

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. **238**

Date: **28 MAR. 45**

TO: **BERLIN , GER.**

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401ST BOMBARDMENT GROUP (H)

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

D A Y

MISSION SUMMARY REPORT

MISSION # 238

Date 28 March 1945

ASSIGNMENT

1. Assigned Target: BERLIN, GERMANY (Spandau Assembly Plants)

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

EXECUTION

1. Target Bombed: BERLIN, GERMANY (PFF)

2. a. Group Leader: Major D. E. MC CREE (Strauss)

Lead Navigator: Capt. A. SHAPIRO (Munt - MO)

Extra Navigator: 1st Lt. C. TARR

Lead Bombardier: Capt. R. R. WINN

b. Low Squadron Leader: Capt. R. S. HAYES

Lead Navigator: 1st Lt. C. B. MINOR (Peterson - MO)

Lead Bombardier: 1st Lt. R. W. MURPHY

c. High Squadron Leader: 1st Lt. A. K. WOLF (Harb)

Lead Navigator: 1st Lt. C. L. HOAG (Dean - MO)

Lead Bombardier: 2nd Lt. G. HASHIMOTO

3. Flight Over England:

a. Takeoff:

Due to a change in plans, takeoff accomplished very soon after getting the crews up without benefit of the normal briefing. The group leader's aircraft went out just before takeoff necessitating changing into a ground spare. This caused the group leader to takeoff after most of the other aircraft in the group. One other A/C failed to takeoff - the lead squadron flying spare was ~~re-~~filled in for it in the high squadron.

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

Assembly was planned over field B-35 on the continent. Layered clouds caused an increase in assembly altitude. Also two groups were forming on the same buncher, this caused some confusion and slowed up the assembly. However, the group left on time with all ships in sight and the three squadrons were complete soon after departing the buncher.

4. Attack:

a. Flight to Target:

After leaving the assembly buncher the group fell into Division Column in 7th place instead of the briefed 10th position. This was because three groups of the 40th CBW were 31 minutes late. Over Germany there were large clear patches and the IP was visual. However, the target was completely overcast so the group turned on the IP for an instrument bombing run.

b. Bombing Run:

The vicinity around the IP was visual, the turn being made slightly north of the briefed turning point. A low shelf of clouds was encountered almost immediately after the IP, so the run was turned over to the Mickey operator. Preset data checked out good as Mickey made the run with all three squadrons in group formation. Bombs were salvoed from the lead at 1050 $\frac{1}{2}$ with the rest of the group training their bombs with a 140 ft. intervalometer setting. The run was made on AFCE. No interference was experienced. Results were unobserved.

c. Flight from Target:

Division had sent a message to withdraw along the penetration route rather than following the briefed course out. Except for occasional dense persistent contrails, the withdrawal was uneventful until friendly territory was reached.

d. Return to Base:

After reaching England the clouds made formation flying difficult, however, the group found layers and holes to fly down through and returned to base intact. A/C 43-37551 failed to return. A/C 43-37790 was abandoned in the air over France and A/C 43-38330 found it necessary to emergency land at A-84 on the continent. The latter two crews are safe.

d. Weather:

Weather upon penetration of continental coast was described at 10/10's with tops of clouds approximately 21,000 feet over Brussels. Some breaks were encountered and IP was visible, but weather closed in immediately afterwards and target was 10/10's covered. Conditions on route back were substantially the same. Moderate persistent contrails were encountered on the way in and out, with dense persistent contrails over target.

Mission Summary Report (Cont'd)

4. f. Fighter Support:

Fighter support was good.

g. Comments on Formation and Interval:

Considering the adverse weather encountered, the three squadrons did an excellent job of staying together. Individual squadron formations were fair.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

A/C 42-31983 - No credit. No. 2 prop ran away, could not feather it in anyway. Inspection revealed No. 2 engine required changing.

6. Enemy Opposition:

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

<u>Battle Damage:</u>	<u>Minor</u>	<u>Major</u>	<u>To Flak</u>
	18	2	20

8. Casualties:

9 MIA (A/C 43-37551)
1 LNA

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 scheduled A/C attacked the target (including spare A/C flying with high squadron) and dropped 32 X 500# RDX, 40 X 500# GP and 52 X 500# IB bombs.

Mission Summary Report (Cont'd)

10. b. Disposition of Bombs (Cont'd)

Low Squadron:

Of the 12 A/C sorties, eleven attacked the target, dropping 60 X 500# GP and 44 X 500# IP bombs. A/C 1983 aborted and returned 6 RDX and 4 IB bombs to base.

High Squadron:

All 11 scheduled A/C sorties attacked the target (including spare airborne with lead squadron), dropping 66 X 500# GP's and 44 X 500# IB's. The spare returned 6 GP's and 4 IB's to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	35	35	92	500#	RDX	1/10	1/100
			118	500#	GP	1/10	1/100
			140	500#	IB	-	-
Other Attacks	-	-	-	-	-	-	-
<hr/>			<hr/>				
Total Bombs on Target			92	500#	RDX	1/10	1/100
			118	500#	GP	1/10	1/100
			140	500#	IB	-	-
Other Expenditures			-	-	-	-	-
Bombs Returned			6	500#	RDX	1/10	1/100
			6	500#	GP	1/10	1/100
			8	500#	IB	-	-
<hr/>			<hr/>				
Total (Loaded on A/C Taking Off)			98	500#	RDX	1/10	1/100
			124	500#	GP	1/10	1/100
			148	500#	IB	-	-
<hr/>			<hr/>				

11. Lost Aircraft:

A/C 43-37751 (McCullough) - # 2 A/C, high flight lead squadron, 94th "B" Group. Hit by flak over target - left wing was smoking as the A/C proceeded with formation until it went into spin down through clouds at 5233-1136E.

Submitted By:

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

Lead Sq 94th A Group

Combat Sq Leader

MAJ STRAUSS

28 Mar 45

614 Sqdn

At Takeoff

STRAUSS

IY S 8653 (pff)

SCIMEGA

SPUHLER

IW H 8077

IY O 8153

HOLMES

SORENSEN

IW X 8565

IW K 8677

CAMERON

LINDSEY

AYRE

MC CULLOUGH

IW T 8646

IW B 7151

IW A 7931

IW Y 7551

SALISBURY

IW Z 8330

VIERMAN

GRAY

IW S 2468

IW R 7780

PARK

IW O 7602

Combst Sq Leader

LOW SQ 94 A Gp
Capt HAYES

28 Mar 45

613

At takeoff

HAYES

IY U 7947(pff

MC KENNEY

KNOWLES

IN W 8767

IY P 6947

CRACRAFT

KELSO

IN E 1983(abort

IN V 6842

MAY

BRADLEY

MAHARICK

NIELSON

IN M 9126

IN F 6313

IN J 1591

IN D 6588

SMITH

IN B 6132

SHEPHERD

LITCHFIELD

IN A 8458

IN C 8160

High Sq 94th A Group

Combat Sq Leader

CAPT HARB

28 Mar 45

612

HARB

IY M 8648

KAMPER

BENNETT

SC J 7790

IY Q 9148

SMITH

HOWARD

SC L 8637

SC B 1962

GUY

HARVESON

STEPHENS

SC X 7664

SC F 2398

SC O 7115

NOLAN

SC S 8680

HAZELTON

GUILER

SC D 6892

SC F 8541

BLOMQUIST

At takeoff

SC V 8810

Combat Sq. Leader: Major McCree

Date: 28 Mar 45

Deputy Sq. Leader: Lt Spuhler

Deputy Gp. Leader: Lt Spuhler

614 SQDN

MC CREE

663

SCIMECA

SPUHLER

077

153

HOLMES

SORENSEN

565

677

CAMERON

LINDSEY

AYRE

MC CULLOUGH

646

151

931

551

SALISBURY

330

VIEHMAN

GRAY

468

780

Lead Squadron Formation
Over Target.

Combat Sq Leader: Captain Harb Date 28 Mar 45
Deputy Sq Leader: Lt Bennett
Deputy Gp Leader: Lt Spuhler

612 SQDN

WOLF (HARB)

648

KAMPER

BENNETT

790

148

SMITH

HOWARD

637

662

GUY

HARVESON

PARK

STEPHENS

664

393

602

113

NOLAN

680

HAZELTON

GUILER

992

541

High Squadron Formation
Over Target.

