

W28

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

MISSION No. **231**

Date: **18 MAR. 45**

TO: **BERLIN , GER .**

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

I. MISSION SUMMARY REPORT

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

II. STATISTICAL SUMMARY OF OPERATIONS

- A. Statistics of Units Participating.
- B. Statistics of Bombing Run (WDAG Form 12E Modified)
- C. Communications Report.
 - (1) Navigational Aids Used.
 - (2) Equipment Failures.
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401ST BOMBARDMENT GROUP (H)

E-K-12

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 # 231

Date 18 March 1945

ASSIGNMENT

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

EXECUTION

- 1. Target Bombed: BERLIN, GERMANY - M/Y
- 2. a. Group Leader: Major W. C. GARLAND (Thompson)
 - Lead Navigator: Capt. F. W. RICKS (Eaton-MO)
 - Extra Navigator: F/O W. L. BRINER
 - Lead Bombardier: Capt. W. P. FULGIM
- b. Low Sqdn Leader: Capt. J. W. MCGOLDRICK
 - Lead Navigator: 1st Lt. L. G. LEWIS (Hehir-MO)
 - Lead Bombardier: 1st Lt. G. W. PEEK
- c. High Sqdn Leader: Capt. W. S. HARB (Gerber)
 - Lead Navigator: 1st Lt. L. E. LOWRY (Dean-MO)
 - Lead Bombardier: 2nd Lt. A. R. BIASELLA

3. Flight Over England:

a. Takeoff:

Visibility was good, take off uneventful. All ships were airborne satisfactorily.

MISSION SUMMARY REPORT (Cont)3. b. Squadron and Group Assemblies:

Squadron leaders got together very early. Lead was one ship short but two spares were present on leaving buncher. Excellent formation on departure, as Cottesmore was departed one half minute early.

c. Route Over England:

Wing assembly quickly completed. Route was north of course but 94th "C" was following preceding groups in its briefed 12th Division position. The coast was departed two minutes late.

4. Attack:a. Flight to Target:

Some "S"ping was necessary because of turns by preceding 40th Gp. Close interval between 94th was maintained. No flak encountered. Haze and very dense contrails near IP and over target forced "C" group to 27,000'. Hit by 8-12 E/A just before IP and on bomb run. "Jets" pressed their attacks very close but appeared to be inexperienced.

b. Bombing Run:

About 15 minutes before the IP Buckeye called that bombing would be instruments with a possible visual assist. Due to contrails and clouds it was necessary to climb 1000', at the IP. The group uncovered to bomb by squadrons, as there was a chance for a visual assist. Cloud cover to the target amounted to about 7-8/10ths and contrails; directly over the target it was 3/10ths.

Lead Sqdn: Run in on PFF, lead bombardier took over 30 seconds before bombs away, synchronized on rail yards, bombs away at 1120.

Low Sqdn: Run on PFF, Pff not working to well so squadron stayed in line of the lead. Bombardier took over 25 seconds before bombs away synchronizing on RR bridge, bombs away at 1120:30.

High Sqdn: PFF was completely out, bombardier and navigator took up heading to target trying to follow lead in but contrails hindered view. Bombardier picked up factory on the edge of the city. The run was about 30 seconds, bombs away at 1125.

The C-1 was used in all cases. Due to the fact that the squadrons did not break out in line of the MPI, the bombardiers' only alternatives were to bomb a suitable target directly in line of the bomb sight. Bombing of the lead and low on the Marshalling yards was excellent. The high squadrons bombs hit in the suburbs.

MISSION SUMMARY REPORT (Cont)

4. c. Flight From Target:

Rally after the target was very good, considering the bad haze and contrails. Remained in Division column all the way back to coast, the route being practically as briefed. Altitude was maintained until passing coast out.

d. Return to Base:

Let down to 5000' was made over channel. No trouble was experienced with weather over U.K. as all but one A/C returned safely. A/C 425 landed at Woodbridge with severe E/A damage - A/C 607 is still unaccounted for.

e. Weather:

Weather was 10/10ths undercast from 0530E to IP. From IP to target 3/10ths to 5/10ths with dense and persistent contrails. 10/10th undercast to 0500E on return, then broke up to CAWU at base.

f. Fighter Support:

Fighter support was excellent. It couldn't help much when E/A attacked due to the heavy contrails making visibility so poor.

g. Comments on Formation and Interval:

Formation very good except when contrails forced instrument conditions. One minute interval held except in "soup". Unable to see other groups from IP until rally was completed.

h. Conclusions and Recommendations:

Good results considering weather at target. Difficulties encountered were mainly due to contrails.

5. Aircraft Not Attacking:

A/C 44-6313 - No Credit. Returned early after #1 fuel pressure had dropped to 5 lbs, booster pumps having no effect. Plane had faulty instruments giving low fuel pressure readings. It is felt that abortive was unjustified. (Personnel)

6. Enemy Opposition:

6 to 8 ME-262's attacked lead squadron between IP and target coming in through contrails until within 100 yards of our formation. Our altitude approximately 27,000'. Crews had difficulty identifying or seeing them until very close. Uncoordinated attacks came from all clock positions, level and from below straight up to our A/C on break aways, E/A coming in level split esed away and down. In onecase, E/A coming in level, went up to right. Each plane reported to leave differaat colorings, silver-grey, brown, green, light grey crosses, yellow noses, etc. One 401st A/C was lost as a result of these attacks: (see Flak Report for flak)

MISSION SUMMARY REPORT (Cont)

7. Battle Damage:

<u>Minor</u>	<u>Major</u>	<u>To Flak</u>	<u>To E/A</u>
15	2	15	2

8. Casualties:

9 MIA (Vermeer- A/C 43-38607)
 1 LWA

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

10. Bombing Data:

a. Observations:

Bombfalls of the lead and low squadrons on their selected MPI, M/Y, were excellent. The high squadrons bombs hit in the suburbs of Berlin.

b. Disposition of Bombs:

Lead Squadrons: Of the 13 A/C sorties, twelve EET and bombed the target, dropping 142 X 100# GP and 96 X 500# IB bombs. Aborting A/C 313 returned 12 GP's and 8 IB's to base.

Low Squadron: All 12 scheduled A/C attacked the target, dropping 143 X 100# GP and 96 X 500# IB bombs.

High Squadron: All 12 scheduled A/C attacked the target, dropping 144 X 100# GP and 96 X 500# IB bombs. The spare returned 12 GP'S and 8 IB's to base.

c. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bombing</u>	<u>Number</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u> <u>Nose Tail</u>	
Main Bombfall	36	36	429*	100#	M30 GP	1/10	1/40
			288	500#	M17 IB	-	-
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			429	100#	M30 GP	1/10	1/40
			288	500#	M17 IB	-	-
Other Expenditures			-	-	-	-	-
Bombs Returned			24	100#	M30 GP	1/10	1/40
			16	500#	M17 IB	-	-
Total (Lost on A/C Taking Off)			453	100#	M30 GP	1/10	1/40
			304	500#	M17 IB	-	-

* Incl 12 GP's with 144 hr. delay.

MISSION SUMMARY REPORT : (CONCLD)11. Lost Aircraft:

A/C 43-38607 - (Vermeer) #3 A/C, low section, lead squadron. Hit by ME-262 near IP, continued over target and then fell off on one wing. Not see again due to contrails.

Submitted by:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

LEAD SQUADRON

100% IN 2000
60% IN 1000



Aiming Point

SAV-401 11225 12 008-3-4514-6842-7-27,500(BERLIN)
LEAD CONFIDENTIAL

11-0935 EASTMAN REGULAR SAFETY

LOW SQUADRON

RF = 1 : 46300
100% IN 2000
60% IN 1000



Aiming Point

SAV-401 11225 12 008-3-4514-8637-1-270(BERLIN)
LOW CONFIDENTIAL

6642 EASTMAN REGULAR

6641 EASTMAN REGULAR SAFETY



*Not
Plottable*

(SAV-401 11221- 8 X18 -3 -45X4 -8550 -12- 280 OOXBERLIN)
1164

CONFIDENTIAL

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

F-B-2

APO 557
18 March 1945

SUBJECT: Abortive Report, Mission of 17 March 1945

TO : Commanding Officer, 401st Bomb Group (H), Station 128
ATTN: Air Statistical Officer

1. Aircraft No. 43-38862 returned early from mission of 17 March 1945 because of mechanical difficulties experienced on # 1 engine.

2. At approximately 3000 feet altitude and 40 minutes of flight time the # 1 engine oil pressure dropped to 25 PSI indicated. Since all other instrument readings were normal and there was no visible indication of trouble the pilot continued to run the engine.

3. When an altitude of 23,000 feet was reached the RPM of # 1 engine started surging with throttlet advance. The prop pitch control had no effect in changing RPM to a lower setting. It was noticed at this time that the oil pressure was now 10 PSI. The pilot feathered the propeller and returned to the base. Oil was seen flowing back over the # 1 nacelle and the wing.

4. Ground inspection revealed that a rubber hose connecting the engine oil pressure line-to-transmitter and the brass nipple on the accessory section of engine had come loose at the brass nipple end. There was nothing wrong with the hose clamp. Apparently the hose slipped because of vibration due to the possibilities that the hose and clamp may have been installed incorrectly or the clamp may not have been tight enough. There was, for all practical purposes, no oil in the oil tank.

FRANK E. WILSON
Capt., Air Corps,
Asst Group Engineering O.

