

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

W.D.
W.D.

MISSION No. **252**

Date: **18 APR. 45**

TO: **HI BOX-TRAUNSTEIN, GER.**
LEADS LOW BOX-FREISING, "

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

I. MISSION SUMMARY REPORT

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

II. STATISTICAL SUMMARY OF OPERATIONS

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

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

MISSION # 252

Date 18 April 1945

ASSIGNMENT

1. Assigned Target: TRAUNSTEIN, GERMANY (Transformer Station)
2. Commitments: The 401st Group furnished three 10 A/C squadrons for the 94th "A" Group (Division Lead). One PFF and one PFF-GH were included in the lead squadron, one PFF in the low, and one PFF-GH and a PFF in the high. No spares were furnished.

EXECUTION

1. Target Bombed: TRAUNSTEIN, GERMANY (High Squadron)
FREISING, GERMANY (M/Y - Lead and Low Squadrons)
2. a. Division & Group Leader: COL. E. ROMIG (Coleman)
Lead Navigator: Capt. A. SHAPIRO (Peterson - MO)
Extra Navigator: 2nd Lt. D. L. PATRICK
Lead Bombardier: Capt. H. W. MEADVILLE
- b. Low Squadron Leader: 1st Lt. J. E. HART
Lead Navigator: 1st Lt. M. H. ANDREWS (Eaton - MO)
Lead Bombardier: 1st Lt. G. W. PEEK
- c. High Squadron Leader: 1st Lt. J. D. GERBER
Lead Navigator: 1st Lt. L. E. LOWRY (Bell - MO)
Lead Bombardier: 1st Lt. A. R. BIASELLA
3. Flight Over England:
 - a. Takeoff:

Takeoff was normal and as briefed -- all aircraft took off successfully in ten ship squadrons.

Mission Summary Report (Cont'd)

3. b. Route Over England:

94th "A" Group fell into lead of the wing at Pt "D" and started climb. Between Pt. "D" and CP # 1 a couple of double drifts were made to lose time. 94th "A" passed CP # 1 on course, $\frac{1}{2}$ minute late with the rest of the wing and division following it in good order.

4. Attack:

a. Flight to Target:

Flight over the continent was essentially as briefed in, CAVU weather, all groups following the Division Leader in normal position. Just before the IP "Buckeye" called and stated Target #1 had 5/10-7/10's clouds and the groups had a 50-50 chance to bomb it visually. The Division Leader decided to attempt to bomb it and the squadrons uncovered in trail at the IP. After the lead and low squadrons were unable to bomb the group went on to Target # 2.

b. Bombing Run:

All 3 runs were started on Mickey. The lead and low squadrons went straight over the target but couldn't see it to drop visually (as briefed) because of the clouds. The high squadron made a PFF run with a visual assist. They stayed on a mickey run all the way until the last minute of the run, at which time the bombardier picked up the target through breaks in the clouds. The bombardier could see they were to the right so he made 2 course corrections to the left and then repositioned his rate hair and let 'em go. The pattern was loose but some of the strikes were right on the MPI showing good results. The lead and Low squadrons proceeded on route to the No. 2 target. Cloud cover there was 5/10 but the lead got a good 5 minute run on the target. There was no assigned MPI in the M/Y so the bombardier simply laid 'em across the track with excellent results.

The Low squadron had about a 2 minute run on the No. 2 target. They started out on PFF and got a good course set up and the mickey man gave the bombardier the clutch in point. Then the bombardier took over and bombed visually. He saw the Lead squadrons bombs hit so he moved over a little to the left and hit the M/Y with excellent results. All 3 squadrons used the AFCE. Bombs were salvoed by the 3 leaders and dropped with a minimum intervalometer setting by all others.

c. Flight from Target:

Rally was made just past Target # 2 and 94th "A" continued on to lead the division column out. It started letdown to 15,000 until it reached the troop line, when it then maintained descent until reaching coast.

Mission Summary Report (Cont'd)

4. d. Return to Base:

The group returned directly to base. One ship landed first on continent and then returned -- one aircraft is missing. All others landed safely at home base.

e. Weather:

Weather was CAWU to 10° E., becoming 5/10 to 7/10's over target # 1, but cleared so target # 2 could be bombed. No contrails.

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation and Interval:

Formation and interval generally good.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

A/C 43-38646 - Credit. Aircraft was hit severely by flak prior to reaching IP. It was seen to jettison its bombs before it was last sight of.

6. Enemy Opposition:

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

7. Battle Damage:

None.

8. Casualties:

10 MIA - (A/C 43-38646)

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

10. Bombing Data:

a.- Observations:

Strike photos indicate good results on both targets. On Traunstein, 50% of the high squadron's bombs were within 1000' of the assigned MPI. On the M/Y at Freising, 100% of the lead squadron's bombs were within 1000' of the selected MPI and 95% of the low squadron's bombs were within 1000' of the selected MPI.

Mission Summary Report (Cont'd)

10. b. Disposition of Bombs:

Lead Squadron:

All 10 scheduled A/C attacked the target, dropping 176 X 250# M57 GP bombs. A/C 072 had 4 bombs hang up which it returned.

Low Squadron:

All 10 scheduled A/C attacked the target, dropping 180 X 250# M57 GP bombs.

High Squadron:

Of the 10 scheduled A/C EET, nine attacked the target, dropping 161 X 250# GP's. A/C 646 was hit by flak just before IP and jettisoned it load of 18 bombs. A/C 468 had 1 bomb hang up which it returned.

c. Tabular Summary of Disposition of Bombs:

| | Aircraft | | Bombs | | | | |
|----------------------------------|-------------|-----------|----------|------|------|--------|------|
| | Over Target | Bomb- ing | Num- ber | Size | Type | Fusing | |
| | | | | | | Nose | Tail |
| Target # 1 | 9 | 9 | 161 | 250# | GP | 1/10 | None |
| Target # 2 | 20 | 20 | 356 | 250# | GP | 1/10 | None |
| Total Bombs on Target | | | 517 | 250# | GP | 1/10 | None |
| Other Expenditures | | | 18 | 250# | GP | 1/10 | None |
| Bombs Returned | | | 5 | 250# | GP | 1/10 | None |
| Total (Loaded on A/C Taking Off) | | | 540 | 250# | GP | 1/10 | None |

11. Lost Aircraft:

A/C 43-38646 (Viehman) - #5 high flight lead section. High Squadron. Was hit by flak at 4727-1153E, jettisoned his bombs at 4727-1155E but continued to lose altitude and lag behind; Nos. 3 and 4 engines were feathered and when last seen was under control.