Combat Sq. Leader: Captain Hayes
Deputy Sq. Leader: Lt Knowles
Deputy Gp. Leader: Lt Spuhler

Date: 28 Mar 45

613 SQDN

HAYES

7947

MC KENNEY

767

KNOWLES

6947

SHEPHERD

458

KELSO

842

BRADLEY

313

MAY

125

MAHARICK

591

NIELSEN

588

SMITH

132

LITCHFIELD

160

Low Squadron Formation
Over Target.

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

Date 28 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Berlin.

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 0637 hours.
- b. Group formed at 0846 hours on B-56 buncher.
at 22,000 ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed.

Formed over B-56

e. Methods of navigation over England.

Gee, D.R.

- f. Division formation was joined at 0904 $\frac{1}{2}$ hrs. at 50-36N 05-35E
- g. Flight to I.P. was (not) as briefed.

h. Methods of navigation to the I. P.

Gee, PFF, D.R., Pilotage

i. Bomb run.

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

3 mi. north _____

- (2) True heading over target 142
- (3) Actual drift 5 R
- (4) Altitude over target 26500
- (5) Time bombs away 1050 $\frac{1}{2}$
- (6) Wind used for bombing 30/20
- (7) Method of target identification.

PFF

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

3 check points given, and dropped by Bombsite.

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 235

- 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.

Came out souther route.

n. Methods of navigation on return route.

Gee, D.R., PFF, Pilotage

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

q. Performance of equipment.

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

/S/ A. Shapiro -	G. Tarr
A. SHAPIRO	G. TARR
Capt., A. G.	1st Lt., A. G.

Lead Navigator, Lead Sq.

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

Date 28 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on BERLIN

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 0600 hours.
- b. Group formed at 0845 hours on B-56 buncher.
at _____ ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed.

Formed over B-56

- e. Methods of navigation over England.

D.R., Gee, Radio

- f. Division formation was joined at 0904 1/2 hrs. at 50-36N 05-35E.
- g. Flight to I.P. was (not) as briefed.

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

D.R., PFF, Pilotage at Koblenz

- i. Bomb run.

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

3 mi.. north

- (2) True heading over target 145.
- (3) Actual drift _____.
- (4) Altitude over target 26400.
- (5) Time bombs away 1051.
- (6) Wind used for bombing 330/45.
- (7) Method of target identification.

PFF

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal _____.

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

Came out southern route

n. Methods of navigation on return route.

D.R., PFF, SRR

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

q. Performance of equipment.

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

 /s/ G. B. Minor
 G. B. MINOR
 1st Lt., A. G.

Lead Navigator. , Low Sq.

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

Date 28 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on BERLIN

TO : Commanding Officer, 401st Bombardment Group (H), A-0 557,
U. S. Army.

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

- a. T/O at 0601 hours.
- b. Group formed at 0845 hours on B-56 buncher.
at 22600 ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed.

Formed over B-56

- e. Methods of navigation over England.
Gee, D.R.
- f. Division formation was joined at 0904 1/2 hrs. at 50-36N 05-35E
- g. Flight to I.P. was (not) as briefed.

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

i. Bomb run.

- (1) Actual I. P. was (not) as briefed.
3 mi. north
- (2) True heading over target 146.
- (3) Actual drift 45.
- (4) Altitude over target 26800.
- (5) Time bombs away 10:50:30.
- (6) Wind used for bombing 30/20 (From Lead Ship)
- (7) Method of target identification.
FFF, . Followed Lead.

(8) Difficulties on bomb run

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal

229

- 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.

Southern route

n. Methods of navigation on return route.

D.R., Gee, Mickey, Pilotage

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

q. Performance of equipment.

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

_____/s/ Carl T. Hoag
 CARL T. HOAG
 1st Lt., A. G.

Lead Navigator, High Sq.

Air Commander - Major McCree

FLIGHT PLAN 94th A, Tenth

HYAICV108

PILOT Major Strauss

NAVIGATOR

Capt. A. Shapiro - 1st Lt. C. Larr

DATE 28 March 1945

STATIONS	ENCINES	TAXI	T.O. 0600
LEAVE BASE	0700		
COAST OUT	0805		
ENEMY COAST	0819		
I.P.	1042		
TARGET	1055		
ENEMY COAST	1249		
Eng. Coast	1342	ETR 1422	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Z. Hr. - 0900
 Ref alt - 24000
 Bomb alt - 26000

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

Div Assembly - 50-25N 07-00E to
 50-38N 07-58E to
 51-39N 09-33E

Letdown Cottesmore Buncher

FROM TO	W/V UESD	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.
Base Kings Lynn	238/20	0 to 4000	150 /5	133	067	A1	068	A10	078	153	39	16	0700 0716				
52-45N 00-24E Cambridge	252/20	7000	150 /3	142	196	A6	202	A10	212	130	35	16	0732				
52-12N 00-08E St. Sanford	262/20	8500	150 /2	147	147	A7	154	A10	164	155	16	06	0738				
51-58N 00-23E West Mawling	270/20	12000	150 /4	153	178	A8	186	A10	196	152	41	17	0755				
51-17N 00-25E 51-00N 01-00E	282/24	14000	150 /3	157	128	A4	132	A10	142	178	28	10	0805				
" " 50-52N 02-10E	302/31	18000	150 /16	168	101	-4	97	A9	106	197	45	14	0819				
" " AS 50-52N 06-26E	306/25	18000	150 /20	173	090	-5	085	A8	093	193	86	45 27	0846	B-56. Assemble			
" " 50-25N 07-00E	308/19	19500	150 /23	175	106	-2	104	A7	111	192	102	32	0918				
" " 50-38N 07-58E	310/20	22500	150 /27	182	070	-6	064	A6	070	191	39	12 A2	0932				
" " 51-39N 09-33E	L & V	26500	150 /36	191	044	0	044	A6	050	191	86	27 A1	1000				
" " 51-57N 10-40E	L & V	26500	150 /40	198	068	0	068	A5	093	198	45	14	1015				
" " IP 52-53N 12-22E	L & V	26500	150 /40	"	048	0	048	A5	053	198	85	26 A1	1042	-IP			
" " T. 52-32N 13-14E	187/21	26500	150 /40	"	123	A5	128	A4	132	188	38	12 A1	1055	TARGET			
" " 52-14N 12-36E	190/20	23500	170 /37	222	233	-4	229	A4	233	206	30	09 A1	1105				
" " 53-00N 10-00E	L & V	23500	150 /33	188	296	0	296	A5	301	188	105	34	1139				
" " 52-47N 08-39E	L & V	23500	150 /33	"	255	0	255	A6	261	188	50	16 A1	1156				
" " 53-01N 08-00E	L & V	23500	"	"	301	0	301	A6	307	188	27	09 A1	1206				
" " 53-03N 05-40E	310/20	23500	"	"	272	A4	276	A7	283	172	84	30 A1	1237				
" " 53-13N 06-52E	310/20	23500	150	"	293	A2	295	A8	303	169	32	12	1249				
" " Cromer	290/26	2000	170 /10	180	262	A4	266	A9	275	157	131	50 A3	1342				

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	
0637					Take Off. (Assemble briefed A3)										
0640			68		Heading to Kings Lynn		150								
0643			165		Going to Cambridge		150	2500 A10							
0644	123	A7	130		52-28N 00-32E		150	2500 A10			153	29	11 1/2	0655 1/2	
0648	112	A7	119		52-20N 00-24E			4500 A8							
0651			119		52-18N 00-13W			5500							
0657			154		2 1/2 NE of Cambridge		150	7500 -2			155	16	6	0703	
0659			186		52-07N 00-23E		150	8500							
0703	(?) 320/30K Lee		190		52-00N 00-29E VHF Wind 325/40K		150	10500 -2	153		152	41	17	0720	
0708					51-47N 00-29E										
0716			190		51-35N 00-30E		150	13500	175						
0719			140		Cutting short to save time		150	14500			178	28	10	0729	
0726			140				150	15000							
0726			97				150	15000							

I. P.	1042
TARGET	1055
ENEMY COAST	1249
Eng. Coast	1342

WATCH Fast Slow RATE secs / hour Gaining Losing
 At G.M.T. Div Assembly - 50-25N 07-00E to 50-38N 07-58E to 51-39N 09-33E
 Letdown Cottesmore Buncher