Sp Engineering

Stations - 0600

LEAD SQDN. 94TH "A" GROUP

COMBAT SQ. LEADER LT. COL. SILVER DATE: 17 MARCH 1945

DEPUTY SQ. LEADER: LT. JENNINGS

DEPUTY GP. LEADER: LT. JENNINGS

*Lead & Low
38X100 lb Frags
High
72X500 Sps.
4/10 1/40
max Gas.*

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

DEPUTY (SILVER)
IY E 8653 (FFF)

SMITH
SC B 1662

JENNINGS
IY D 8650 (FFF)

612SQDN

612 SQDN

CAMPBELL
SC K 8733 (ROM)

FRENCH
SC N 6506

MIRAN
SC H 2398

MARTIN
SC M 7089

HUBBALL
SC S 8680

LONG
SC L 8657 (ROM)

NOLAN
SC F 8541

HARVESON
SC R 2393

AHLERS
SC P 1891

(FRAGS) SPARE LEAD FFF IY O 8153 DISP 29
(FRAGS) SPARE LEAD VIS IY L 8941 DISP 24

HOLT
SC D 6992

~~OND SPARES (GP) IW E 8550 DISP 50
(GP) SC J 7790 DISP 33~~

WX A/C IW V 8425 CAPT. KIRKUFF

Low Squadron, 94th A Group

Combat Sq. Leader: Capt McGoldrick Date 17 Mar 45

Deputy Sq. Leader: Lt Knowles

Deputy Gp. Leader: Lt Jennings

614 SQDN

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

GERBER (MC GOLDRICK)

IY F 8449 PFF

STEFMAN

KNOWLES

IW K 8677

IY P 6947

614 SQDN

614 SQDN

THOMPSON, R.

DJERNES

IW T 8646 RCM

IW S 2488

LINDSEY

AYRE

JAMES

JORDAN

IW O 7602

IW A 7931

IW P 2012

IW Y 7551 RCM

HOEHNES

IWDD 7322

VIEHMAN

SORENSEN

10 Z 330

~~IW R 7780~~

IW F 7395

Eng. trouble

Ground Spares:

Frgs: PFF Lead IY O 8153, Disp 29
Frgs: Vis Lead IY L 8941, Disp 24

Gp's: Regular: ~~IW Z 8330, Disp 50~~
Gp's: Regular: SC J 7790, ~~Disp 33~~ runway 33

Weather Aircraft IW U 8425, Capt Kirkhuff, Disp 3.

94th A GROUP HIGH

Combat Sq. Leader LT ASCHENBACH Date 17 March 1945

Deputy Sq. Leader: LT SPER

Deputy Gp. Leader LT JENNINGS

618 Sqdn
ASCHENBACH
612 SC JANCOCK
615 IN MACRO
614 IW GOLFOUS
616 IY BUZZARD
IY K 6259 PFF

KELSO
IN V 6842
SPER
IY Q 8077

615 Sqdn

618 Sqdn

SCHILLER
IN P 8768

JONES
IN C 8100

SHEPHERD
IN A 8458

NIELSEN
IN D 8588

EGLIN
IN U 7103

CAREY
IN N 8862

CRACRAFT

~~IN G 1985~~
IN M 9125

MC KENNEY
IN W 8787

LEVY
IN B 6182

SPARES

BERNEBURG
IN S 2947

FRAGS: PFF LEAD IY O 8155 Disp 29
FRAGS: VIS LEAD IY L 8941 Disp 24
~~GP'S ORDSPARES IW 2 8330 Disp 50~~
GP'S " " SC J 7790 Run 83.

WEATHER S&IP IW U 8425 CAPT KIRKHOFF-DISP 5.

BRIEFING NOTES

DATE: 18 March 1945

DUTY OFFICER: Capt Coit

BRIEFING OFFICER: Capt Hill

1. TARGETS AND MPI'S FOR:

- a. 1st AD
 - (1) 401st Bomb Group:

No. 1 Primary: The SCHLESISCHER MARSHALLING YARD, in BERLIN, GERMANY

This is one of the few remaining yards in the BERLIN area . A good clean up on this
yard would deny the last of the rail facilities in the area to the German armies.
Recent photo cover shows it to be 100% serviceable and in a section of the city
least damaged.

No. 2 Secondary: (PFF) The same target, bombed by instruments.

No. 3 Last Resort: Wittstock A/F (5312-1231) Good sized operational airfield,
holding up to medium bombardments.

(2) Other Groups in 94th CBW: All same target

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

41A (384)	1A (308)	40A (92)	94A (351)
B (303)	B (91)	B (305)	B (457)
C (379)	C (381)	C (306)	C (401)

b. 2nd AD: Same Area

c. 3rd AD: Same Area

2. ROUTES (ALL THREE AD'S)

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

1 AD CROMER at 0 plus 3 ; 3 A. B. SC. THWALD at 0 plus 6; 2 AD Buncher 24 at
0 plus 42.

b. Fighter Support: 8 one P-51's close support of Divisional in P-51's
area support and 1 on P-51's base lance.

3. ANTICIPATED ENEMY OPPOSITION:
- a. Flak: 428 guns in area, of which 155 in range. Wind 85mph from 330.
 - b. Enemy Fighters: Enemy has many fighters in neighborhood and weather is not expected to keep him on the ground
 - c. Smoke Screens: Effective smoke screen and much bomb smoke will be encountered.
 - d. Camouflage: None known

4. INSTRUCTIONS TO UNITS:
- a. Wing Assembly: 94A (351) Kings Cliffe, Sleaford. 5320-0050E. Cromer
94B (457) Glatton, Donington. 5320-0050E. Cromer
94C (401) Cottesmore, Cranwell. 5320-0050E. Cromer.
 - b. Air Commanders: 1AD (Maj Bean - 384); 94 CBW (Lt. Col. Stewart - 351)
94B (Capt Rollins - 457) and 94C (401) Major Garland.
 - c. Zero Hour and Date: 0900 hours, 18 March 1945.
 - d. General Instructions Pertinent to Entire Task Force: Blind bombing will not be employed without positive verification.

5. SUPPLY:
- a. Gas Load: 2780 gals
 - b. Bomb Load (and Intervalometer Settings) 12 X 100 GP; 8 X M17 IB;
100 feet.
 - c. Chaff Load (Point and Time of Commencing Discharge) 432 units; IP for
18 minutes.
 - d. Screening Force: 3 Mosquitos from 5253/1228

6. COMMUNICATIONS:
- a. Flares and Lamps: _____

b. VHF and Other Radio: (Security Force Information) 1AD Fighter-Bomber

Common (Channel 741); 8AF Fighter-Bomber Common (Channel 701); VHF - Vinegrove 1- 12

Fighters Balance 1; Authentication "Rosy Red" 10 X P-51's Buckeye Blue

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: Hole up in woods and endeavor to live off country.

No help can be expected.

b. S.O.P.'s _____

c. Miscellaneous: _____

d. Security: Don't mention your, or any one else's target, especially
to truck drivers, equipment personnel and line personnel. Its your neck,
buddy .

Route flimsies:

*Frederic W. Ricks
Lawrence E. Laury
Andrew J. Zephair
Capt. Hoag
M.A. Andrews
L.B. Lewis*

SECRET

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

Mission No. 231
 18 March 1945

SUBJECT: Loading List

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

A/C 44-6113

P	Stephens, Lloyd J.	2nd Lt.	612th.
CP	Wilt, Elmer L.	2nd Lt.	"
N	Harper, Robert F.	2nd Lt.	"
TOG.	Whitlock, Howard D.	S/Sgt.	"
RO	Douglass, James B.	S/Sgt.	"
TTG	Graham, James D.	S/Sgt.	"
BTG	Wisdom, Kent B.	Pvt.	"
TG	Brennan, William J.	S/Sgt.	"
WG	Levellings, Fred E.	S/Sgt.	"

A/C 43-38680

P	Hudnall, Carl L.	1st Lt.	612th.
CP	Mitchell, Frank G., Jr.	2nd Lt.	"
N	Martin, Phillip A.	1st Lt.	"
TOG.	Beardall, Keith E.	S/Sgt.	"
RO	Knight, Adam	T/Sgt.	"
TTG	Moorman, Lloyd F.	T/Sgt.	"
BTG	Syles, Alfred R.	S/Sgt.	"
TG	Parker, Robert H.	S/Sgt.	"
WG	Parker, Matt M.	S/Sgt.	"

A/C 42-31891

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

A/C 42-106992

P	Holt, Howard L.	2nd Lt.	612th.
CP	Salley, Ivan L.	2nd Lt.	"
N	Lively, Coy L.	2nd Lt.	"
TOG.	Guin, Frederick D.	Sgt.	"
RO	Hunt, Ray D.	Sgt.	"
TTG	Chapman, Carl W.	Sgt.	"
BTG	Huston, Cecil A.	Sgt.	"
TG	Crosson, James J., Jr.	Sgt.	"
WG	Klapow, Benjamin	Sgt.	"

A/C 43-37790

P	DeMarco, Robert P.	2nd Lt.	612th.
CP	Virgin, Howard G.	2nd Lt.	"
N	Bellotte, Frank B.	2nd Lt.	"
TOG.	Landry, Lawrence B.	S/Sgt.	"
RO	Edwards, Shannon J.	Sgt.	"
TTG	Bailey, Ora K.	Sgt.	"
BTG	Gray, John J.	Sgt.	"