Subsequent information from a fighter group reports that 9 men of crew were seen to bail out at 4908-1004N. Possibility that crew is safe behind allied lines.

Submitted By:

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

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

Date 18 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Freising, 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 0850 hours.
- b. Group formed at 0943 $\frac{1}{2}$ hours on Gottesmore buncher.
at 5,000 ft.
- c. Wing assembly was completed at 1016 $\frac{1}{2}$ hours at 52-25N 00-45E
- d. Route over England was (~~not~~) flown as briefed.

D/D to lose time.

- e. Methods of navigation over England.
Gee, Pilotage, D.R.

- f. Division formation was joined at 1105 $\frac{1}{2}$ hrs. at 50-55N 00-58E
- g. Flight to I.P. was (~~not~~) as briefed.

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

- i. Bomb run.

- (1) Actual I. P. was (~~not~~) as briefed.
- (2) True heading over target 310.
- (3) Actual drift 6 $\frac{1}{2}$ L.
- (4) Altitude over target 18300.
- (5) Time bombs away 1453 $\frac{1}{2}$.
- (6) Wind used for bombing 10/22.
- (7) Method of target identification.

Visual with PFF

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

None

(9) Weather over Target.

5-7/10ths

(10) Axis of withdrawal 316

j. Group rally was accomplished at 48-40N 11-25E at 1500 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.

Pilotage, Gee, D. R. Pff

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 ~~OK~~
- (3) Radio Compass ~~OK~~
- (4) Fluxgate ~~OK~~
- (5) Other equipment. ~~OK~~

/S/ Aaron Shapiro
AARON SHAPIRO
Capt., A. C.

Lead Navigator., Lead Sq.

~~MAJOR GENERAL~~
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H) Low Sq.
Office of the Navigation Officer

Date 18 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Freising, 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 0953 hours.
- b. Group formed at 0943 hours on Cottesmore buncher.
at 5,000 ft.
- c. Wing assembly was completed at 1016 hours at 52-25N 00-45E
- d. Route over England was (~~not~~) flown as briefed.

D/D to lose time

- e. Methods of navigation over England.

D.R., Gee, Pilotage

- f. Division formation was joined at 1105 hrs. at 52-55N 00-58E
- g. Flight to I.P. was (~~not~~) as briefed.

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

Gee, Pilotage, D.R.

- i. Bomb run.

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

- (2) True heading over target 320.
- (3) Actual drift 6L.
- (4) Altitude over target 17500.
- (5) Time bombs away 1454.
- (6) Wind used for bombing 006/21.
- (7) Method of target identification.

Visual, with PFF.

~~(8) Difficulties on bomb run~~

None

(9) Weather over Target.

5/10ths patchy cu.

(10) Axis of withdrawal

315 TH

- j. Group rally was accomplished at 48-40N 11-25E at 1500 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, D.R.

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

p. Fighter rendezvous were (~~not~~) as briefed.

q. Performance of equipment.

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

/s/ M. H. Andrews

M. H. ANDREWS

1st Lt., A. G.

Lead Navigator, Low Sq.

~~HEADQUARTERS~~
FORWARDED FIRST LOMLA ~~UNIT GROUP~~ (H) High Sq.
Office of the Navigation Officer

Date 18 April 1945

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

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

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

- a. T/O at 0850 hours.
- b. Group formed at 0940 hours on Gott. Y buncher.
at 5600 ft.
- c. Wing assembly was completed at 1016 1/2 hours at 52-25N 00-43E
- d. Route over England was ~~(not)~~ flown as briefed.

D/D to loss time.

- e. Methods of navigation over England.
Pilotage, D.R.

- f. Division formation was joined at 1105 1/2 hrs. at 50-55N 00-58E.
- g. Flight to I.P. was ~~(not)~~ as briefed.

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

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

- (2) True heading over target 20.
- (3) Actual drift -4.
- (4) Altitude over target 18600.
- (5) Time bombs away 1435.
- (6) Wind used for bombing 10/28K.
- (7) Method of target identification.

FFF with V.A.

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

6-8/10ths cu. clds at 12000

(9) Weather over Target.

6-8/10ths.

(10) Axis of withdrawal 318 Mag.

- j. Group rally was accomplished at 48-40N 11-25E at 1500 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.

Pilotage, D.R.

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

q. Performance of equipment.

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

/s/ Lawrence E. Lowry
LAWRENCE E. LOWRY
1st Lt., A. C.
 Lead Navigator, High Sq.

Air Commander - Col

FLIGHT PLAN 94th A, Lead

PILOT Capt. Coleman

NAVIGATOR Capt. A. Shapiro

DATE 18 April 1945

| | | | |
|------------------------------|---------------------|------------------|------------------|
| STATIONS <u>0735</u> | ENGINES <u>0835</u> | TAXI <u>0845</u> | T.O. <u>0855</u> |
| LEAVE BASE <u>Cott. 0956</u> | | | |
| COAST OUT <u>1105</u> | | | |
| ENEMY COAST <u>1157</u> | | | |
| I.P. <u>1419</u> | | | |
| TARGET <u>1433</u> | | | |
| ENEMY COAST <u>1706</u> | | | |
| <u>English coast 1806</u> | | <u>STN 1911</u> | |

