader: LT WOLF

Deputy Gp. Leader: LT JENNINGS

HIGH SQDN: 94"C" Gp: 613th SQDN: 612 SC JABWOCK  
UTTER 613 IN MACRO  
614 IW GOLFCLUB  
615 IY BUZZARD

IY D 8550(PFF)  
BAKER WOLF  
IN A 8458 IY L 8941

SQDN. CRACRAFT SQDN. SCHELLER

IN U 7706(RCM) IN D 6588(RCM)  
MAHARICK KELSO LITCHFIELD MAY  
IN J 1591 IN S 2947 IN F 6313 IN B 6132  
CAREY

IN N 8862  
YOUNG VERMEER  
IN R 6146 IN O 1730

SPARES

MC KENNY  
IN H 8607

GRND SPARES:  
(PFF) ~~XX~~ IY U 7947 Disp 27  
(VIS) IY Q 8077 Disp 24  
(reg) IW U 8425 Disp 9  
(reg) IW S 2468 Disp 3

612

6947 - A

613

8767 - A W

9125 - M

6842 - V

(mirrored bleed-through text from the reverse side of the page, including words like "RECEIVED", "DATE", "TIME", "BY", "FROM", "TO", "INFO", "RE", "SUBJECT", "CLASSIFICATION", "CONTROL", "NOV 1950", "1950", "1951", "1952", "1953", "1954", "1955", "1956", "1957", "1958", "1959", "1960", "1961", "1962", "1963", "1964", "1965", "1966", "1967", "1968", "1969", "1970", "1971", "1972", "1973", "1974", "1975", "1976", "1977", "1978", "1979", "1980", "1981", "1982", "1983", "1984", "1985", "1986", "1987", "1988", "1989", "1990", "1991", "1992", "1993", "1994", "1995", "1996", "1997", "1998", "1999", "2000", "2001", "2002", "2003", "2004", "2005", "2006", "2007", "2008", "2009", "2010", "2011", "2012", "2013", "2014", "2015", "2016", "2017", "2018", "2019", "2020", "2021", "2022", "2023", "2024", "2025")

Handwritten red scribbles and markings.