<u>A/C 43-37790 (Cont'd)</u>			
TG	Barrett, Robert C.	Sgt.	612th.
WG	Jackson, Louis A.	Sgt.	"
<u>A/C 43-38637</u>			
P	Campbell, Charles J.	1st Lt.	612th.
CP	Foy, Philip W.	2nd Lt.	"
N	Gruhn, David B.	2nd Lt.	"
Tog.	Emery, Robert I.	S/Sgt.	"
RO	Foo, Gene M., Jr.	T/Sgt.	"
TTG	Karbes, Charles F., Jr.	T/Sgt.	"
BTG	Sullivan, Earl Jr.	S/Sgt.	"
TG	Dalton, Charles K.	S/Sgt.	"
WG	Murray, Howard M.	Sgt.	"
R.C.M.	Carson, James W.	S/Sgt.	"
<u>A/C 42-31662</u>			
RO	Howard, Louis F., Jr.	2nd Lt.	612th.
CP	Wilford, Joseph E.	2nd Lt.	"
N	Davis, Rex D.	2nd Lt.	"
Tog.	Rossack, Michael R.	S/Sgt.	"
RO	Carson, Edward N.	S/Sgt.	"
TTG	Corbo, Frank J.	S/Sgt.	"
BTG	Ford, Billie M.	S/Sgt.	"
TG	McQuiston, George E., Jr.	S/Sgt.	"
WG	Taylor, Charles F.	S/Sgt.	"
<u>A/C 44-6506</u>			
P	French, Willard H.	1st Lt.	612th.
CP	McBain, George III	2nd Lt.	"
N	Watson, Reynolds S.	2nd Lt.	"
Tog.	Johnson, Jerry M.	S/Sgt.	"
RO	Allcroft, James W.	T/Sgt.	"
TTG	Nimmons, Alston H.	T/Sgt.	"
BTG	Deck, Floyd J.	S/Sgt.	"
TG	LaGrange, Wesley	S/Sgt.	"
WG	Devore, Arthur D.	S/Sgt.	"
<u>A/C 43-38788</u>			
P	Nolan, James A.	1st Lt.	612th.
CP	Twiggs, Calvin N.	2nd Lt.	"
N	Hoffman, Lloyd G.	1st Lt.	"
Tog.	Delle Donne, Charles L.	S/Sgt.	"
RO	Hathaway, Stanley K.	S/Sgt.	"
TTG	Siconolfi, Patrick	T/Sgt.	"
BTG	Feldman, Warren H.	S/Sgt.	"
TG	Graupman, Richard C.	T/Sgt.	"
WG	Zabel, Bruce H.	S/Sgt.	"
R.C.M.	Heaton, Charles E.	S/Sgt.	"
<u>A/C 43-38541</u>			
P	McKale, William L.	2nd Lt.	612th.
CP	Lundgren, Robert P.	2nd Lt.	"
N	Cannon, Thomas P.	P/O	"
XBX	XXXXXXXXXXXX	X/Sgt.	"
EOG.	Klindtworth, Louis O.	S/Sgt.	"
RO	Chastain, Robert R.	S/Sgt.	"
TTG	Hansen, Arthur W.	T/Sgt.	"
BTG	Cherubini, Peter J.	S/Sgt.	"
TG	Pearlin, Joseph R.	S/Sgt.	"
WG	Murphy, William E.	Sgt.	"

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

18 March 1945

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
44-8842	P	1st Lt.	KELSO	ARTHUR	D.
	CP	2nd Lt.	LYNG	KENNETH	H.
	N	2nd Lt.	TONNE	ALVIN	E.
	B	S/SGT.	LUCA	RUDOLPH	C.
	RO	T/SGT.	MEYERS	NEIL	P.
	TT	S/SGT.	LITTLE	JAMES	O.
	BT	S/SGT.	MORRISON	KENNETH	S.
	TG	S/SGT.	BOND	JACK	D.
	WG	S/SGT.	CAIRO	LOUIS	J.
44-6132	P	2nd Lt.	SMITH	SAMUEL	R.
	CP	2nd Lt.	MILLER	WALTER	A.
	N	F/O	ANDLER	LYLE	E.
	B	SGT.	RECKERS	RUSSELL	E.
	RO	SGT.	HERCHENROETHER	RAYMOND	A.
	TT	SGT.	DILZ	REINHOL	J.
	BT	SGT.	MC DOW	MILES	H.
	TG	SGT.	WOESTMAN	ROBERT	J.
	WG	SGT.	HOOD	CLYDE	L.
44-6146	P	2nd Lt.	SHEPHERD	JACOB	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)
42-31591	P	1st Lt.	MAHARICK	MATT	(NMI)
	CP	2nd Lt.	ROBERSON	WENDALL	W.
	N	2nd Lt.	ROWLEY	RONALD	E.
	B	S/SGT.	ROBERSON	ROBERT	E.
	RO	SGT.	WEND REED	WILLIAM	H. JR.
	TT	SGT.	LANIER	LESLIE	H.
	BT	SGT.	MOORE	WILLIAM	F.
	TG	SGT.	WEBB	WENDALL	R.
	WG	SGT.	MOULTON	GEORGE	W.
43-37706	P	2nd Lt.	EGLIN	FREDERICK	I.
	CP	2nd Lt.	VOLTZ	DONALD	L.
	N	2nd Lt.	SCHMIDT	FRANK	A.
	B	SGT.	KNIGHT	GEORGE	O.
	RO	SGT.	PAVLUSKA	GEORGE	A.
	TT	SGT.	SWIFT	GENE	E.
	BT	SGT.	LUDWIG	HOWARD	E.
	TG	SGT.	ESPY	ROBERT	J.
	WG	SGT.	COLLINS	RUFERT	Y.
RCM	SGT.	KARRE	WILLIAM	E.	

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-31983	P	2nd Lt.	GEREN	THURMAN	N.
	CP	2nd Lt.	COLLISS	EUGENE	E.
	N	B/O	BEUSCHER	CLIFTON	J.
	B	SGT.	CARMICHAEL	WILSON	H.
	RO	S/SGT.	SITTON	WILLIAM	C.
	TT	T/SGT.	MC GRARY	LEON	A.
	BT	S/SGT.	CHANCE	BUFORD	D.
	TG	S/SGT.	HARDAWAY	JAMES	R.
	WG	S/SGT.	H HARLEN	JAMES	J.
44-6313	P	1st Lt.	CAREY	KARL	F.
	CP	2nd Lt.	FREW	JAMES	R.
	N	2nd Lt.	JOHNSTON	WILLIAM	I.
	B	S/SGT.	VIGNETTI	ANGELO	J.
	RO	T/SGT.	FLYNN	LEO	M.
	TT	T/SGT.	JONES	CHARLES	C.
	BT	S/SGT.	SMITH	DONALD	E.
	TG	S/SGT.	ODOM	HENRY	T.
	WG	S/SGT.	SEVERSON	NORMAN	A.
42-31730	P	2nd Lt.	LEVY	MEYERS	(NMI)
	CP	2nd Lt.	SOUTH	VEEEDER	(NMI) JR.
	N	2nd Lt.	HUNT	CALVIN	T.
	B	SGT.	CROSSLEY	CHARLES	A.
	RO	SGT.	LAUDERDALE	WILBUR	C.
	TT	SGT.	LESHER	DAVIS	M.
	BT	SGT.	NICHOLAS	MIKE	S.
	TG	SGT.	HUDSON	JOHN	W.
	WG	SGT.	FOLEY	ROBERT	J.
44-6588	P	1st Lt.	JONES	ROBERT	S.
	CP	2nd Lt.	DUNIGAN	MAURICE	(NMI)
	N	F/O	STEINMAN	PHILIP	B.
	B	S/SGT.	CARR	RICHARD	W.
	RO	T/SGT.	DELONG	BILLIE	D.
	TT	T/SGT.	KOZYRA	JOSEPH	A.
	BT	S/SGT.	NELSON	HOWARD	H.
	TG	S/SGT.	FOUCH	JAMES	W.
	WG	S/SGT.	GIEGER	LEWIS	O.
RCM	S/SGT.	STITTT	JOHN	J.	
44-8767	P	2nd Lt.	MC KENNY	WILLIAM	G.
	CP	2nd Lt.	BURDICK	RICHARD	(NMI)
	N	2nd Lt.	LEVIN	HERBERT	R.
	B	SGT.	SENDERLIN	ROBERT	A.
	RO	SGT.	SIEGEL	ARNOLD	W.
	TT	SGT.	HOLLAND	JOHN	W.
	BT	SGT.	JOHANNES	RICHARD	L.
	TG	SGT.	O'BRIEN	JOHN	W.
	WG	SGT.	FRANZBLAU	IRA	A.
43-38607	P	2nd Lt.	VERMEER	DAVIS	E.
	CP	2nd Lt.	THOMPSON	JOHN	J.
	N	2nd Lt.	HOLLEY	EUGENE	E.
	B	SGT.	BUTLIN	ERNEST	J.
	RO	SGT.	BASARA	MILAN	(NMI)
	TT	SGT.	CHURCHILL	HAROLD	E.
	BT	SGT.	GERHARDT	FRED	A.
	TG	SGT.	BABCOCK	HAROLD	L.
	WG	SGT.	WILLIAMS	RODNEY	A.