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

2. Hr. - 0930
Ref. alt. - 22000
Bomb alt. - 18000
Oxygen - 1 1/2

WATCH..... Fast Slow RATE.....secs/hour Gaining Losing

At.....G.M.T. Div. Assembly - Dungeness to 50-15N 04-00E

Letdown Cott. Buncher - Normal

| FROM TO | ASS. 5000 lead Cott. y buncher | W/V UESD | HEIGHT | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRIFT | TRUE HDNG. | VAR. | MAG. HDNG. | C. S. | DIST. | TIME | E.T.A. | CELESTIAL DATA TIME BODY ALT. AZI. | | | | | | |
|------------------|-----------------------------------|------------------|---------------|---------------|------------|--------|---------|------------|----------|------------|------------|-----------|-----------|---------------|---------------------------------------|---|--|--|---|--|--|
| 52-44N 00-39W | Bourne (A) | 270/10 | 5000 | 150 | 141 | 075 | -1 | 074 | A10 | 084 | 151 | 11 | 5 | 0956 1002 | Depart | | | | | | |
| 52-47N 00-22W | Thetford (D) | " | " | " | " | 119 | A2 | 121 | A10 | 131 | 150 | 46 | 19 | 1020 | | | | | | | |
| 52-25N 00-45E | Wimball Pt. SP 8 (R) | 274/11 | 6000 | 150 | 143 | 187 | A5 | 192 | A10 | 202 | 143 | 84 | 35 A2 | 1057 | | | | | | | |
| 51-02N 00-27E | Dungeness (CP 1) | " | " | " | " | 109 | A1 | 110 | A10 | 120 | 154 | 21 | 08 | 1105 | Eng. Coast, CP 1, 1105 | | | | | | |
| 50-55N 00-58E | 49-32N 07-00E | " | " | " | " | 110 | A1 | 111 | A8 | 119 | 154 | 246 | 136 A5 | 1246 | CP 2, 1157 - 50-44N 04-00E | | | | | | |
| 48-45N 10-20E | | 290/16 | 15000 | 150 | 154 | 110 | 0 | 110 | A6 | 116 115 | 170 | 137 | 48 A5 | 1339 | CP 3, 1321 - 49-05N 09-00E | | | | | | |
| 47-44N 10-37E | | 294/22 | 18000 | 150 | 169 | 170 | A6 | 176 | A5 | 181 | 180 | 62 | 21 -1 | 1359 | | | | | | | |
| IP 47-26N 12-03E | | 296/23 | 18000 | 150 | 173 | 107 | -2 | 105 | A5 | 110 | 195 | 61 | 19 A1 | 1419 | IP | | | | | | |
| T. 47-52N 12-38E | | " | 18000 | 150 | " | 042 | -7 | 035 | A4 | 039 | 178 | 34 | 12 A2 | 1433 | TARGET | | | | | | |
| 48-00N 12-32E | | " | " | " | " | 333 | -5 | 328 | A4 | 332 | 154 | 9 | 4 | 1437 | | | | | | | |
| 48-43N 11-03E | | " | 18000 | 150 | " | 306 | -1 | 305 | A4 | 309 | 150 | 73 | 29 -1 | 1505 | Descend as desired at 10° E. | CP 4, 1537 49-15N 09-00E | | | | | |
| Dungeness | | 290/17 274/11 | 12000 6000 | 170 150 | 182 143 | 289 | 0 -1 | 289 288 | A6 A8 | 295 | 165 131 | 66 347 | 413 37 | 24 -2 3:01 | 1804 | Eng. Coast, CP 5, 1706 5017N 0400E | | | | | |
| Spl. #8 | | " | 6000 | 150 | 143 | 289 | -1 | 288 | A10 | 298 | 131 | 21 | 10 | 1814 | | | | | | | |
| Wischech | | L & V | 2000 | 150 | 136 | 354 | 0 | 354 | A10 | 004 | 136 | 99 | 44 | 1858 | | | | | | | |
| Pass | | " | 2000 | " | 134 | 249 | 0 | 249 | A10 | 259 | 134 | 30 | 13 | 1911 | STN | | | | | | |
| Pass | | 6 | 274/11 | 0 to 6000 | 143 | 149 | A3 | 152 | A10 | 162 | 150 | 110 | 44 | 1021 1105 | INTO | | | | | | |
| Cott. Dungeness | | 6 | " | 5 to 6000 | " | 152 | A4 | 156 | A10 | 166 | 149 | 124 | 50 | 1015 1105 | Last time for Group departure. | | | | | | |
| Flares - Normal | | | | | | | | | | | | | | | | VHF: Authentication - "Yanky Clipper" Abandon Mission - "Fox-Abbe-Mike" Target - "O-Obce" | | | Chaff - 5 min before IP, continue 8 min. Interval - 2 min between Groups | | |

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 | | |
| 0850 | | | | | T/O. Cannot get buncher signal on radio compass. Needle seems to be working backwards. | | | | | | | | | | | |
| 0905 | | 248/11 weather ship | | | Cottesmore. Set API | | 150 | 5000 | 141 | | | | | | | |
| 0925 | | | | | Radio compass working now. Signals not being keyed very well. | | | | | | | | | | | |
| 0943 | | | | | Group formed | | | | | | | | | | | |
| 0955 1/2 | | | 076 | | on course | | | | | | | 152 | 11 | 05 | 1000 1/2 | |
| 0959 | | | 076 | | 52-46N 00-22W | | 150 | 5000 | | | | | | | | |
| 0959 | | | 123 | | " | | | | | | | 149 | 46 | 19 | 1018 | |
| 1016 1/2 | | | 123 | | 52-25N 00-45E | | 150 | 5000 | | | | 158 | 46 | 17 1/2 | | |
| 1016 1/2 | | 200/20R | 192 | | wing formation. Have to lose time. Start climb | | 5000 | | | | | 121 | 84 | 41 1/2 | 1057 | |
| 1022 1/2 | | A4 | 195 | | | | | | | | | | | | | |
| 1027 | | 220/16 | | | Set API 52-03N 00-11E | | | | | | | 23 | 10 1/2 | 131 | 61 28 | 1055 |
| | | | | | Double drift to lose time | | | | | | | | | | | |
| 1042 | | A3 | 245 | | | | | | | | | | | | | |
| 1043 | | | 195 | | Back on course | | 150 | 6000 | 143 | | | | | | | |
| 1044 1/2 | | 304/79 | 195 | | 51-25N 00-32E 304/9K, Bombsite | | | | | | | 131 | 25 1/2 | 11 1/2 | 1056 | |