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T. A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.			
Base Kings Lynn	238/20	0 to 4000	150 / 15	133	067	A	066	A10	078	153	39	16	0700 0716				
52-45N 00-24E Cambridge	252/20	7000	150 / 13	142	196	A6	202	A10	212	130	35	16	0732				
52-42N 00-08E St. Sanford	262/20	8500	150 / 2	147	147	A7	154	A10	164	155	16	06	0738				
51-58N 00-23E West Mawling	270/20	12000	150 / 4	153	178	A8	186	A10	196	152	41	17	0755				
51-17N 00-25E 51-00N 01-00E	282/24	14000	150 / 2	157	128	A4	132	A10	142	178	28	10	0805				
" " 50-52N 02-10E	302/31	18000	150 / 16	168	101	-4	97	A9	106	197	45	14	0819				
" " AD 50-52N 04-26E	306/25	18000	150 / 20	173	090	-5	085	A6	093	193	86	45 27	0846				B-56. Assemble
" " 50-25N 07-00E	308/19	19500	150 / 23	175	106	-2	104	A7	111	192	102	32	0918				
" " 50-38N 07-58E	310/20	22500	150 / 27	182	070	-6	064	A6	070	191	39	12 A2	0932				
" " L & V 51-39N 09-33E	L & V	26500	150 / 36	191	044	0	044	A6	050	191	86	27 A1	1000				
" " L & V 51-57N 10-40E	L & V	26500	150 / 40	198	068	0	068	A5	093	198	45	14	1015				
" " IP 52-53N 12-22E	L & V	26500	150 / 44	"	048	0	048	A5	053	198	85	26 A1	1042				-IP
" " T. 52-32N 13-14E	187/21	26500	150 / 40	"	123	A5	128	A4	232	188	38	12 A1	1055				TARGET
" " 52-14N 12-36E	190/20	23500	170 / 37	222	233	-4	229	A4	233	206	30	09 A1	1105				
" " L & V 53-00N 10-00E	L & V	23500	150 / 33	188	296	0	296	A5	301	188	105	34	1139				
" " L & V 52-47N 08-39E	L & V	23500	150 / 31	"	255	0	255	A6	261	188	50	16 A1	1156				
" " L & V 53-01N 08-00E	L & V	23500	"	"	301	0	301	A6	307	188	27	09 A1	1206				
" " 53-09N 05-40E	310/20	23500	"	"	272	A4	276	A7	283	172	84	30 A1	1237				
" " 53-13N 04-52E	310/20	23500	150	"	293	A2	295	A8	303	169	32	12	1249				
" " Cromer	290/26	2000	170 / 10	180	262	A4	266	A9	275	157	131	50 A3	1342				

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	
FLIGHT RECORD															
0637 1/2					Take Off. (Assemble briefed A3)										
0640			68		Heading to Kings Lynn		150								
0643			165		Going to Cambridge		150	2500 A10							
0644	123	A7	130		52-28N 00-32W		150	2500 A10			153	29	11 1/2	0655 1/2	
0648	112	A7	119		52-20N 00-24W			4500 A8							
0651			119		52-18N 00-13W			5500							
0657			154		2' NE of Cambridge		150	7500 A2			155	16	6	0703	
0659			186		52-07N 00-23E		150	8500							
0703	(?) 320/30K		190		52-00N 00-29E VHF Wind 325/40K		130	10000 A2	153		152	41	17	0720	
0708					51-47N 00-29E										
0716			190		51-35N 00-30E		150	13500	175						
0719			140		Cutting short to save time		150	14500			178	28	10	0729	
0726			140				150	15000							
0726			97				150	15000							

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	
0728 1/2					Re-set API, Cross Coast							197	45	14	0742 1/2
0731			97		50-55N 01-13E		190	16500 -14							
0733			92												
0735			92		50-54N 01-40E, Cross Coast			18000							
0738 0743		333/44			API			19000							
0743	90	333/44	75						180			191	86	27	0810
0748					50-49N 02-42E		150	20000 -22	180			191	67	21	0809
0754			75		50-50N 03-13E		190	21000 -23	180						
0805					Following radio compass to Buncher										
0806			100		52-54N 03-52E		155	21000							
0808					Circling Buncher			21000							
0826 1/2			150		" " , re-set API		148	22000							
0830					Deputy on wing.										
0842 1/2		325/40			51-00N 04-17 E, API										
0846	106		98		Leave Buncher		150	22000	185			215	102	28 1/2	0914 1/2
0853 0855			98 75		50-36N 04-49E		137	23000							
0900		310/34N			50-36N 04-31E Set API										
0904 1/2 0912			98 110		On course			24000	185						
0918			110												
0918	70	310/34	61		Ship from Low Sq. aborts		150	24000	186			201	39	11 1/2	0929 1/2
0926 0931					50-30N 07-36E		150	24000					16	05	0931
0931	44	310/34	34				150	24000	186			186	86	27 1/2	0958 1/2
0933 1/2		318/28	34		50-51N 08-22E (API Wind) Set API							186	66	21	0957
0942 0945			40 40		51-11N 08-45E			25000				186	41	13	0958
0946		2R			Flak at 2 o'clock										
0950			40		51-20N 09-00E		150 -38	26500	192						
0959		300/20	60		Drift averaged							175	45	15	1014
1005					51-50N 09-57E		150	26500	192						
1010 1014					Set API										
1014	40	-2	38		51-59N 10-20E							173	85	29 1/2	1043 1/2
1020	46	-2	44		52-25N 11-00E		150	26500	192			173	64	22	1042
1025 1025			46		Flak at 1 o'clock 52-28N 11-23E										
1028					Turning to left to avoid flak										
1030			55		Correction to course										
1030			55		52-10 1/2 N 11-42E										
1034 1038		44/10			52-15 1/2 N 11-47E Set API										
1038				120	Turning to IP							192	38	12	1050
1050 1/2		30/20	142		BOMBS AWAY		150	26500				200			
1050 1/2			235												
1056					52-26N 13-04E							210	30	8 1/2	1104 1/2
1059					52-22N 13-54E										

FLIGHT RECORD

TIME	COURSE	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	
1151			275		51-39N 09-33E		150	24000	190						
1151			222									158	86	32½	1223½
1203			235		51-17N 08-59E		155	24000	194						
1207			225		51-05N 08-41E, Gee										
1216			225		50-42N 08-18E										
1220			225		50-38N 08-10E										
1220	252	200/11	250		Straight to Dungeness		155	24000				182	45	15	1235 CP 1
1227		325/40	290		Letting down										
1235	275		283		50-25N 07-00E, Dungeness		160	21500	195			157	235	130	1405
1236					50-26N 06-53E										
1242½		320/23½	280		50-28N 06-53E 06-27E		150	18000	172						
1255					50-35N 05-32E			18000	170						
1305			280		Descending again		155	12000							
1309½	271	320/23½	280				155	16500							
1313			290		50-38N 04-14E		155	15000				1155	125	48	1401
1333			280		8°N. of Lille		154	12000							
1340			280		50-49N 02-39E, H.		154	12000							
1340					50-40N, 02-35E, Gee										
1348			275		Going to Dungeness		170	10000	160						1 ship feathered prop
1355			275		50-53N 01-40E, Coast		170	7000							
1407			275		Dungeness		155	4500							
1407			315				155	4500	150			130	30	14	1421
1412½	314	-1	315		51-03N 00-46E		150	8500	150			130	19	9	1421½
1417			305				155	4500							
1423			305		51-19N 00-23E										
1423	350	225/14	345				150	4500	150			157	57	22	1445
1427		-5	345		51-27N 00-21E			4500							
1432					51-38N 00-19E										
1438			345		51-52N 00-18E		155	4000							
1446			345		52-07N 00-15E		150	4000							
1446	328	-5	323					4000				152	33	12	1449
1450					Homing by Gee and Localizer										
1510					Base										
1515					Landed										
I certify that this is a true copy of the Lead Navigator's Log.															
JAMES F. EGAN Major, A. C. Group Navigation Officer															