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

AAF Station # 128.
 18 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:

Plane	<u>44-8449</u>		
P	Capt.	THOMPSON, HARRY L.	614th Sq.
CP	Major	GARLAND, WILLIAM C.	"
N	Capt.	RICKS, FRANK W.	"
N	F/O	BRINER, WILLIAM L.	"
B	Capt.	FULGIM, WILLIAM P.	"
RO	T/Sgt.	Mitchell, Joseph G.	"
TT	T/Sgt.	Dickson, Beattie B.	"
TG	F/O	LOCKE, KENT W.	"
WG	S/Sgt.	Lawrence, Sterling S.	"
MO	2nd Lt.	EATON, HARRY M.	615th Sq.

Plane	<u>42-97395</u>		
P	1st Lt.	SORENSEN, MELVIN H.	614th Sq.
CP	2nd Lt.	TROUPE, JOHN T.	"
N	2nd Lt.	AUFRANCE, RUSSELL L.	"
CTG	S/Sgt.	Lee, William J.	"
RO	S/Sgt.	Collins, John G.	"
TT	S/Sgt.	Senoric, Steve S.	"
BT	S/Sgt.	Leppanen, Calvin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"

Plane	<u>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. Jr.	"
TT	T/Sgt.	Caldwell, Carroll L.	"
BT	Sgt.	Erzar, William J.	"
TG	S/Sgt.	Wilczynski, Walter J.	"
WG	S/Sgt.	Parnham, Walter E.	"
RCM	S/Sgt.	Genauer, Lawrence	"

Plane	<u>42-98322</u>		
P	1st Lt.	HOLMES, GENE H.	"
CP	2nd Lt.	FREDERICK, 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.	Jakubanski, Julius J.	"
TG	Sgt.	Kennedy, Jack W.	"
WG	Sgt.	Paverill, Edward S.	"

Loading List Continued

Plane 42-39012

P	2nd Lt.	JAMES, HERBERT W.	614th Sq.
CP	2nd Lt.	PARKER, VICTOR E.	"
N	2nd Lt.	MENZEL, GEORGE H.	"
CTG	Sgt.	Branch, Willard A.	"
RO	Sgt.	Kent, Donald R.	"
TT	Sgt.	Parker, Robert S.	"
BT	Sgt.	Toloso, Melvin N.	"
TG	Sgt.	McCallon, Lynn G.	"
WG	Sgt.	Baumann, Archie M.	"

Plane 43-38677

P	1st Lt.	JORDAN, ROBERT E.	"
CP	2nd Lt.	COSDEN, BRYAN L.	"
N	F/O	BRASLAWSKY, MAX	"
CTG	S/Sgt.	Raciek, John	"
RO	T/Sgt.	Massa, Attilio	"
TT	T/Sgt.	Collett, John E.	"
BT	S/Sgt.	Lunn, Berlyle J.	"
TG	S/Gt.	Paluso, Joseph J.	"
WG	S/Sgt.	Seeley, Daune F.	"

Plane 42-97780

P	2nd Lt.	LINDSEY, JOHN E.	"
CP	2nd Lt.	MADLEY, WILLIAM M.	"
N	F/O	BRUMMETT, JAMES I.	"
CTG	S/Sgt.	Green, Warren H.	"
RO	Sgt.	Ippolito, Samuel	"
TT	Sgt.	Warner, Carl F.	"
BT	Sgt.	Sanders, William H.	"
TG	Sgt.	Portier, Ellis, A.	"
WG	Sgt.	York, John G.	"

Plane 43-38425

P	2nd Lt.	CAMERON, ELLIOTT E.	"
CP	F/O	DAVIDSON, ROBERT L.	"
N	2nd Lt.	GULLERMETY, FRED A.	"
CTG	S/Sgt.	Fasulo, Thomas G.	"
RO	Sgt.	DeLeon, Jerrod J.	"
TT	S/Sgt.	Fabain, Emory P. Jr.	"
BT	Sgt.	Margas, Mike S.	"
TG	Sgt.	Clendenin, Charles M.	"
WG	Sgt.	Gabbert, David J.	"

Plane 42-102468

P	1st Lt.	DJERNES, CARL P.	"
CP	2nd Lt.	SPIVA, RAYMOND H.	"
N	2nd Lt.	CANALE, JOHN F.	"
CTG	S/Sgt.	Akins, Ora R.	"
RO	S/Sgt.	LaCourse, Lucian	"
TT	S/Sgt.	Chiu, Donald	"
BT	S/s t.	Bill, Richard H.	"
TG	Sgt.	Wagner, Aloysuis E.	"
WG	S/Sgt.	Reiher, Gordon A.	"

Loading List Continued

Plane 42-107151

P	1st Lt.	PARK, COLIN I.	614th Sq.
CP	2nd Lt.	DUNNE MICHAEL D.	"
N	F/O	O'NEILL, LAWRENCE H.	"
CTG	Sgt.	Salie, Howard W.	"
RO	Sgt.	Sayre, James O.	"
TT	Sgt.	Fields, Richard D.	"
BT	Sgt.	Wirth, Thomas J.	"
TG	Sgt.	Snyder, Edwin M.	"
WG	Sgt.	Grayczyk, Clarence J.	"

Plane 43-38738

P	2nd Lt.	VIEHMAN, EUGENE A.	"
CP	2nd Lt.	SCOUTTS, HAROLD K.	"
N	1st Lt.	STALZER, JAMES J.	"
CTG	Sgt.	Orlando, Peter	"
RO	Sgt.	Retzleff, James A.	"
TT	Sgt.	Schwarz, Edwin D.	"
BT	Sgt.	Hobson, Kenneth E.	"
TG	Sgt.	Rutkowski, Joseph E.	"
WG	Sgt.	Hay, David M.	"
RCM	S/Sgt.	Byrn, Otice G. Jr.	"

Plane 43-97931

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

For the Squadron Commander:

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

18 March 1948

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 # 44-3650

DUTY	RANK	LAST (NAME)	FIRST	(MID)	SQUADRON
P	1st Lt.	Gerber	John	D.	616th
AC	Captain	Harb	Wallace	S.	Hq
H	1st Lt.	Lowry	Lawrence	H.	616th
W/O	2nd Lt.	Dunn	Hugh	D.	"
B	2nd Lt.	Bianella	Armond	R.	"
RO	T/Sgt.	Fritton	Daniel	D.	"
TT	Sgt.	Makowsy	Chester	V.	"
TO	S/Sgt.	Atkinson	Alfred	H.	"
FO	S/Sgt.	Coleman	Edward	F.	"

PLANE # 43-38061

P	1st Lt.	Hodgin	Frederick	H.	616th
CP	1st Lt.	Devlin	James	H.	"
H	1st Lt.	Worain	Andrew	J.	"
B	1st Lt.	Willor	Donald	A.	"
RO	T/Sgt.	Kernoggy	Ryan	G.	"
TT	T/Sgt.	Richardson	Paschal	(MID)	"
BT	S/Sgt.	Grassum	James	F.	"
TO	S/Sgt.	Hoble	Chester	C.	"
FO	S/Sgt.	Laughlin	Theodore	B.N.	"

PLANE # 41-37947

P	Captain	McAldrick	John	W.	616th
CP	2nd Lt.	Gentry	James	H.	"
H	1st Lt.	Lewis	Lester	G.	"
W/O	2nd Lt.	Nehir	Hewitt	G.	"
B	1st Lt.	Peck	George	H.	"
RO	T/Sgt.	Peck	Gerald	L.	"
TT	T/Sgt.	Sheldon	James	H.	"
TO	S/Sgt.	St. Ledger	Robert	H.	"
FO	S/Sgt.	Lindsay	James	H.	"

PLANE # 44-3155

P	1st Lt.	Jennings	William	H.	616th
CP	1st Lt.	Rubinoff	Louis	W.	"
H	1st Lt.	Hong	Carl	L.	"
W/O	2nd Lt.	Baker	Leonard	(MID)	"
B	2nd Lt.	Nashimoto	Gene	(MID)	"
RO	S/Sgt.	McInnes	Andrew	(MID)	"
TT	S/Sgt.	Shan	Donald	L.	"
TO	2nd Lt.	Waller	Clarence	K.	"
FO	S/Sgt.	Glover	Kenneth	C.	"

PLANE # 44-3067

P	2nd Lt.	Hart	Jerald	H.	616th
CP	2nd Lt.	Taylor	Richard	W.	"
H	2nd Lt.	Andrews	Melvin	H.	"
B	1st Lt.	Rowe	Robert	W.	"
RO	S/Sgt.	Reiss	Herbert	(MID)	"
TT	S/Sgt.	Raney	Robert	H.	"
BT TO	Sgt.	Pickering	Edward	H.	"
BT BT	Sgt.	Knight	Victor	(MID)	"
FO	Sgt.	Stadler	Myron	H.	"

W/O 2nd Lt. Eaton Harry H. (flew with 616th)
 Thompson with Major Garland flew Group Lead - 616th

94TH C GROUP

Combat Sq. Leader: MAJ GARLAND

Date: 18 March 1945

Deputy Sq. Leader: LT JENNINGS

Deputy Gp. Leader: LT JENNINGS

612 SQDN

- 612 SC JAWOCK
- 613 IN SACRO
- 614 IW GOLFOUB
- 615 IY BULLARD

THOMPSON (GARLAND)

449

LEVY

730

JENNINGS

153

SQDN

SQDN

JONES

533

KELSO

842

VERMEER

607 (MIA)

CAREY

313 Abort

MANARICK

591

MC KENNEY

767

SMITH

132

GEREN

983

EGLIN

706

SQDN

SHEPHERD

146

own target

401st Lead Squadron on Take Off
and over Target

94TH C GROUP

Combat Sq. Leader: LT MC GOLDRICK Date: 18 March 1945
Deputy Sq. Leader: EE CAPT HART
Deputy Gp. Leader: LT JENNINGS