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 | | TO RUN | | E. T. A. |
|----------------------|------------------|-------------------------|-------------------|------------|--|---------------------|--------------|--------------------|----------|-------|--------|--------|---------|-------------------------|
| | | | | | | | | | | DIST. | TIME | C. S. | DIST. | |
| 1048 1051 | | | 190 | | Doing another double drift | | | | | | | | | |
| 1056 | | | 150 | | 51-00N 00-27E | | | | | | | | | |
| 1056 | | | 100 | | Going to Dungeness | 145 | 6000 | | | | | | | |
| 1105 | | | 100 | | C.P. 1, 50-55N 00-58E | | | | | 23 | 09 | | | |
| 1105 | | | 105 | | Division | | 6000 | | | | | 153 | 24 | 9 1/2 1115 |
| 1115 | | | 105 | | Coast 50-48N 01-37E | 150 | 6000 #8 | | | | | 153 | 123 1/2 | 48 1/2 1154 |
| 1118 | | | 110 | | | | | | | | | | | |
| 1125 | | | 110 | | 50-42N 02-08E | 148 | 6000 #8 | | | | | | | |
| 1136 1145 1147 | -4 1/2 | | 110 105 105 | | 50-33N 02-52E 50-23N 03-31E | 148 | 6000 #8 | 141 | | 30 | 11 | 164 | 47 | 17 1153 |
| 1151 | | | 120 | | Pilotage map off; correcting to CP 2 | 140 | 6000 #8 | | | | | | | |
| 1155 | | | 110 | | CP 2, on course, 2 min early | 140 | 6000 | | | | | 153 | 206 | 1:21 1316 |
| 1156 | 300/28 | | 110 | | 50-13N 04-05E | | | | | | | | | |
| 1200 | 109 | -4 | 105 | | Following track on mercator | | 6000 #8 | | | | | | | |
| 1207 | | | 105 | | 50-04N 04-43E | 148 | 6000 | | | | | | | |
| 1218 | 340/23K AP | | | | 49-54N 05-21E | 148 | 6000 | 141 | | 27 | 10 1/2 | 154 | 149 | 58 1316 |
| 1219 | | | 100 | | | | | | | | | 154 | 67 1/2 | 26 1244 ETA to climb |
| 1229 | 110 | -10 | 100 | | | | | | | | | | | |
| 1236 | | | 100 | | 49-43N 06-29E | 148 | 6000 #8 | | | | | | | |
| 1243 | | | 100 | | Begin climb 49-35N 06-57E | 150 | | | (148) | | | | | |
| 1252 | AP 59/31 | | 100 | | 49-29N 07-27E | 150 | 8500 #9 | | | | | | | |
| 1257 | | | 105 | | | | | | | | | | | |
| 1308 | | | 105 | | 49-16N 08-27E | 150 | 12000 -2 | | | | | 145 | 24 | 10 1318 1/2 |
| 1312 | | | 110 | | Correcting to CP 3 | | | | | | | | | |
| 1316 | | | 100 | | CP 3, on course, 5 min. early | | 14000 -6 | | | | | 160 | 56 | 21 1737 |
| 1329 | | | 103 | | 48-56N 09-45E | | 16000 -10 | | | | | | | |
| 1333 1337 | -10 | | 103 103 | | | 150 | 17000 -12 | | | | | | | |
| 1337 | | | 172 | | 48-46N 10-20E Turned wide, then covered back to course. | 150 | 17500 -13 | 172 | | | | 190 | 62 | 19 1/2 1456 1/2 |
| 1341 | -5 | | 185 | | | 150 | 18000 -15 | 174 | | | | | | |
| 1347 | -7 | | 170 | | 47-44N 1035E | | 18000 -17 | 176 | | | | | | |
| 1347 | 29/32 | | 100 | | Drift on 3 headings | | | | | | | 156 | 61 | 23 1/2 1421 |
| 1406 | | | 95 | | | | | | | | | | | |
| 1410 1414 | | | 150 | | 47-34N 11-18E | | | | | | | | | |
| 1419 | | | 100 | | Flak, low | | 18000 | | | | | | | |
| 1420 | | | 100 | | I. P. 47-26N 12-03E | | | | | | | | | |
| 1420 | 29/32 | | 042 | | " " " " | | | | | | | 145 | 31 | 14 1430 |
| 1434 | 42 H.S. drift | 10/22 | 36 | | Over target. Covered. 47-52N 12-38E | 150 | 18000 | | | | | | | |
| 1434 | 312 | " | 322 | | To Freising | 150 | 18000 | | | | | 167 | 47 | 15 1449 |
| 1438 | " | " | | | 48-00N 12-31E | | | | | | | | | |
| 1442 | | | 313 | | Mickey course | | | | | | | | | |
| 1450 | | | 303 | | | | | | | | | | | |