TRACK CHART

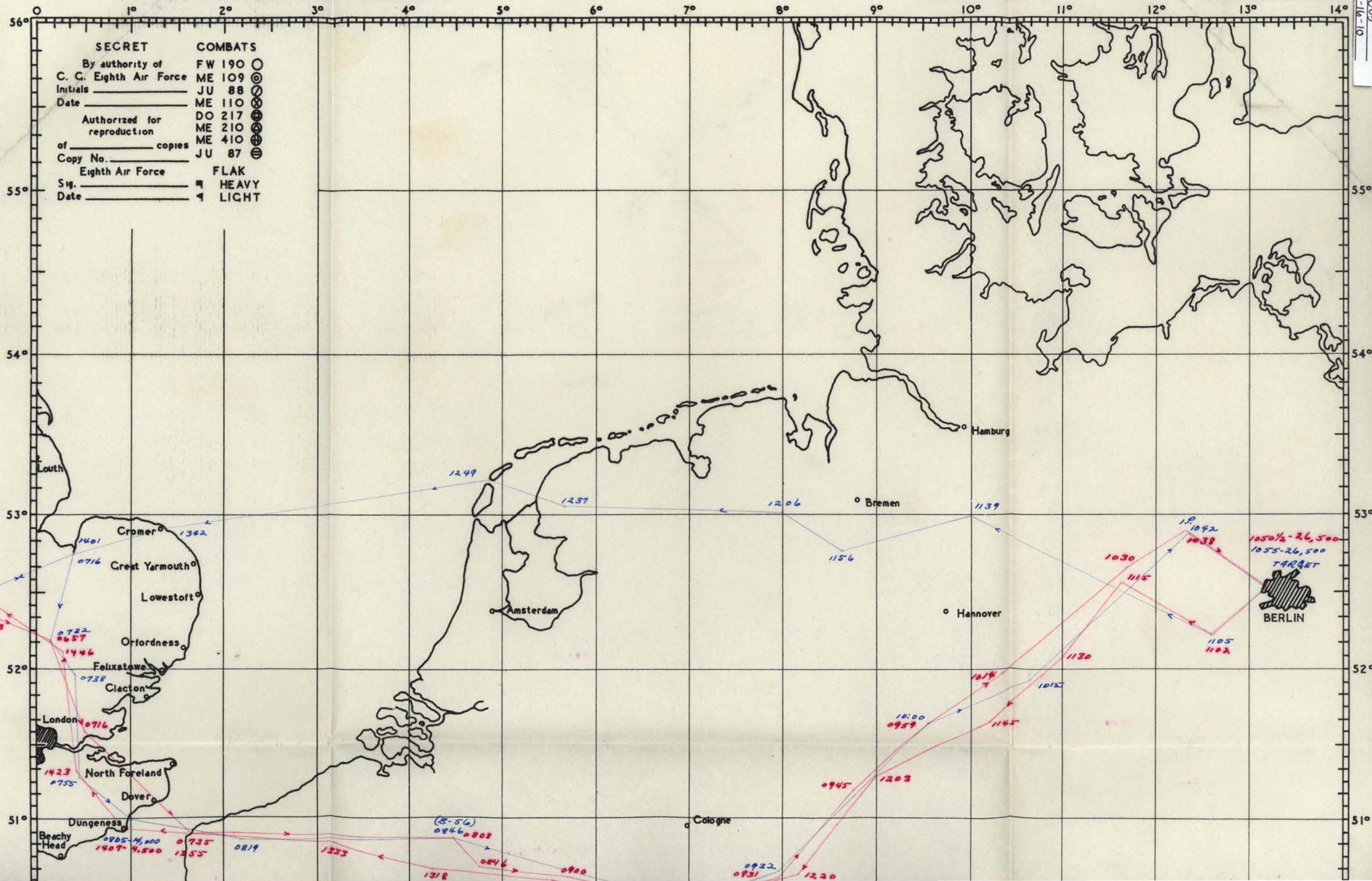
DATE March 28, 1945

TARGETS
PRIMARY

Berlin, Germany

ROUTE FOLLOWED BY Blue
Red

ROUTE FOLLOWED BY Briefed
401st B.G.P.



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ME 210 ⊕
ME 410 ⊕
JU 87 ⊕

FLAK

□ HEAVY
⊣ LIGHT

SECRET

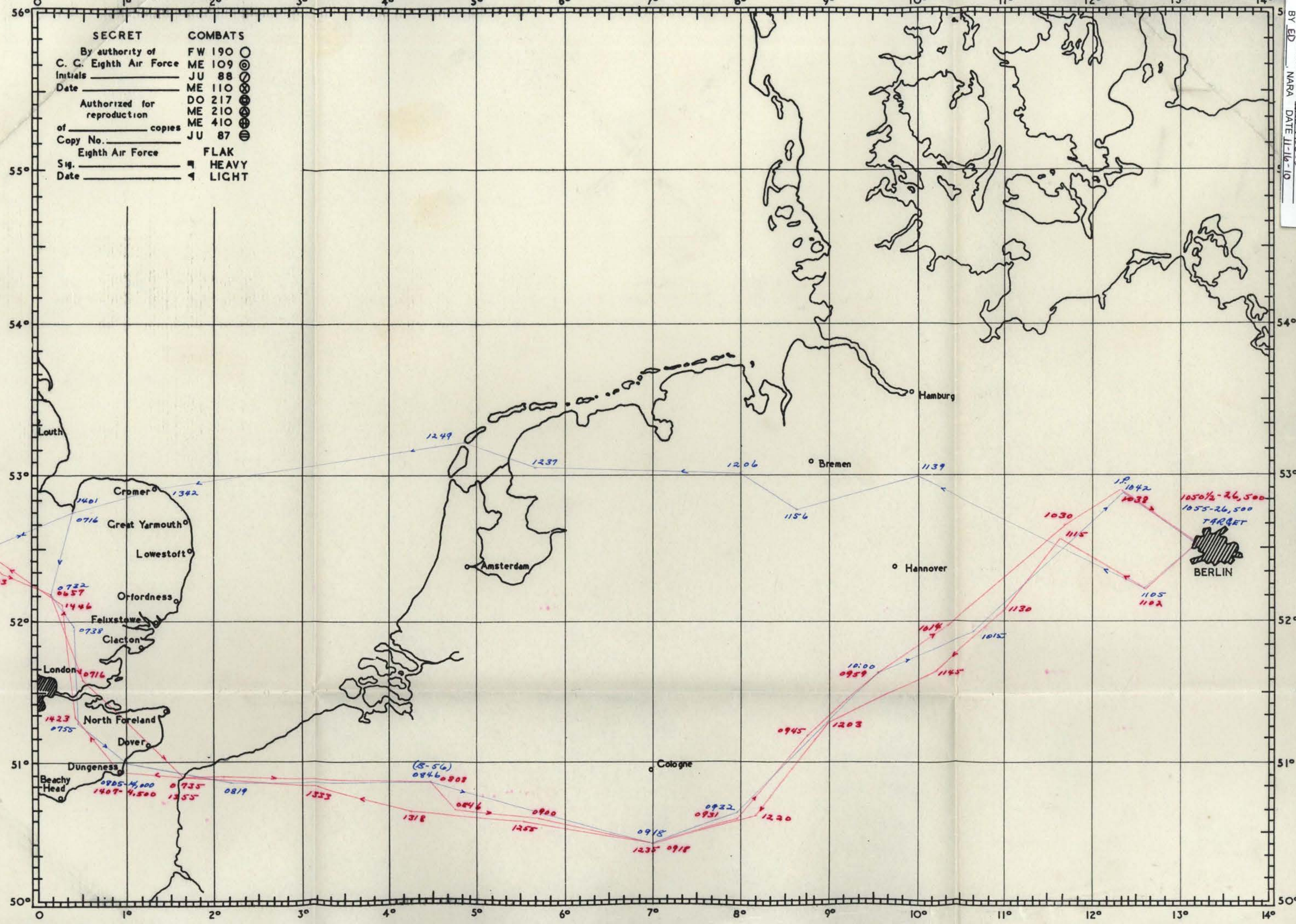
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ME 410 ⊗
JU 87 ⊗

FLAK

HEAVY ■
LIGHT ◀



RTK.
1422
1510

1050 1/2 - 26,500
1055 - 26,500
TARGET
BERLIN

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 671

Date of 28 March 1945

PART I - ATTACKS & RESULTS

94th "A" Group

	LEAD	LOW	HIGH
	Borrowed A/C	Borrowed A/C	Borrowed A/C
1. No. of A/C Failing to Take Off	-	-	1
2. No. of A/C Sorties	13	12	12
3. No. of A/C Sorties less Unused Sp	13	12	11
4. No. of A/C Credit Sorties	13	12	11
5. No. of Effective Sorties	13	11	11
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			
(b) No., Size, Type of Bombs			
8. Name of Secondary Target	BERLIN (Sea)		
(a) No. of A/C Attacking	13	11	11
(b) No., Size, Type of Bombs	32 X500/RDX 52 X500/IB	60 X500/RDX 8 X 500/IB	66 X500/GR 44 X500/IB
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	1		
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	0637	0600	0601
19. Time of Attack	1050 $\frac{1}{2}$	1051	1050 $\frac{1}{2}$
20. Total Time for Mission	97	97	90
21. Altitude of Release	26,500	26,400	26,520
22. Type of Sighting (Vis. H2X, GH, etc)	H2X	H2X	H2X
23. Enemy Resistance --AA Inten & Acc	Meager-Acc	Meager-Acc	Meager-Acc
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	Unobs	Unobs	Unobs