612 SQUAD 612 SC JARROCK
 613 IN MACRO
 614 IW GOLFCOLUB
 615 IY BULLARD

MC GOLDRICK

947

HOLT

HART

947

SQDL

SQDL

FRENCH

CAMPBELL

506

637

HUDNALL

MC KALE

STEPHENS

HOWARD

690

541

113

662

HOLAN

788

AHLERS

DE MARCO

691

790

SPARRS

401st Low Squadron on Take Off
and overtarget

94TH C GROUP

Combat Sq. Leader: LT GERBER Date: 18 March 1945

Deputy Sq. Leader: LT BODDIN

Deputy Gp. Leader: LT JENNINGS

614 Sqn

- 613 SC LINTOCK
- 613 TR MACRO
- 614 IW GOLPELUB
- 615 IY BOLZARD

GERBER (HARB)

550

SORENSEN

BODDIN

395

941

SqDn

SqDn

BABCOCK

DJERNES

565

468

JAMES

HOLMES

VIEHMAN

PARK

012

322

738

151

JORDAN

677

CAMERON

LINDSEY

125

780

SPARRS

AYRE

931 Ret

401st High Squadron on Take Off
and Over Target

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

Date 18 March 1945

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

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

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

- a. T/O at 0712 hours.
- b. Group formed at 0820 hours on Cottesmore buncher.
at 10500 ft.
- c. Wing assembly was completed at 0841 hours at 5309 0011W.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

DB, Gee, Radio

- f. Division formation was joined at 0907 hrs. at Cromer
- g. Flight to I.P. was (not) as briefed.

h. Methods of navigation to the I. P.

D.R., Gee, PFF

i. Lomb run.

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

4mi N.E. of IP unable turn before group ahead

- (2) True heading over target 130.
- (3) Actual drift 5R.
- (4) Altitude over target 27,500.
- (5) Time bombs away 1120.
- (6) Wind used for bombing 336/36.
- (7) Method of target identification.

PFF, V.A. 20 to 30sec

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

Contrails, Haze

(9) Weather over Target.

7/10 with haze & contrails

(10) Axis of withdrawal 90°

- j. Group rally was accomplished at 5238 1410 at 1134 hrs.
- k. Wing rally was accomplished at - at - hrs.
- l. Division rally was accomplished at -- at -- hrs.
- m. Flight home was (not) as briefed.

Swung 10mi East of Berlin to stay to right of Polebrook.

n. Methods of navigation on return route.

Gee, DR. PFF

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

q. Performance of equipment.

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

F.W. RICKS
Capt, Air Corps

Lead Navigator.

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

Date 18 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Berlin, 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 0715 hours.
- b. Group formed at 0830 hours on Cottesmore buncher.
at 10000 ft.
- c. Wing assembly was completed at --- hours at ---.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England. Geo

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

h. Methods of navigation to the I. P. Geo, Mickey, RR

i. Bomb run.

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

- (2) True heading over target 130.
- (3) Actual drift 5R.
- (4) Altitude over target 27000.
- (5) Time bombs away 1130L.
- (6) Wind used for bombing 332/40.
- (7) Method of target identification.

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

Mickey set out

(9) Weather over Target.

5/10 -6/10 cu. low , Dense persistent contrails

(10) Axis of withdrawal 065 TH

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

n. Methods of navigation on return route.

Gee, Mickey, DR, Pilotage

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

p. Fighter rendezvous were (not) as briefed.

q. Performance of equipment.

- (1) Mickey **out part of the time**
 - (2) Gee **OK**
 - (3) Radio Compass **OK**
 - (4) Fluxgate **OK**
 - (5) Other equipment. **OK**
- oxygen (R & H) shot out.**

LESTER G. LEWIS
1st Lt, Air Corps

Lead Navigator. **Low Sqdn**

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

Date 18 March 1945

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

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

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

- a. T/O at 0713 hours.
- b. Group formed at 0825 hours on Y buncher.
at 11,500 ft.
- c. Wing assembly was completed at -- hours at --.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

Geo, Pilotage, DR, Mickey

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

h. Methods of navigation to the I. P.

Pilotage, Mickey, DR

i. Bomb run.

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

- (2) True heading over target 120.
- (3) Actual drift 62.
- (4) Altitude over target 27800.
- (5) Time bombs away 1123.
- (6) Wind used for bombing 350/82.
- (7) Method of target identification. Pilotage

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

**Mickey set out
Contrails**

(9) Weather over Target.

5/10-6/10 ca. @ 18,000 tops

(10) Axis of withdrawal 040 TH

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

n. Methods of navigation on return route.

Gee, Pilotage, Mickey, DR

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

q. Performance of equipment.

Trouble with camera-- out on Run.

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

LAWRENCE E. LARRY
1st Lt, Air Corps

Lead Navigator. High Sqdn.

FLIGHT PLAN

PILOT 94th C Air CG Major Garland
 Thompson II, I., NAVIGATOR Nichols, F.W.

DATE 18 March 1945

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)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE			
Ann. 10500 to Cott(Y) Dunceher														TIME	BODY	ALT.	AZI.
52 44 00 39 E	270	10500	150	153	017	-9	008	A11		159	19	07	0830	Depart			
52 46 00 30 E	270	13500	150	156	070	-3	067	A10		181	51	17	0854				
52 48 00 30 E	270	15500	150	163	144	A8	152	A10		178	31	10 1/2	0905	Eng Coast	CP1	0905	
52 50 01 20 E	295	22500	174	174	097	-3	094	A9		207	122	35 1/2	0941			CP2	0941
52 52 04 37 E	335	23500	187	187	093	-15	078	A7		206	119	35 1/2	1018				
52 54 07 50	350	23500	187	187	122	-16	106	A6		226	23	06 1/2	1025			CP 3	1025
52 56 08 22	350	26500	191	191	049	-20	039	A6		140	38	16 1/2	1042				
52 58 09 10 E	350	26500	196	196	092	-22	070	A5		197	95	29 1/2	1112				
52 60 11 45	350	26500	196	196	078	-18	060	A4		184	27	09	1121	IF			
52 62 12 28 IB	350	at lat down	196	196	122	-15	109	A5	112	233	41	11	1132	T			
52 64 13 25 E	350	23500	177	177	049	-14	035	A5	38	180	27	06	1138				
52 66 13 45 E	350	23500	150	187	333	A5	338	A5	341	132	24	11 1/2	1150				
52 68 13 27 E	350	"	187	187	282	A17	299	A4	303	158	61	23 1/2	1214				
52 70 11 47 E	350	"	"	255	A22	277	A5	202	180	98	33 1/2	1248	CP 4				
52 72 09 10 E	350	"	"	229	A19	248	A6	254	212	38	11 1/2	1300					
52 74 08 22 E	"	"	"	302	A16	318	A6	324	134	43	16 1/2	1311					
52 76 07 50 E	335	23500	187	187	273	A21	294	A7	301	160	119	45 1/2	1357	CP 5			
52 78 04 37 E	280	8000	170	188	277	0	277	0	286	158	122	47 1/2	1445				
52 80 20 00	290	2000	170	198	254	-1	253	A10	263	143	36	15	1501				
52 82 20 00	280	2000	150	192	247	-3	244	A10	254	118	39	20	1521	281			

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	
0712					Take Off										
0720					Gottemore (wind from weather ship 283/34)		4000								
0727					Turn back at Gottemore (25 ships 1 missing in lead)		6500								
			255	330			145								
0829 1/2					Depart Dunceher		10500								
0829 1/2	70		07	10	To point C		150	-4	153			160	19	07	0837
0836				10	Granwell Point C		10500								
0837	70		-3	07	To Point B		10500					178	51	17	0854
0841			-4	74	C (5309 0011W) wing Form		1800	153				178	38	15	0854
0844				40	C (5311 0044E) turning left to get in line		1800	153	09	03		180			
0855		205/25		40	Point B (5mi W)		13000	-30							
0855	144		A7	151	To Groner		13000	-30	156			176	31	10 1/2	0906
0907				160	Groner (Turn 50 to get into column)		15500								
0907	97		-1	96	Leave England		15900					198	122	37	0944
0908				96	C (5300 0126E)		150	-18							

FLIGHT PLAN

PILOT 94th C Air CO Major Garland Thompson II, L. NAVIGATOR Richie, F.W. DATE 18 March 1945