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 | |
| 1453½ | 303½ | 46½ | 310 | 314 | BOBBS AWAY - Freising | 48-25N 11-45E | 150 | 18300 | | | | | | | |
| 1453½ | | | 316 | | Rally | | | | | | | | | | |
| 1500 | | | | | 48-40N 11-25E | | 150 | 18000 | | | | | | | |
| 1500 | 289 | 47 | 296 | | Going down | | 150 | 18000 | | | 171 | 100 | 35 | 1535 | |
| 1512 | | | | | D/D. Going around city - Nordlingen | | 170 | 17000 | | | | | | | |
| 1514 | | | | | 48-54N 10-30E | | 170 | 15000 | | | | | | | |
| 1518 | | | 296 | | | | 150 | 1500 | | | | | | | |
| 1527½ | | | | | 49-05N 09-45E. Letting down again | | 165 | 15000 | | | | | | | |
| 1533 | | | 280 | | Correcting to GP 4 | | | 13000 | | | | | | | |
| 1537 | | | 296 | | GP 4. 49-12N 09-00E. on time | | 170 | 11000 | | | | | | | |
| 1547 | | | 296 | | 49-23N 08-22E | | 160 | 6000 | 148 | | | | | | |
| 1553 | | | 290 | | | | 160 | | | | | | | | |
| 1558½ | | | 300 | | 49-31N 07-52E | | | 6000 | | 23 | 9½ | 146 | 252 | Fr. Coast 1:44 1732½ | |
| 1609 | 312/16 | | 290 | | 49-38N 07-16E | | 150 | 6000 | | | | | | | |
| 1619½ | | | 285 | | 49-47N 06-41E | | 150 | 6000 | | | 145 | 112 | 46½ | 1706 | |
| 1621 | | | 280 | | | | 160 | | | | | | | | |
| 1637½ | | | 290 | | 49-55N 05-30E | | 148 | 5500 | | | | | | | |
| 1651½ | | | 290 | | 50-06N 04-47E | | 155 | 7000 | | | | | | | |
| 1706 | | | 290 | | GP 5. on course, on time. 50-17N 04-00E | | 160 | 7000 | | 33 | 14½ | 136 | 93 | 41 | 1747 |
| 1714 | | | 290 | | 50-23N 03-31E | | 155 | 7000 | | 19 | 08 | 143 | | | |
| 1725 | | | 290 | | 50-31N 02-53E | | 155 | | | | | | | | |
| 1727 | | | 280 | | pilot getting out of prop wash | | | | | | | | | | |
| 1732 | | | 280 | | 50-34N 02-29E | | | | | | | | | | |
| 1733 | | | 290 | | Correcting to course | | 155 | 7200 | | | | | | | |
| 1742 | | | 295 | | | | | | | | | | | | |
| 1747½ | | | 295 | | 50-46N 01-36E. French Coast | | 155 | 7200 | (152) | | 136 | 25 | 11 | 1758½ | |
| 1758 | | | 295 | | Dungeness 50-55N 00-58E | | | 7000 | | | 136 | 21 | 9 | 1807 | |
| 1807 | | | 290 | | Spl. #8. 51-02N 00-27E | | 160 | 7000 | | | | | | | |
| 1807 | | | 350 | | | | | | | | | | | | |
| 1814 | | | 350 | | 51-17N 00-19E | | 160 | 7200 | | | | | | | |
| 1819 | | | | | 51-29N 00-13E | | 160 | 7200 | | 12 | 5 | 144 | | | |
| 1824½ | 354 | -4 | 350 | | 51-43N 00-08E | | 160 | 7000 | | | | | | | |
| 1828½ | | | 350 | | | | | | | | | | | | |
| 1828½ | | | 325 | | 51-49N 00-01E. Letting down | | | 7000 | | | 140 | 45 | 18 | 1846½ | |
| 1834½ | | | 325 | | | | 170 | 6000 | | | | | | | |
| 1848½ | | | | | over field | | 150 | 1000 | | | | | | | |
| 1851½ | | | | | Land | | | | | | | | | | |

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

JAMES F. IGANVILLE
Major, A. C.
SIGNED Navigation Officer NAVIGATOR

TRACK CHART

DATE April 18, 1940

TARGETS

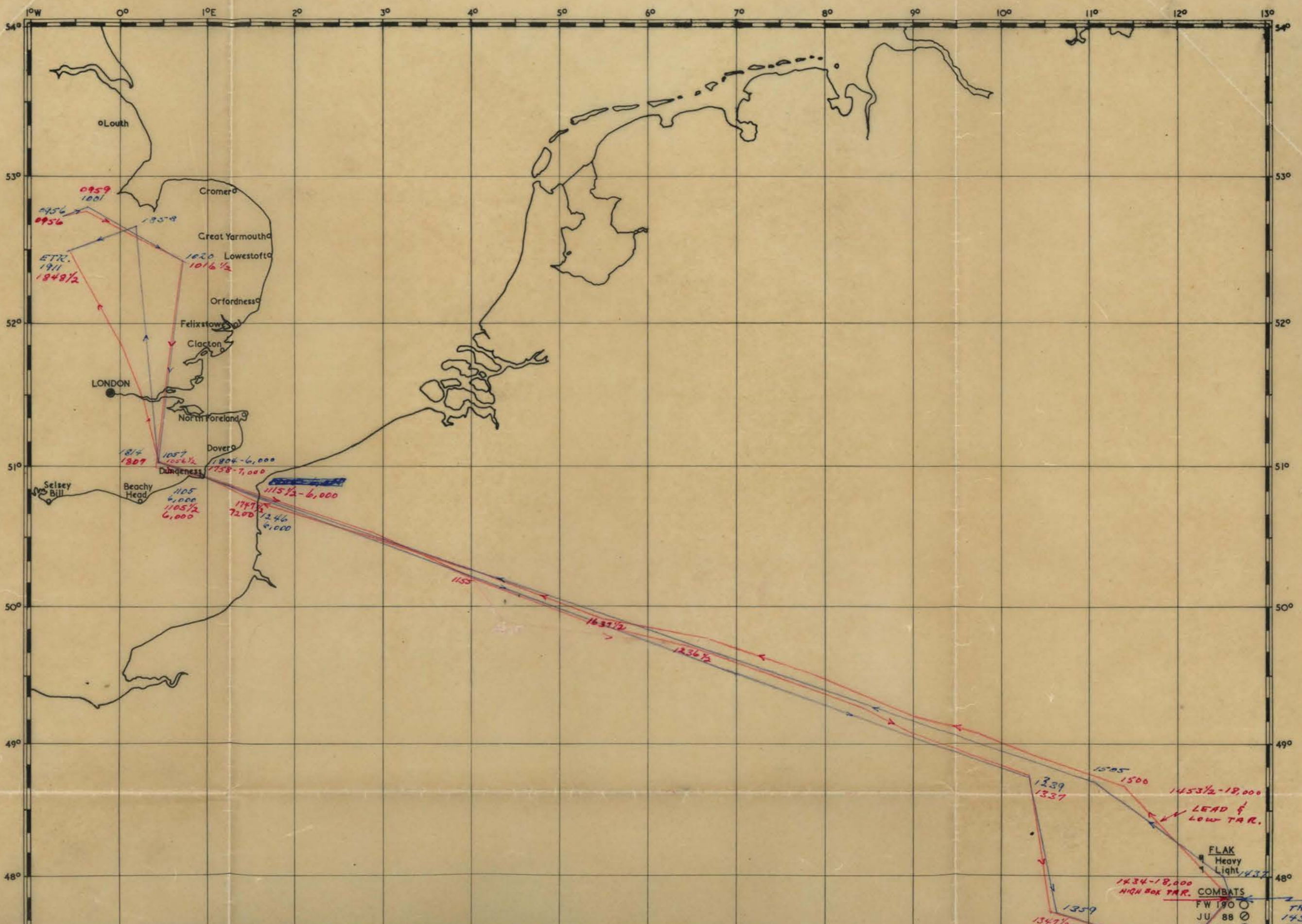
PRIMARY High Box - Traunstein, Germany
Lead & Low Box - Freising, Germany