None A/C borrowed from Groups:

None A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 238

Date 28 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "A" Group

	LEAD	BORROW ed A/C	LOW	BORROW ed A/C	HIGH	BORROW ed A/C
29. Non-Effective Sorties			I			
(a) Weather						
(b) Personnel						
(c) Enemy Action						
(d) Other Non-Mechanical						
(e) Mechanical & Equipment			I			
30. Mechanical & Equipment Failures						
(a) Engine						
(b) Oil System						
(c) Fuel System						
(d) Supercharger						
(e) Propeller & Governor			I			
(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 43-39183 - No Credit. No 2 prop ran away, could not be feathered in any way. Inspection revealed No 2 engine required changing. (mech)

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT WINE DATE 28 March 1945
PILOT MAJER MCCRRE TAKE OFF 0637
NAVIGATOR CAPT SHEPPO AIRPLANE _____
WING 94th A GROUP 401st SQDN Lead LANDED 1614
OBJECTIVE BERLIN, GERMANY (MPI)

METHOD OF ATTACK _____
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 35 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 500# RDX FUSING: NOSE ERS TAIL 1/100
500# GP TAIL 1/100

BOMBS, TYPES AND SIZES 500# IN FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 92 RDX 118 GP 140IB RELEASED 92 RDX-118GP 140IB

INFORMATION AT RELEASE POINT:

Altitude of Target 100 Temp Aloft: Metro -41 Actual -39
True Altitude above target 26500 Mag Head, order 134 Actual 146
Ind. Altitude 26500 True Heading 142
Pressure alt of target -135 @ 31 Drift, Est 7L Actual 3R
Altimeter setting 29.92 True Track 145
C.I.A.S. 150 I.A.S. 230 Actual Range 13034
G.S. Est 221 Actual 235 B.S. Type H-9
Wind Direc Metro 190 Actual 30 Time of Release 1050g
Wind Veloc. Metro 23 Actual 23 Intervalometer Setting 140ft
D.S. 122.7 Trail 49 ATF 43.2 Length of Bombing Run 12min
Tan. D.A. Est .46 Actual .49 G-1 Pilot OK A-5 _____
Mean Temp: Metro -15 Actual -11 Manual Pilot _____

Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft
Low Sqdn Time of Release 1051 Alt 26400 Mag 149
High Sqdn " " 1050g " 26520 Mag 150

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

CONFIDENTIAL

J-A- 3/1

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

413.44

28 MARCH 1945

SUBJECT: Communications Report, Operational Mission No 238 . (Field Order 671)

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>7</u>
a. MF Beacons	<u>5</u>	3. HF/DF Bearings (QDM's)	<u>3</u>
b. Bunchers, England	<u>18</u>	4. VHF/DF Homings	<u>0</u>
c. Bunchers, Continent	<u>29</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>37</u>	<u>37</u>	4. Gee-H	<u>0</u>	<u>0</u>
2. H2X	<u>4</u>	<u>4</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 31
 8. Total number of units released 13,397

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FOUR - REMARKS

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

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S E C R E T

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

1. TARGET: ASSIGNED... Berlin DATE OF MISSION... 28 March '45
 BOMBED... Berlin

2. ROUTE AS FLOWN: Generally as briefed to target. Off target to (5214 - 1256E) (5214 - 1218E) (5237 - 1180E) withdrawal same as route in.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>10/10's</u>	<u>10/10's -- some breaks</u>
CONTRAILS - -	<u>Dense Persistent</u>	<u>Mod. - Dense, Persistent</u>
SEEN-UNSEEN -	<u>Unseen</u>	<u>Seen & Unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:
Meager, inaccurate to accurate, tracking.

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)
Moderate flak observed over Kassel.

6. CHAFF; HOW DISCHARGED: As Briefed

7. POSITION OF GROUP: 94th "g" -- 10th

8. DETAILS:-

SQDN, POS.	NO. A/C	DAMAGE		A/C LOST TO			AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	ACC UR	ATTK	WITH		
<u>Lead</u>	<u>12</u>	<u>221</u>	<u>9</u>	<u>/</u>			<u>146°</u>	<u>239°</u>	<u>1051½</u>	<u>25,500</u>
<u>High</u>	<u>12</u>	<u>0</u>	<u>1</u>				<u>150°</u>	<u>229°</u>	<u>1050½</u>	<u>26,520</u>
<u>Low</u>	<u>11</u>	<u>1</u>	<u>8</u>				<u>149°</u>	<u>245°</u>	<u>1051</u>	<u>26,400</u>
<u>TOTALS</u>	<u>35</u>	<u>2</u>	<u>18</u>	<u>/</u>						

9. COMMENTS - PHENOMENA:-

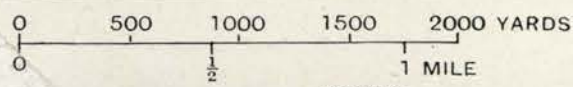
Lt. P.R. Myers.

Target No.
3 (f) 7

BRANDENBURGISCHE MOTORENWERKE G.m.b.H.,
Etc.

BERLIN (Spandau)
(GERMANY)

Illustration No.
3 (f) 7/6



Photographed 1942

(1 : 32,000) approx.

Issued December 1943



1. VIS
2. H2X

1. VIS
2. H2X

P.W.
CAMPS

- A. BRANDENBURGISCHE MOTORENWERKE G.m.b.H.
- B. DEUTSCHE INDUSTRIEWERKE A.G.
- C. AUTO UNION A.G.
- D. SIEMENS-SCHUCKERTWERKE A.G.

Illustration No.
3 (f) 7/6

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

AAF Station # 128.
 28 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>42-102077</u>			
P	2nd Lt.	SCIMECA, SAM	614th Sq.
CP	2nd Lt.	SMITH, CHARLES	"
N	2nd Lt.	SHAW, CLARENCE W. JR.	"
B	2nd Lt.	MUHR, FRANK R. JR.	"
RO	T/Sgt.	Tompkins, Harry A.	"
TT	Cpl.	Tanner, James R.	"
BT	Cpl.	Acosta, Reuben	"
TG	Cpl.	Koteff, Walter	"
WG	Cpl.	Nowakowski, John J.	"
Plane <u>43-38565</u>			
P	1st Lt.	HOLMES, GENE H.	"
CP	2nd Lt.	FREDERICK, RALPH A.	"
N	1st Lt.	JAMES, KENNETH W.	"
CTG	Sg.t	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.	Peverill, Edward S.	"
Plane <u>42-102151</u>			
P	2nd Lt.	LINDSEY, JOHN E.	"
CP	2nd Lt.	MADLEY, WILLIAM M.	"
N	F/O	BRUMMETT, JAMES O.	"
CTG	S/Sgt.	Green, Warren H.	"
RO	Sgt.	Ippolito, Samuel	"
TT	S/Sgt.	Warner, Carl F.	"
BT	Sgt.	Sanders, William H.	"
TG	Sgt.	Portier, Ellis A.	"
WG	Sgt.	York, John O.	"
Plane <u>43-38646</u>			
P	2nd Lt.	CAMERON, ELLIOTT E.	"
CP	F/O	DAVIDSON, ROBERT L.	"
N	1st Lt. 2nd Lt.	GUILLEMETTE, FRED A. BRUCE, WILLIAM M.	"
CTG	S/Sgt.	Fasulo, Thomas	"
RO	Sgt.	DeLeon, Jerrold J.	"
TT	S/Sgt.	Fabian, Emory P. Jr.	"
BT	Sgt.	Hargas, Mike S.	"
TG	Sgt.	Glendenin, Charles M.	"
WG	Sgt.	Gabbert, David J.	"
RCM	S/Sgt.	Allaire, Joseph S.	"

Loading List Continued

Plane 43-38330
 P 2nd Lt. SALISBURY, THOMAS E. 614th Sq.
 CP F/O WYLIE, RONALD J. "
 N 2nd Lt. BOUCHER, JAMES D. JR. "
 CTG Sgt. Wagener, Norman N. "
 RO Sgt. Pinkerton, Oliver "
 TT Sgt. Benthall, Clyde T. "
 BT Sgt. Walls, Joseph F. "
 TG Sgt. Chapman, Guy W. "
 WG Sgt. Cain, Horbert P. "