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)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE			
Ass. 1090 Lead														TIME	BODY	ALT.	AZI.
52 44 00 39 W Granwell (C)	270 25	10500	150 -7	153	017	-9	008	f11		159	19	07	0830 0837	Depart			
53 02 00 30 W Point (B)	270 27	13500	-11	156	078	-3	067	f10		181	51	17	0854				
53 20 00 50 G Groner (CP1)	270 29	15500	-16	163	144	f8	152	f10		178	31	10 1/2	0905	Eng Coast	CP1 0905		
52 56 01 20 E 52 48 04 37 E	295 34	22500	-28	174	097	-3	094	f9		207	122	35 1/2	0941			CP2 0941	
52 42 04 37 E 52 37 07 50	335 55	23500	-38	187	093	-15	078	f7		206	119	35 1/2	1018				
52 37 07 50 52 25 08 22	350 69	23500		187	122	-16	106	f6		226	23	06 1/2	1025			CP 3 1025	
52 25 08 22 52 50 09 10 E	350 75	26500	-42	191	049	-20	029	f 6		140	38	16 1/2	1042				
52 50 09 10 E 52 47 11 45	350 76	26500	-45	196	092	-22	070	f5		197	95	25 1/2	1112				
52 47 11 45 52 53 12 28 1B	350 62	26500	-45	196	078	-18	060	f4		184	27	09	1121	IF			
52 53 12 28 52 31 13 23 E	350 61	at let down	-45	196	122	-13	109	f5	112	233	41	11	1132	T			
52 31 13 23 E 52 42 13 45 E	350 60	23500	-42	217	049	-14	035	f3	38	180	17	06	1138				
53 03 13 27 E	350 57	23500	-38	187	333	f5	338	f3	341	132	24	11 1/2	1150				
53 15 11 47 E	"	"		187	282	f17	259	f4	303	158	61	25 1/2	1214				
52 56 09 10 E	350 69	"		"	255	f22	277	f5	282	180	98	33 1/2	1248	GP 4			
52 25 08 22 E	"	"		"	229	f19	248	f6	254	212	38	11 1/2	1300				
52 37 07 50 E	"	"		"	302	f16	318	f6	324	134	23	10 1/2	1311				
52 42 04 37 E Groner	335 280 30	23500 8000	52; Let Down -20	187 188	273 277	f21 0	294 277	f7 0	301 286	160 158	119 122	45 1/2 47 1/2	1357 1446	GP 5			
Groner Kings Lynn Kings Lynn Base	250 15 220 15	2000 2000	170 -20 f5	158 152	254 247	-1 -3	253 244	f10 f10	263 254	143 118	36 39	15 20	1501 1521	1B1			

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		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0712					Take Off										
0720					Gottesmore (wind from weather ship 283/34)		4000								
0727					Turn Back at Gottesmore (25 ships 1 missing in lead)		6500								
		f3	255				145								
	270/24	-3-9	330				128	10500	149						
0829 1/2					Depart Buncher		10500								
0829 1/2	70		10		To point G		150 150	10500	153			160	19	07	0837
0836			10		Granwell Point G		10500								
0837	70	-3	67		To Point B		10500					178	51	17	0854
0841		-4	74		G (5309 0011W) Wing Form		11800	153				178	38	13	0854
0844			40		G (5311 0004E) Turning left to get in line		12000	153	09	03		180			
0855		285/25	40		Point B (9mi N)		13000 -10								
0855	144	f7	151		To Groner		13000 -10	156				176	31	10 1/2	0908
0907			160		Groner (Turn 50 to get into column)		15500								
0907	97	-1	96		Leads England		15500					198	122	37	0944
0908			96		G (5300 0128E)		150 130	-18 16600							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAG. 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	
0914	103	-6	(97) 98		G (5256 0158)	Wind 305/25	150 130	17500	169	191	06	192	98	30	0944
0921	102	-4	98		G (5252 0203)	307/32	18000	19000	173	433/4	13	202	73	21 1/2	0942 1/2
0925		"1&B"			Doing DD as we meet (52 49 0259)										
0929		307/32	45		G(5250 0317)		20000								
0932			90		G(5254 0335)	8N course in Div. column									
0935	110	-2	108		G(5254 0349)	Correct in to enemy coast				213 1/2	32	215	32	9	0944
0943 1/2					EMPTY COAST GP # 2		23500-30	184							
0943 1/2	93	-5	80		(5242 0437) (5237 0750)		23500	189				215	119	33	1016
0948			78		G(5245 0508)	Full Cp now	23500	189							
0957	90	-12	78		G(5246 0553)	320/52	21500	189		32 1/2	09	217			
0959		320/52	140		DD to left in Div Col		23500								
1005			80		G(5237 0637)		23500	189				220	42 1/2	11 1/2	1016 1/2
1017			84		Turning Point										
1019	121	-5	116		(5237 0750)		21500	189				237	23	06	1025
1026					Turning Point		23500								
1026	49	-15	33		(5225 0822)			189				180	38	13	1039
1032			16		M(5239 0904)	6S course in div col	25000								
1039			30		Turning Point		25000								
1039	92	-11	81		(5250 0910)		25500	196				228	95	25	1104
1041			79		M(5245 0933)		26500	198							
1047					Did DD left to avoid contrails										
1047			82		M(5245 1005)		27000	200E							
1054	91	-9	82		M(5244)	336/36	27500	201		25	07	214	36	10	1104
1105		336/36			Turning Point		27500								
1105	87	-9	73		(5247 1148)		27500	201				207	27	8	1113
1112					(5255 1238)	IF fighter attack	27800	Twin Jet				0600	attack		
1112	122	-5	117		To Target (flak mod)		27800	201				234	41	10 1/2	1122 1/2
1120	133	-3	130		Bombs Away		27700			38	08	280			
1120			39		Tp(5242 1345)		27700	201				190	17	05 1/2	1121
1122			90		Turn back right to avoid ships										
1134			323		(5238 1210)		24500								
1134	310				Tp(5304 1325)		24500					165	34	13	1147
1142			300		M(5238 1345)		23000	186							
1142		A	290				23000	186				138	14	06	1148
1150			290		(5304 1325)		23000								
1150	282	A	286		Tp(5315 1138)		23000	186							
1153			286		M(5309 1311)		23000	186							
1157		A	280		Doublet Wind										
1157		292/70			M(5312 1252)	292/70	23000	186		12	06	120	38	19	1218
1205		292/70	280		M(5214 1228)		22000	184		13 1/2	06	135	25	11	1216
1213			275		M(5312 1200)		22000	184							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVICATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1216					Turning Point			22000							
1216	255	f12	267		TO (5250 0410)			22000	184			124	98	47	1303
1222½			267		M(5310 1114)			22000	184	17	6	170			
1228½					M(NG)										
1232	240	f27	267		M(5257 1034) 6 miles S course with Div Col			22000	184	27½	10½	157	30	19	1251
1239			260							29	10½	166	33	12½	1251½
1247			255		M(5242 0930)			22000	184						
1247	246	f20	266		TO(5225 0822)			22000	184						
1252					GP#4 LOS course			22000	184			166	46	17	1304
1256		f11	249		Staying in column (5230 0850)			22000	184				18	06½	1302
1301					Turning Point (5222 0835)			22000	184						
1301		-3	310		TO(5238 0750) Wind 300/40			22000	184			145	30	12½	1313½
1309		300/40			M (5230 0803)			22000	184				12	05	1304
1314					Turning Point (5238 0750)			22000	184						
1314	273	f6	279		To coast out			22000	184			146	119	49	1403
1319½			279		M(5237 0731)			22000	184						
1327½			285		M(5235 0651)			22000	184	22½	8				
1334	280	f5	285		M(5238 0630) 300/36			21000 -30 -29	181	16	6½	148	68	27½	1402
1341		300/36	285		(5240 0600)			20000							
1350			285		G(5239 0522)			20000	181						
1356		f5	285		G(52 40 0505)			20000 -25	178						
1402			285		Coast Out 5242 0432			20000	178				122	48	1450
1408					G(5246 0415)		168	17500 -15	189						
1412			290		G(5247 0420)			16000							
1416			290		G(5247 0341)			14500							
1420			285		G(5252 0327)			13000		30	12	150	77	31	1451
1425			285		G(52 04 0309)			12000							
1436			285		G(5258 0237)			8000							
1446			275		G(53 00 0150)			5000							
1455			250		Coast in			4000							
1455	255	f4	259		To Kings Lynn			f8 4000	139				38		
1505	267/33		259		Flotage(52 49 0055)			4000	139	18	10	108	18	10	1515
1515					KingsLynn										
1515					To Base										
1537					Base										
1538					Land										