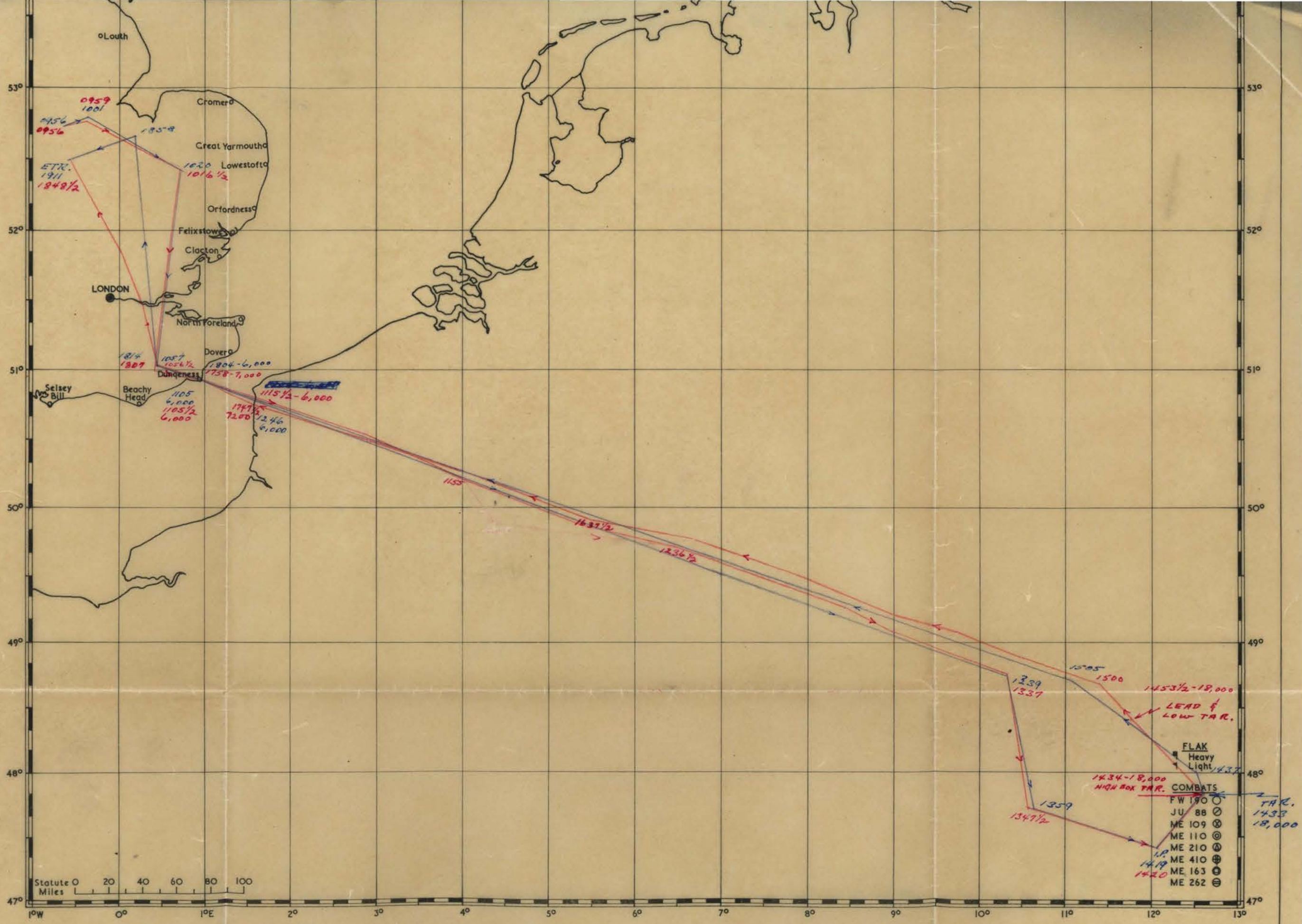
Blue

Red

ROUTE FOLLOWED BY

Briefed
1st. B. G. (H)





REPRODUCED BY 9424 ENR AND 7450 BY 5254 PWR

8

TARGET #2

LEAD (B)
CAPT. MEADVILLE
RF = 1:78000
100% within 1000'
60% " " 500'
Pattern 1572 X 1542'



Actual MPI

D/A
314°

N

(SAV-401 11378-7)(18-4-45)(8825-12-18000)(FREISING)
RESTRICTED



TARGET #1

N

HIGH (CB)

M. BIASELLA

RF = 1/18600

100% within 2000'

50% within 1000'

Pattern 1268' X 2853'

1000

2000

Assigned MPI

Actual MPI

D/A
23

(SAV-401 / 1380-10) (UB-4-45) (8812-12-18600) (TRA-VSTEIN) REST.