Plane 42-97780
 P 2nd Lt. GRAY, CARL M. "
 CP 2nd Lt. SCHELLENBERGER, RUSSELL A. "
 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. "

Plane 42-102468
 P 2nd Lt. VIEHMAN, EUGENE A. "
 CP 2nd Lt. COUTTS, HAROLD K. "
 N 2nd Lt. STALZER, JAMES J. "
 CTG Sgt. Orlando, Peter "
 RO Sgt. Retzlaff, James A. "
 TT Sgt. Schwarz, Edwin D. "
 BT Sgt. Hobson, Kenneth E. "
 TG Sgt. Rutkowski, Joseph E. "
 WG Sgt. Hay, David M. "

Plane 42-97602
 P 1st Lt. PARK, COLIN I. "
 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, Calrence "

Plane 43-38677
 P 1st Lt. SORENSEN, MELVIN H. "
 CP 2nd Lt. TROUPE, JOHN T. "
 N 2nd Lt. AUFRANCE, RUSSELL "
 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, Eddon A. "

Loading List Continued

Plane 43-97551

F	2nd Lt.	MC CULLOUGH, JOSEPH W.	614th Sq.
CP	2nd Lt.	-8600K SEHOCK, NORMAN R.	"
N	2nd Lt.	MAXWELL, JOHN M. JR.	"
B	2nd Lt.	SANTORA, PASCAL	"
RO	Sgt.	Mc Gurn, Thomas P.	"
TT	Sgt.	Loris, Nick W.	"
BT	Sgt.	Winterburn, Robert G.	"
TG	Sgt.	Jacobsen, Robert W.	"
WG	Sgt.	Tish, Oren J.	"
RCM	S/Sgt.	Genauer, Lawrence	"

Plane 43-97931

P	2nd Lt.	AYRE, LAWRENCE R.	"
CP	2nd Lt.	KUECHLER, JOHN M.	"
N	2nd Lt.	LEASE, GERALD H.	"
BWG	Sgt.	De Lorie, George A.	"
RO	Sgt.	Mandel, Louis E.	"
TT	Sgt.	Brass, Forrest A.	"
BT	Sgt.	Gilbwrt, Luther F.	"
TG	Sgt.	Myers, John E.	"
WG	Sgt.	Iuni, Andrew E.	"

Lt. Connell, HALE T. SR. is flying with 613th Sq.

For the Squadron Commander:

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

43

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

Mission # 238
 28 March 1945

SUBJECT: Loading List

TO : Operations Officer, 401st Bombardment Group (H),
 AAF Station 128, APO 557

Plane 42-107039

P	Clemmons, James A.	2nd Lt.	612th
CP	Virgin, Howard G.	2nd Lt.	"
N	Datlenko, Victor D.	F/O	"
TOG	Parker, Joseph W.S.	Cpl	"
ROG	Chastain, Robert R.	S/Sgt	"
TTG	Engel, Claire H.	Sgt	"
BTG	Raines, Bruce A.	Cpl	"
TG	Burkart, Lester G.	Cpl	"
FG	Burks, Tillman C., Jr.	Cpl	"

Plane 44-6113

P	Stephens, Lloyd J.	2nd Lt.	612th
CP	Wilt, Elmer L.	2nd Lt.	"
N	Happer, Robert F.	2nd Lt.	"
Tog	Whitlock, Howard D.	Sgt	"
ROG	Douglass, James B.	S/Sgt	"
TTG	Graham, James D.	Sgt	"
BTG	Cherubini, Peter J.	S/Sgt	"
TG	Brennan, William J.	Sgt	"
FG	Lewelling, Fred E.	Sgt	"

Plane 43-38810

P	Blomquist, Harold H.	2nd Lt.	612th
CP	Tullos, Billie M.	2nd Lt.	"
N	McConnell, George C.	2nd Lt.	"
TOG	Wood, Frank O.	Cpl	"
ROG	Arndt, Frank R.	Pvt	"
TTG	Slaughter, John G.	Cpl	"
BTG	Balfe, James	Sgt	"
TG	Riley, Lex G., Jr.	Cpl	"
FG	Bellesheim,	S/Sgt	"

Plane 42-97664

P	Guy, Richard H.	2nd Lt.	612th
CP	Meredith, Robert C.	2nd Lt.	"
N	Goodlett, John R. Sr.	2nd Lt.	"
TOG	Padin, Arthur	Cpl	"
ROG	Bury, Paul R.	Cpl	"
TTG	Foulkes, Ellis A.	Cpl	"
BTG	Mulcahey, Leonard R.	Cpl	"
TG	Fitts, Leonard R.	Cpl	"
WG	Webb, Clayton T., Jr.	Cpl	"

Plane 43-38637

P	Smith, Max M.	1st Lt.	612th
CP	Korwald, Morris N.	2nd Lt.	"
N	VanDuinen, Ribhard B.	2nd Lt.	"
TOG	Klindworth, Louis O.	S/Sgt	"
ROG	Hendrickson, Ernest W.	S/Sgt	"
TTG	Genga, Pietro J.	S/Sgt	"
BTG	Laing, John	S/Sgt	"
TG	Filiatraut, Frank E.	S/Sgt	"
FG	Pinilis, Emanuel B.	Sgt	"
RCM	Swanson, Theodore K.	Sgt	"

Plane 42-106992

P	Hazelton, James J.	2nd Lt.	612th
CP	Reiner, Hughie J.	F/O	"
N	Jacobs, William E.	2nd Lt.	"
TOG	Crocker, Charles W Jr	Cpl	"
ROG	Brennan, Joseph R.	Cpl	"
TTG	Trutt, Edward P.	Cpl	"
BTG	Dressel, Frederick B.	Cpl	"
TG	Lopez, Jesus L.	Cpl	"
FG	Burnett, R. J.	Cpl	"

Plane 43-37790

P	Kamper, Robert W.	2nd Lt.	612th
CP	Gailey, Ivan L.	2nd Lt.	"
N	Clark, Robert W. Jr.	2nd Lt.	"
TOG	McCue, Frank C.	Cpl	"
ROG	Kenter, Walter	Cpl	"
TTG	Condit, Clarence E.	Cpl	"
BTG	Rein, John A., Jr.	Cpl	"
TG	Parker, George T.	Cpl	"
FG	Hembling, Joseph L.	Cpl	"

Plane 43-38541

P	Guiler, Gilbert S.	2nd Lt.	612th
CP	Kibiuk, Theodore	2nd Lt.	"
N	Sims, Morton D.	2nd Lt.	"
Graner, John G., Jr.	TOG	Cpl	"
ROG	Mountain, John M.	Cpl	"
TTG	Kaschak, Joseph J.	Cpl	"
BTG	Deagle, Walter W.	Cpl	"
TG	Martin, Norman R.	Cpl	"
FG	Wiegall, Clifford H.	S/Sgt	"
RCM	Martin, James D.	Sgt	"

Plane 42-102393

P	Harveson, Lloyd D.	2nd Lt.	612th
CP	Parsons, Silas P.	2nd Lt.	"
N	Zacamy, John R.	2nd Lt.	"
TOG	Moore, Kenneth V.	Sgt	"
ROG	Hall, Jewell L.	Sgt	"
TTG	Brockway, Glenn L.	Sgt	"
BTG	Crosby, Lewis A.	Sgt	"
TG	Kuhn Bill W.	Sgt	"
FG	Jeter, Kenneth A.	Sgt	"

Plane 42-31662

P	Howard, Louis F., Jr.	2nd Lt.	612th
CP	Lundgren, Robert P.	2nd Lt.	"
N	David, Rex D.	2nd Lt.	"
Tog	Sires, Cleon, D.	Sgt	"
ROG	Carson, Edward M.	S/Sgt	"
TTG	Corbo, Frank J.	S/Sgt	"
BTG	Ford, Billie M.	Sgt	"
TG	McQuiston, George E., Jr.	Sgt	"
FG	Taylor, Charles F.	Sgt	"

Plane 43-38680

P	Nolan, James D.	1st Lt.	612th
CP	Twiggs, Calvin R.	2nd Lt.	"
N	Austin, Merlyn E.	2nd Lt.	"
Tog	Delledonne, Charles L.	S/Sgt	"
ROG	Hathaway, Stanley K.	S/Sgt	"
TTG	Siconolfi, Patrick	S/Sgt	"
BTG	Feldman, Warren H.	Sgt	"
TG	Graupman, Richard C.	T/Sgt	"
FG	Serafino, Ernest A.	T/Sgt	"