TRACK CHART

DATE Mar. 18, 1945

TARGETS

PRIMARY Berlin, Germany

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

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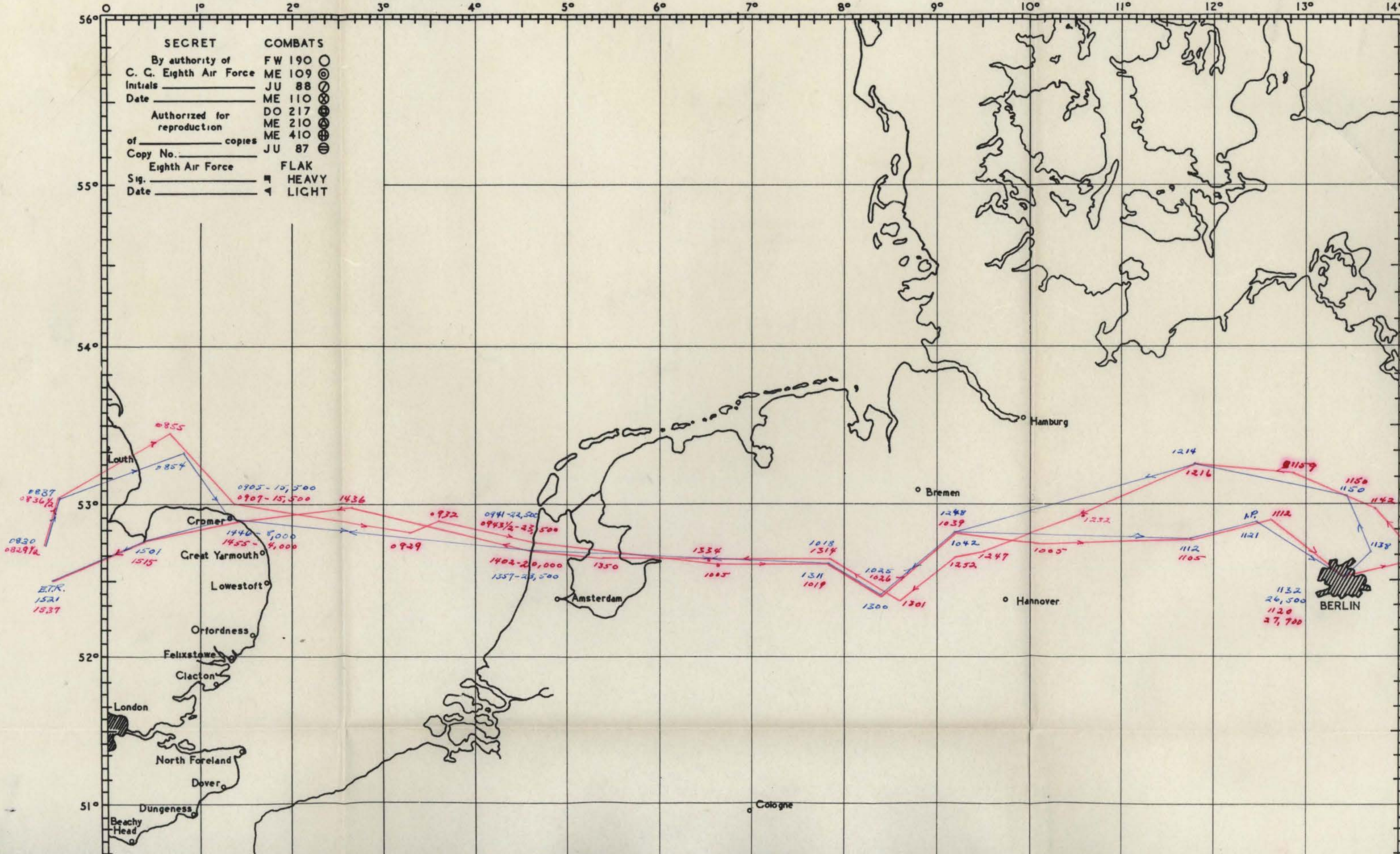
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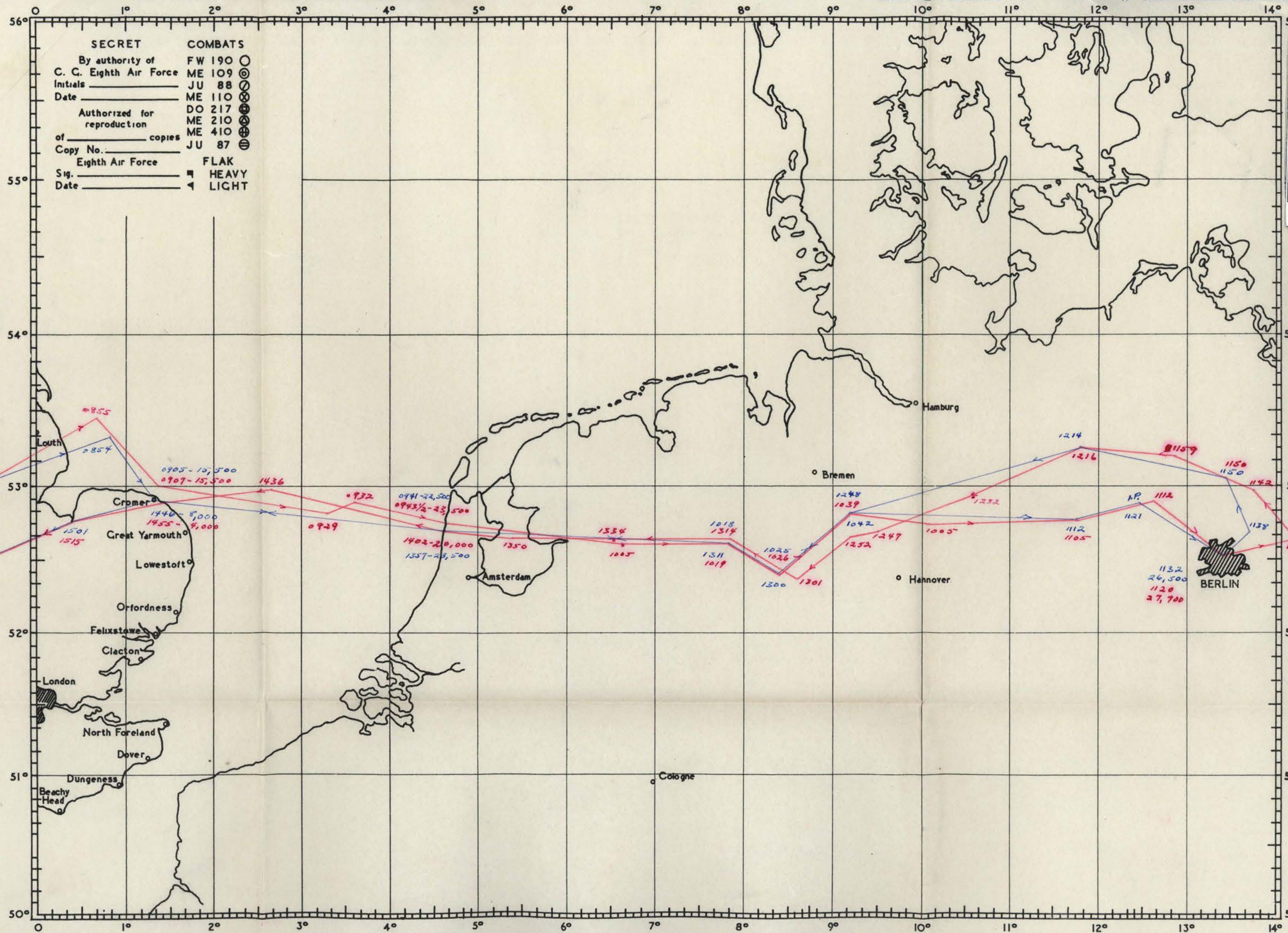
COMBATS

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

FLAK
 HEAVY □
 LIGHT ◁



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ME 410 ⊕
JU 87 ⊕

FLAK
HEAVY ⊓
LIGHT ⊓

Handwritten notes and numbers on the map:
- 0837, 0836 1/2, 0830, 0829 1/2, E.T.R., 1521, 1537
- 0855, 0854
- 0905-15,500, 0907-15,500, 1436
- 1446-8,000, 1455-4,000, 1501, 1515
- 0922, 0941-22,500, 0943 1/2-23,500, 0929
- 1402-20,000, 1357-23,500, 1350
- 1334, 1005
- 1018, 1314, 1311, 1019
- 1025, 1026, 1300, 1301
- 1248, 1039, 1042, 1252, 1247, 1005
- 1214, 1216, 1232, 1112, 1105
- 1121, 1112, 1132, 26,500, 1120, 27,700
- 1150, 1150, 1142, 1138, 1134
- 1132, 26,500, 1120, 27,700

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD P. O. 660

Date of 19 March 1945

PART I -- ATTACKS & RESULTS

94th "C" Group

	LEAD	LOW	HIGH
	Borrowed A/C	Borrowed A/C	Borrowed A/C
1. No. of A/C Failing to Take Off	-	-	-
2. No. of A/C Sorties	13	12	13
3. No. of A/C Sorties less Unused Sp	13	12	12
4. No. of A/C Credit Sorties	12	12	12
5. No. of Effective Sorties	12	12	12
6. No. of Non-Effective Sorties	1		
(a) Early Returns Included	(1)		
7. Name of Primary Target	BERLIN, (Vis)		
(a) No. of A/C Attacking	12	12	12
(b) No., Size, Type of Bombs	142 X100#GP 96 X500#TB	143 X100#GP 96 X500#TB	144 X100#GP 96 X 500#TB
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	1	-	-
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	1		
16. No. of A/C MIA - Accident over E.T.			
17. No. of A/C MIA - Other & Unknown			
18. Time of Take Off	0712	0715	0713
19. Time of Attack	1120	1120 $\frac{1}{2}$	1123
20. Total Time for Mission	134	134	133
21. Altitude of Release	27,500	27,000	27,800
22. Type of Fighting (Vis, H2X, GH, etc)	H2X - Vis	H2X - Vis	H2X - Vis
23. Enemy Resistance --IA Inten & Acc	Mod - Acc	Mod - Acc	Mod - ACC
24. Enemy Resistance - Fighters	8 (ME-262)	-	-
25. Enemy Resistance - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	12	-	-
27. No. of Passes made by Enemy A/C	12	-	-
28. Degree of Success	Excel.	Excellent	Fair

None A/C borrowed from Groups:

None A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 251

Date 19 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "G" Group

	LEAD	Borrowed A/C	LOW	Borrowed A/C	HIGH	Borrowed A/C
29. Non-Effective Sorties	1					
(a) Weather						
(b) Personnel	1					
(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) Bomb Doors						
(j) Electric System						
(k) Instruments						
(l) Oxygen Equipment						
(m) Bomb Sights						
(n) A/C in General						

31. Reasons for Failure to Attack:

A/C 44-6313 - No Credit. Upon reaching 4000' pilot report #1 fuel pressure dropped to 5 lbs. Booster pumps had no effect. At the same time the waist gunner reported gas coming from under wing. Investigation revealed faulty instruments giving low fuel pressure readings. Gas coming from under wing was apparently siphoning as no gas leak was found. Abortive unjustified; (Pers)