TARGET #2

N

LOW (A)

Lt. PEEK
RF = 1/17500
95% within 1000'
45% " 500'
Pattern 2100' x 2700'



Actual MPE
(see map above)

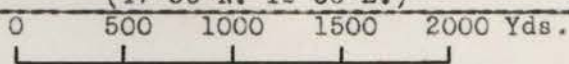
D/A
324°

(SAV-401 11379 7)(18 4 4514 8653 1175 (SEE SING) REST.

TARGET NO. 1 -- Double Track Rail Bridge. SALZBURG
TARGET NO. 4 -- 10 Track Siding & Station. AREA

Special Illustration
No. 714/2

(47°53'N. 12°38'E.)

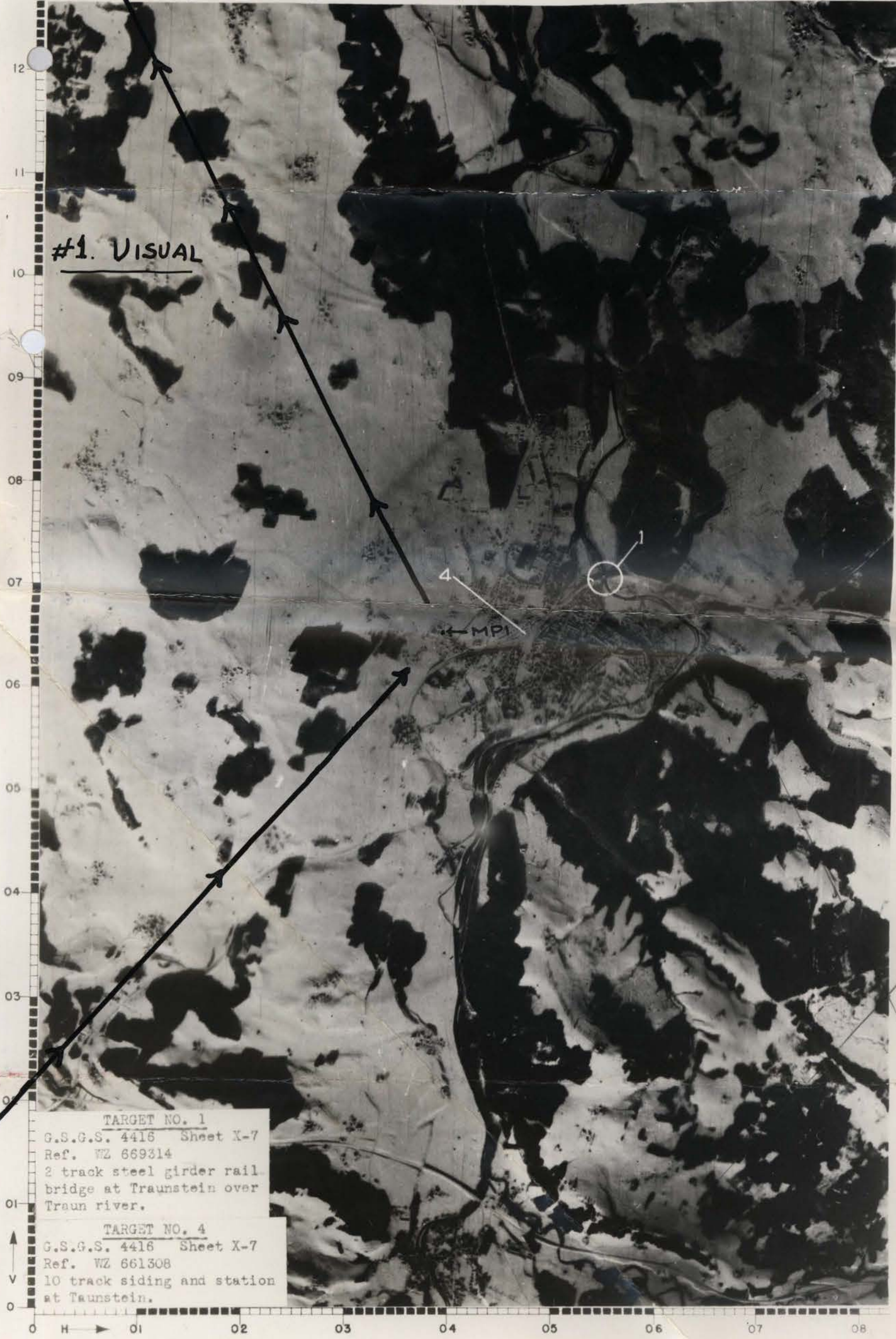


(1:32,000) approx.

Photographed 12 January 1945

Neg. No. PT 202935

Issued April 1945



#1. VISUAL

4
MPI

1

12
11
10
09
08
07
06
05
04
03
02
01
0

TARGET NO. 1
G.S.G.S. 4416 Sheet X-7
Ref. WZ 669314
2 track steel girder rail
bridge at Traunstein over
Traun river.

TARGET NO. 4
G.S.G.S. 4416 Sheet X-7
Ref. WZ 661308
10 track siding and station
at Traunstein.