FLYING WITH 612th in 550

P	McCree, Donald G.	Major	612th
CP	Strauss, Joseph D.	Major	"
N	Shapiro, Aaron (NMI)	Captain	"
B	Winn, Roy R.	Cpatain	"
TG	Bergman, Wayne H.	2nd Lt.	"

THE END

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

28 MARCH 1945

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
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	S/SGT.	REED	WILLIAM	H. JR.
	TT	S/SGT.	LANIER	LESLIE	H.
	BT	S/SGT.	MOORE	WILLIAM	F.
	TG	SGT.	WEBB	WENDALL	R.
	WG	SGT.	MOULTON	GEORGE	W.
43-38160	P	2nd Lt.	LITCHFIELD	DONALD	R.
	CP	F/O	BURTON	FREDERICK	C.
	N	2nd Lt.	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.
44-6313	P	1st Lt.	BRADLEY	AUDREY	J. JR.
	CP	2nd Lt.	FINNELL	JAMES	J.
	N	2nd Lt.	CONNELL	HALL	D. ST.614th
	B	S/SGT.	ELINS	HERMAN	NMI
	RO	T/SGT.	BOWERS	JACOBS	J.
	TT	S/SGT.	HANCOCK	JUSTICE	C.
	BT	S/SGT.	KEMP	JAMES	E.
	TG	S/SGT.	MATLACK	WILLIAM	W.
	WG	S/SGT.	DEFERBAUGH	NORMAN	NMI
44-6125	P	1st Lt.	MAY	JAMES	H.
	CP	2nd Lt.	MALONEY	JOSEPH	M.
	N	2nd Lt.	ANDERS	WALTER	R.
	B	S/SGT.	KENAGY	LLOYD	C.
	RO	S/SGT.	PAULK	ALBERT	L.
	TT	S/SGT.	SMITH	CHESTER	J.
	BT	S/SGT.	KROZEL	JOSEPH	A.
	TG	S/SGT.	McKEE	WILLIAM	W.
	WG	S/SGT.	NACHTIGAL	FRED	C.
RCM	S/SGT.	TOOMES	GEORGE	NMI	
44-3767	P	2nd Lt.	McKENNY	WILLIAM	G.
	CP	2nd Lt.	BURDICK	RICHARD	NMI
	N	2nd Lt.	LEVIN	HERBERT	R.
	B	SGT.	SUNDERLIN	ROBERT	A.
	RO	SGT.	SINGEL	ARNOLD	W.
	TT	SGT.	HOLLAND	JOHN	W.
	BT	SGT.	JOHANNES	RICHARD	L.
	TG	SGT.	O'BRIEN	JOHN	W.
	WG	SGT.	FRANZBLAU	IRA	A.

42-31983

P	1st Lt.	GRACRAFT	GEORGE	K. JR.
CP	2nd Lt.	HAGGARD	WILEY	H.
N	2nd Lt.	JOHNSTON	WILLIAM	I.
B	S/SGT.	GUERIN	ROLAND	L.
RO	T/SGT.	FERNICK	GORDON	E.
TT	SGT.	FRAMBLE	JOHN	F.
BT	SGT.	ESHAM	GLINN	E.
TG	S/SGT.	HULSON	LEONARD	L.
WG	S/SGT.	BAKER	RICHARD	E.

44-6132

P	2nd Lt.	SMITH	SAMUEL	B.
CP	2nd Lt.	MILLER	WALTER	A.
N	2nd Lt.	ANDLER	LYLE	E.
B	SGT.	HICKERS	RUSSELL	E.
RO	SGT.	HERGENROTHER	RAYMOND	A.
TT	SGT.	DILZ	REINHOLD	J.
BT	SGT.	McDOW	MILES	H.
TG	SGT.	WORSTMAN	ROBERT	J.
WG	SGT.	HOOD	CLYDLE	L.

43-38458

P	2nd Lt.	SHEPHERD	JACOBS	N. JR.
CP	2nd Lt.	SKIFFINGTON	THOMAS	J.
N	2nd Lt.	VAN ECK	HERMAN	G.
B	SGT.	ALLES	ROBERT	F.
RO	SGT.	COLLINS	JOHN	F.
TT	SGT.	DAVIS	ARNOLD	L.
BT	SGT.	MARGOLIES	MALCOLM	A.
TG	SGT.	HERNOLD	DAN	E.
WG	SGT.	BELLFOND	MARTIN	NMI

44-6842

P	1st Lt.	KELSO	ARTHUR	D.
CP	2nd Lt.	LYNG	KENNETH	H.
N	2nd Lt.	SEAVEY	FRANK	R.
B	S/SGT.	LUCA	RUDOLPH	C.
RO	T/SGT.	MEYERS	NEIL	P.
TT	T/SGT.	JONES	CHARLES	C.
BT	S/SGT.	SMITH	DONALD	E.
TG	S/SGT.	BOND	JACK	D.
WG	S/SGT.	PIROMALLI	EUGENE	B.

44-6588

P	1st Lt.	NIELSEN	HANS	V.
CP	2nd Lt.	THOMAS	JAMES	A.
N	2nd Lt.	TUMMELSON	HURSHAL	G.
B	S/SGT.	VIGNETTI	ANGLEO	J.
RO	T/SGT.	HARROWE	EMANUEL	NMI
TT	T/SGT.	SEINDLE	FRANK	G.
BT	S/SGT.	EVANS	CARL	E.
TG	S/SGT.	STEPKA	FRANCIS	S.
WG	S/SGT.	DE PRA	ARTHUR	R.
RCM	SGT.	FRITSCH	HOMER	NMI

FLYING WITH THE 615th SQ.

RO	S/SGT.	SITTON	WILLIAM	C.
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SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 AAF - Sta - 128 - APO - 557

28 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 #	DUTY	RANK	LAST (NAME)	FIRST	(HX)	SQUADRON
PLANE # 44-8848						
P		1st Lt	Wolf	Adolph	K	615th
GP		Capt	Harb	Wallace	S	Hq
N		1st Lt	Hoag Jr	Carl	L	615th
N/O		2nd Lt	Dean	Hugh	C	2
B		2nd Lt	Hashimoto	Gene	(NMX)	"
RO		S/Sgt	Huxinec	Andrew	(NMX)	"
TT		S/Sgt	Palmer	Edward	W	"
TG		Sgt	Banning	Robert	O	"
FG		S/Sgt	Elston	Mack	A	"
PLANE # 44-8947						
P		2nd Lt	Knowles	Willis	S	615th
GP		2nd Lt	Cornelius	Carl	J	"
N		F/O	Grisham	Cecil	W	2
B		2nd Lt	Kostelni	Walter	G	"
RO		S/Sgt	McCormick	Thomas	F	"
TT		T/Sgt	Boever	Robert	A	"
BT		Sgt	Waseniller	Clifford	E	"
TG		S/Sgt	Lindsay	James	R	"
FG		Sgt	Settle	John	B	"
PLANE # 43-59145						
P		2nd Lt 2nd Lt	Bennett	Clifton	S	615th
GP		2nd Lt	Stevenson	Joseph	G	"
N		2nd Lt	Hamilton	Charles	W	"
B		1st Lt	Wilde	Earl	R	"
RO		Sgt	Hanes	Billy	R	"
TT		Sgt	Henley	James	H	"
BT		Sgt	Spoor	Richard	A	"
TG		Sgt	Hartwick	Frederick	W	"
FG		Sgt	Joyner	Oliver	H	"
PLANE # 44-8153						
P		1st Lt	Spuhler	Edwin	H	615th
GP		1st Lt	Current	Donald	D	"
N		1st Lt	Holdams	Robert	C	"
N/O		1st Lt	DuBrey	Joseph	J	"
B		1st Lt	Oster	Lewis	H	"
RO		T/Sgt	Hendrick	William	J	"
TT		T/Sgt	Wells	Richard	D	"
TG		S/Sgt	Hughes	James	E	"
FG		S/Sgt	Power	James	E	"
PLANE # 42-97947						
P		Capt	Hayes	Ralph	S	615th
GP		2nd Lt	Gentry	James	H	"
N		1st Lt	Minor	Charles	B	"
N/O		1st Lt	Peterson	George	E	"
B		1st Lt	Murphy	Roland	W	"
RO		S/Sgt	Sitton	William	C	615th
TT		Sgt	Malceyna	Chester	W	615th
TG		S/Sgt	Benedict Jr	Gloide	W	"
FG		S/Sgt	Fehl	Arthur	L	"
FLYING WITH 615th Sq.						
N/O		1st Lt	Tarr	CHRYSE	(NMX)	615th
N/O		F/O	Munt	Donald	J	"
RO		T/Sgt	Gobbs	Kenneth	W	"
TT		S/Sgt	Allex	Marvin	L	2

WRS

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

RECALL MISSION

Date 25 March 1945

- 1. Assigned Target: RECALL
- 2. Commitments: The 401st Group furnished the complete 36 A/C 94th "B" Group -- second in division. Four PFF A/C were included. Two spares accompanied the formation.