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT H.P. FULGIN DATE 18 March 1945
 PILOT CAPT H.L. THOMPSON TAKE OFF 0711
 NAVIGATOR CAPT RIGGS AIRPLANE _____
 WING 94th C GROUP 401st SQDN Lead LANDED 1540
 OBJECTIVE BERLIN, GERMANY (MPI) MARSHALLING YARDS
 METHOD OF ATTACK _____
 Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 100# M 80 GP FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# M 17 IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 142 GP 96 IB RELEASED 142 GP 96IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 116 Temp Aloft: Metro -46 Actual -30
 True Altitude above target 27085 Mag Head, order 115 Actual 134
 Ind. Altitude 27500 True Heading 150
 Pressure alt of target -375 @ SL Drift, Est SR Actual SR
 Altimeter setting 29.92 True Track 135
 C.I.A.S. 150 I.A.S. 220 Actual Range 14,816
 G.S. Est 276 Actual 265 B.S. Type M-9
 Wind Direc Metro 350 Actual 336 Time of Release 1120
 Wind Veloc. Metro 69 Actual 56K Intervalometer Setting 100
 D.S. 115 Trail 114 ATF 45.98 Length of Bombing Run 25sec
 Tan. D.A. Est .5 Actual .43 C-1 Pilot OK A-5 --
 Mean Temp: Metro -17 Actual -16 Manual Pilot --
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 100

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st LT. PEEK DATE 18 March 1945
 PILOT CAPT MCGOLDRICK TAKE OFF 0715
 NAVIGATOR 1st LT. LEWIS AIRPLANE _____
 WING 94th G GROUP 401st SQDN Low LANDED 1536
 OBJECTIVE BERLIN, GERMANY (MFI) WAREHOUSING YARDS
 METHOD OF ATTACK X
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 100# M 30 GP FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# M 17 IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 143 GP 96 IB RELEASED 143 GP 96 IB

INFORMATION AT RELEASE POINT:

Altitude of Target <u>115</u>	Temp Aloft: Metro <u>-46</u> Actual <u>-42</u>
True Altitude above target <u>P 26085</u>	Mag Head, order <u>115</u> Actual <u>154</u>
Ind. Altitude <u>27000</u>	True Heading <u>180</u>
Pressure alt of target <u>-375 @ EL</u>	Drift, Est <u>2R</u> Actual <u>4R</u>
Altimeter setting <u>29.92</u>	True Track <u>184</u>
Co.I.A.S. <u>150</u> I.A.S. <u>230</u>	Actual Range <u>14,970</u>
G.S. Est <u>276</u> Actual <u>274</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>350</u> Actual <u>357</u>	Time of Release <u>1120:30</u>
Wind Veloc. Metro <u>69</u> Actual <u>46MPH</u>	Intervalometer Setting <u>100ft</u>
D.S. <u>118</u> Trail <u>120</u> ATF <u>45.48</u>	Length of Bombing Run <u>30sec</u>
Tan. D.A. Est <u>.51</u> Actual <u>.48</u>	C-1 Pilot <u>OK</u> A-5 <u>--</u>
Mean Temp: Metro <u>-17</u> Actual <u>-17</u>	Manual Pilot <u>--</u>
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>100ft</u>

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. A.R. BIABELLA DATE 18 March 1945
 PILOT LT. GERBER TAKE OFF 0715
 NAVIGATOR LT. L. LOWRY AIRPLANE _____
 WING 94th C GROUP 401st SQDN High LANDED 1532
 OBJECTIVE BERLIN, GERMANY (MPI) MARSHALLING YARDS
 METHOD OF ATTACK X
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 100# M 30 GP FUSING: NOSE 1/10 TAIL 1/10
 BOMBS, TYPES AND SIZES 500# M 17 IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 144 GP 96 IB RELEASED 144 GP 96 IB

INFORMATION AT RELEASE POINT:

Altitude of Target <u>115</u>	Temp Aloft: Metro <u>-45</u> Actual <u>-43</u>
True Altitude above target <u>27350</u>	Mag Head, order <u>115</u> Actual <u>124</u>
Ind. Altitude <u>127800</u>	True Heading <u>180</u>
Pressure alt of target <u>-575 @ sl</u>	Drift, Est <u>8R</u> Actual <u>5E</u>
Altimeter setting <u>29.92</u>	True Track <u>185</u>
C.I.A.S. <u>150</u> P.A.S. <u>232</u>	Actual Range <u>14,194</u>
G.S. Est <u>270</u> Actual <u>258</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>550</u> Actual <u>550</u>	Time of Release <u>1125</u>
Wind Veloc. Metro <u>69</u> Actual <u>32K</u>	Intervalometer Setting <u>100ft</u>
D.S. <u>115</u> Trail <u>120</u> ATF <u>46.08</u>	Length of Bombing Run <u>30sec</u>
Tan. D.A. Est <u>.45</u> Actual <u>.45</u>	C-1 Pilot <u>OK</u> A-5 <u>--</u>
Mean Temp: Metro <u>-17</u> Actual <u>-16</u>	Manual Pilot <u>--</u>
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>100ft</u>

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

CONFIDENTIAL

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

J-A-4

413.44

18 MARCH 1945

SUBJECT: Communications Report, Operational Mission No 231. (Field Order 664)

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

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

SECTION TWO - USE OF RADAR

	<u>Airborne</u>	<u>Used</u>		<u>Airborne</u>	<u>Used</u>
1. Gee	<u>38</u>	<u>38</u>	4. Gee-H	<u>0</u>	<u>0</u>
2. H2X	<u>1</u>	<u>1</u>	5. Carpet (Barrage)	<u>28</u>	<u>28</u>
3. Micro-H	<u>0</u>	<u>0</u>	6. Carpet (Spot)	<u>6</u>	<u>6</u>
7. Total aircraft releasing Chaff			<u>25</u>		
8. Total number of units released			<u>8,856</u>		

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FOUR - REMARKS

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

SECRET

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

~~401st~~

1. TARGET: ASSIGNED... Berlin..... DATE OF MISSION 13. Jan 1945...
 BOMBED.... Berlin.....

2. ROUTE AS FLOWN:

As briefed to target then 10 miles east of course to rally wing, as briefed on return.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>3/10 - 5/10</u>	<u>10/10 from 0530Z to IP</u>
CONTRAILS - -	<u>Dense and persistent.</u>	<u>Intermittent-dense & persistent.</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:

Moderate, accurate for deflection and altitude. Tracking and barrage type.

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

5255-1258Z - About 12 bursts observed.
5257-1400Z - Meagre, good for altitude and deflection, tracking type.

6. CHAFF; HOW DISCHARGED: 7 - None ... 9 - 1/2 load. Balance as briefed.

7. POSITION OF GROUP: 9th "C" Group - last in Division Column.

8. DETAILS:-

SQDN; PCS.	NO. A/O	DAMAGE MAJ. MIN.	A/O LOST TO				AX'IS OF ATTK WITH		TIME OVER TARGET	HEIGHT	
			AA	EA	ACC	UK					
<u>Lead</u>	<u>12</u>	<u>1</u>	<u>4</u>		<u>1</u>			<u>133°N</u>	<u>93°W</u>	<u>1120</u>	<u>27,700</u>
<u>Low</u>	<u>12</u>	<u>0</u>	<u>11</u>					<u>134°N</u>	<u>69°W</u>	<u>1120½</u>	<u>27,000</u>
<u>High</u>	<u>12</u>	<u>0</u>	<u>0</u>					<u>124°N</u>	<u>64°W</u>	<u>1125</u>	<u>27,000</u>
TOTALS	<u>36</u>	<u>1</u>	<u>15</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>				

9. COMMENTS - PHENOMENA:-

Major E.S. Fry.

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 867
U. S. ARMY

D-A-4

18 March 1943.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Sta. 128, APO 867, US Army.

1. Lt. Robert F. Desjardis, Pilot A/C 790 -- "Low Squadron climbed too fast after we hit the continent while climbing to 28,000 feet."
2. Lt. Millard H. French, Pilot A/C 506 -- "Have the Leads fly SOP particularly in regard to climbing."
3. Sgt. Robert C. Barrett, TG A/C 790 & Sgt. Louis A. Jackson, TG A/C 790 -- "We feel that we get more jams in guns on account of using short round stops than if we didn't."
4. Gunners on A/C 790 -- "The oxygen hose in the waist, top turret and tail is too heavy and in some instances much longer than necessary."
5. Sgt. Ora K. Bailey, TGU A/C 790 -- "Ammunition in the top turret lays in there so long that oil from the vickers unit dropping down on it causes the rounds to rust and stick. Gunners in A/C 706 -- "Ammunition not linked."
6. Lt. Jerald E. Hart, Pilot A/C 6947 -- "Bandits weren't announced on VIP."

W. B. FRY,
Major, Air Corps,
Group S-2 Officer.

District Target Map
No. G. 25

BERLIN (North-east)
(GERMANY)

Illustration No. T.M. G. 25/2

SAME #1. DIS. MPI #2 BOX.

Illustration No. D.T.M. G. 25/2

0 500 1000 1500 2000 YARDS
0 1/2 1 MILE
(1 : 35,500) approx.

Issued November 1943



A.13c(1)



0
0.1
0.2
0.3
0.4
0.5
0.6
0.7
0.8
0.9
1.0
1.1
1.2

0 01 02 03 04 05 06 07 08