EXECUTION

- 1. Target Bombed: None
- 2. a. Group Leader: Major W. J. GARLAND (Seder)
 Lead Navigator: Major J. F. EGAN (Fine - MO)
 Extra Navigator: 1st Lt. C. J. TARR
 Lead Bombardier: Major J. PICKOFF
- b. Low Squadron Leader: Capt. W. S. HARB (Post)
- c. High Squadron Leader: Capt. R. S. HAYES

3. Flight Over England:

- a. Takeoff:
 Takeoff was normal. All ships took off in good visibility at 0505.

- b. Squadron and Group Assemblies:
 Assembly was never effected. The lead ship reached briefed altitude at 4500 feet over Cottesmore Buncher when it was instructed by wing to assemble at "briefed plus 6000 ft.". Ascending, the group still was in dense clouds-- and succeeding instruction to assemble at higher altitudes were to no avail. The lead ship finally broke out on top at 20000 ft. Dense, persistant contrails with icing conditions were then encountered. No other aircraft in the formation were seen.

The wing leader at this time was attempting to obtain a delay in route and had decided to assemble his group at Pt. "E". No recommendations seemed to be forthcoming hence the group leader announced that assembly of the 94th "B" group should be attempted at CP # 1. He proceeded towards CP # 1 and would have arrived there seven minutes late. About 20 miles north of Oxfordness (at 0707) the recall message was received and the leader turned back.. There were many ships stooging around above the clouds but none had tacked on to the lead ship. Because of the loose aircraft

Recall Mission Summary Report (Cont'd)

- 3. b. the leader stayed above the clouds. He finally let down to the west of the base, breaking out first at about 8,000' and then through a low cloud at 2,000'. He then returned directly to base, landing at 0741.

Other aircraft stogged around for the most part, attempting to keep pace with different assembly altitudes and climbings. Two aircraft experienced unusual circumstances, as follows:

A/C 42-97395 (Stauffer) - A/C lost an aileron, possibly due to icing conditions. Ship vibrated terrifically. Instruments then went out and ship began going into a spin. Crew commander ordered crew to bail out, which they did. Ship crashed near Saltby. One crew member experienced a fractured ankle, all others are safe.

A/C 42-31591 (Maharick) - Pilot accidentally hit alarm bell in reaching for another switch. Later upon making an oxygen check it was discovered the crew had bailed out. Due to the bad icing conditions crew was standing by in case of trouble and bailed out when signal went off. All members bailed out safely.

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD P. O 668

Date of 25 March 1945

PART I - ATTACKS & RESULTS

94th "B" 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	12	12	12
4. No. of A/C Credit Sorties	-	-	-
5. No. of Effective Sorties	-	-	-
6. No. of Non-Effective Sorties	12	12	12
(a) Early Returns Included	(12)	(12)	(12)
7. Name of Primary Target	RECALL		
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
8. Name of Secondary Target			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
9. Name of Last Resort Target (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	None	None	None
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	0505	0530	0506
19. Time of Attack	-	-	-
20. Total Time for Mission	2.7	2.7	2.7
21. Altitude of Release	-	-	-
22. Type of Sighting (Vis, H2X, GH, etc)	-	-	-
23. Enemy Resistance -- AA Inten & Acc	-	-	-
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	-	-	-

None A/C borrowed from Groups

None A/C loaned to Groups

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # RECALL

Date 25 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "B" Group

	LEAD	LOW	HIGH
	Borrowed A/C	Borrowed A/C	Borrowed A/C
29. Non-Effective Sorties	12	12	12
(a) Weather	11	12	12
(b) Personnel			
(c) Enemy Action			
(d) Other Non-Mechanical	1		
(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 Bay 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 43-97395 - Crashed near Saltby after icing conditions had subjected aircraft to lose an aileron and abandoning A/C was necessary.
- A/C 43-31591 - Returned when accidental alarm signal prompted enlisted members of crew to bail out.

DUTY OFFICER: _____

BRIEFING OFFICER: _____

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: BERLIN (Panda) visual m.p. - Assembly Sheds

Target is situated W. suburbs of Berlin. This comprehensive target has extensive ^{with} frontage (1 1/2 miles N. is forest area and 1 mile S. Also a stadium stands 2 miles SE of center of target, which is reported to be engaged in mfg. of special machinery for motor vehicles and locomotives and reprisal weapons.

② Secondary: Hrx is center of target area.

③ standal m/y 5236-0152 visual

Quedlinburg A/D 5232-1120.

Last Resort: And suggested T/O 5330-0800 - 5330-1200.
5130-1200 - 5130-0800.

(2) Other Groups in 94th CBW: 94 A 401

3 miles W. of (401.) 3 371 - other m.p.

C 457. - " "

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

40 ABC; 41 ABC. 94th A (visual) BC.

b. 2nd AD: _____

c. 3rd AD:

14 gps. Hannover (oil) (m/y) Nuremberg (fuel)
Paris (oil)

2. ROUTES (ALL THREE AD'S)

a. Points and Times of Departure from English Coast:

3rd AD Southampton at zero hours.

1st AD. Cross " " " from 5315-0065

b. Fighter Support: 7 gpps of P51 - Close Support for

all groups.

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: 37x guns in area - 83 effective.

W/K at 210

b. Enemy Fighters:

c. Smoke Screens:

d. Camouflage:

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly:

Div. " - Comes to 5313-0452

Wing - Cotnamore. 9000' Grantham J3N-0001 - Com.

b. Air Commanders:

Div. - Major Thompson - Swedish Ablo. leader

Gr - Major Stacks

c. Zero Hour and Date:

0900 28 March

d. General Instructions Pertinent to Entire Task Force:

No Blind Bombing unless target identified by monkey or fixed points and proper functioning of GH or mtt equipment

5. SUPPLY:

a. Gas Load:

2780

b. Bomb Load (and Intervalometer Settings)

6 x 500. gps 4 m, 7's 140'

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

10 min before target

and continue for 18 min. carrying 432 units.

d. Screening Force:

4 msg. (small head blue) at 1 P. and release chaff.

Scouty - 2 - Pt - Bankye Red.

6 " " " Blue

6. COMMUNICATIONS:

a. Flares and Lamps:

b. VHF and Other Radio: (Including Force Information)

1st AD F/13. Channel 741
8th AF F/13 " 701

Vinegrove 1-10 - VHF Bomber Call Sign.
Blow Hard - " Authentication

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: Russian Recog. Signals -

Basic - Dip left wing. 3 to 5 times

Secondary - Rock Wings 3 to 5 times.

b. S.O.P.'s

c. Miscellaneous:

d. Security:

Chas. Tarr Jr 1st Lt USAF
Chas. W. Hamilton 2nd Lt AF
Robert C. McCadams 1st Lt USAF
Carl F. Hoop
Charles B. Minor
Gusban

AFTERNOON DEAL

Eng

Combat Sq. Leader: LT ASCHENBACH Date: 24 March 1945

Deputy Sq. Leader: LT SPEER

Deputy Gp. Leader: _____

HIGH SQDN 94^A Gp.

SQDN
618 SQ. ALBROCK
624 IN. LEWIS
614 IN. GORPCLUB
615 IN. BUZZARD

ASCHENBACH

IY G 8708(GH)

CAREY

SPEER

IN N 8862

IY P 6947

SQDN

SQDN

CRACRAFT

GEREN

IN G 1983

IW R 7780

BERNEBURG

LEVY

SMITH

BLOOMGUIST

IN S 2947

IN O 1730

SC N 6506

SC J 7790

SMITH, S.R.

IN P 8758*

GRAY

JAMES

SC S 8680

SC X 7664

GROUND SPARES
IN H 6113

SPARES

20x250. Gp's 1/10 1/40
Gas Load 2300
1300-1900 RR
1900-0100 YY
Assy GG

STA. 1315