0 H 01 02 03 04 05 06 07 08

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 691

Date of 18 April 1945

PART I - ATTACKS & RESULTS

| | 94TH A GP | | |
|--|---------------------|--------------|---------------|
| | 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 | 10 | 10 | 10 |
| 3. No. of A/C Sorties less Unused Sp | 10 | 10 | 10 |
| 4. No. of A/C Credit Sorties | 10 | 10 | 10 |
| 5. No. of Effective Sorties | 10 | 10 | 9 |
| 6. No. of Non-Effective Sorties | -- | -- | 1 |
| (a) Early Returns Included | | | |
| 7. Name of Primary Target # 1 | TRAUNSTETIN | | |
| (a) No. of A/C Attacking | -- | -- | 9 |
| (b) No., Size, Type of Bombs | | | 161 X 250# GP |
| 8. Name of Secondary Target # 2 | FREISING | | |
| (a) No. of A/C Attacking | 10 | 10 | |
| (b) No., Size, Type of Bombs | 176X 250#GP | 180X 250#GP | |
| 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 | 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 | 0850 | 0953 | 0850 |
| 19. Time of Attack | 1453 ^{1/2} | 1454 | 1435 |
| 20. Total Time for Mission | 100 | 100 | 91 |
| 21. Altitude of Release | 18,300 | 17,500 | 18,600 |
| 22. Type of Sighting (Vis. H2X, GH, etc) | Vis | Vis | H2X with Vis |
| 23. Enemy Resistance --AA Inten & Acc | None | None | None * |
| 24. Enemy Resistance - Fighters | -- | -- | -- |
| 25. Enemy Resistance - Bombers | -- | -- | -- |
| 26. U.S. A/C Engaged by Enemy A/C | -- | -- | -- |
| 27. No. of Passes made by Enemy A/C | -- | -- | -- |
| 28. Degree of Success | Excellent | Excellent | Good |

None A/C borrowed from Groups:

None A/C loaned to Groups:

* Encountered flak at 4727-1153E - meager, accurate. None over target.

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 252

Date 18 Apr 45

PART II - NON-EFFECTIVE SORTIES

94 A Gp

| | LEAD | LOW | HIGH |
|-------------------------------------|--------------|--------------|--------------|
| | Borrowed A/C | Borrowed A/C | Borrowed A/C |
| 29. Non-Effective Sorties | None | None | 1 |
| (a) Weather | | | |
| (b) Personnel | | | |
| (c) Enemy Action | | | 1 |
| (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 43-38646 - Credit. Aircraft encountered flak just before IP - two engines were out when the pilot was seen to jettison his bombs. (Other)

W.D.A.G. FORM
 12 Modified
 10-4-45 401st BG AFM 567

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT HEADVILLE DATE 18 April 1945
 PILOT COL ROMIG (COLMAN) TAKE OFF 0850
 NAVIGATOR CAPT SHAPIRO AIRPLANE _____
 WING 94th A GROUP 401st SQDN Lead LANDED 1853
 OBJECTIVE FREISING, GERMANY (MPI) _____

METHOD OF ATTACK X
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 10 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 250# M 57 GP FUSING: NOSE 1/10 TAIL --

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

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

NUMBER OF BOMBS LOADED 180 RELEASED 176

INFORMATION AT RELEASE POINT:

Altitude of Target 1643 Temp Aloft: Metro -18 Actual -17

True Altitude above target 16767 Mag Head. order 38 Actual 314

Ind. Altitude 18300 True Heading 310

Pressure alt of target -319 @ SL Drift, Est 6R Actual 6L

Altimeter setting 29.92 True Track 303

C.I.A.S. 150 T.A.S. 200 Actual Range 7216

G.S. Est 200 Actual 202 B.S. Type M-9

Wind Direc Metro 303 Actual 10 Time of Release 1453.5

Wind Veloc. Metro 29 Actual 25 Intervalometer Setting Min

D.S. 156.4 Trail 70 ATF 34.15 Length of Bombing Run 5min

Tan. D.A. Est .53 Actual .44 C-1 Pilot OK A-5 --

Mean Temp: Metro A Actual A Manual Pilot --

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

LOW SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

HIGH SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

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 ⁴. Modified
 10-4-45 401st BG APO 567

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. PEEK DATE 18 April 1945

PILOT LT. HART TAKE OFF 0853

NAVIGATOR LT. ANDREWS AIRPLANE _____

WING 94th A GROUP 401st SQDN LOW LANDED 1900

OBJECTIVE FREISING, GERMANY (MPI) _____

METHOD OF ATTACK X
 _____ Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 10 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 250# M 57 GP FUSING: NOSE 1/10 TAIL --

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

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

NUMBER OF BOMBS LOADED 180 RELEASED 180

INFORMATION AT RELEASE POINT:

Altitude of Target 1643 Temp Aloft: Metro -18 Actual -17

True Altitude above target 16863 Mag Head, order 38 Actual 324

Ind. Altitude 17500 True Heading 320

Pressure alt of target -319 @ SL Drift, Est 8R Actual 6L

Altimeter setting 29.92 True Track 314

C.I.A.S. 150 T.A.S. 198 Actual Range 7590

G.S. Est 200 Actual 182 B.S. Type M-9

Wind Direc Metro 300 Actual 76 Time of Release 1454

Wind Veloc. Metro 29 Actual 24 Intervalometer Setting Min

D.S. 156.3 Trail 75 ATX 34.04 Length of Bombing Run 2 min

Tan. D.A. Est .53 Actual .46 C-1 Pilot OK A-5 --

Mean Temp: Metro 41 Actual 43 Manual Pilot --

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

LOW SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

HIGH SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

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 th Modified
 10-4-45 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. BIASELLA DATE 18 April 1945

PILOT LT. GERBER TAKE OFF 0852

NAVIGATOR LT. LOWRY AIRPLANE _____

WING 94th A GROUP 401st SQDN High LANDED 1909

OBJECTIVE FRAUNSTEIN, GERMANY (MPI) _____

METHOD OF ATTECK _____
 Individual Flight Squadron X Group Wing

NUMBER A/C IN GROUP 9 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 250# M 57 GP FUSING: NOSE 1/10 TAIL _____

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

BOMBS, TYPES AND SIZES 162 FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 162 RELEASED 161

INFORMATION AT RELEASE POINT:

Altitude of Target 1543 Temp Aloft: Metro -18 Actual -16

True Altitude above target 16990 Mag Head, order 38 Actual 24

Ind. Altitude 18600 True Heading 20

Pressure alt of target -319 @ SL Drift, Est 8R Actual 4R

Altimeter setting 29.92 True Track 24

C.I.A.S. 150 T.A.S. 204 Actual Range 8840

G.S. Est 200 Actual 180 B.S. Type M-9

Wind Direc Metro 300 Actual 10 Time of Release 1435

Wind Veloc. Metro 29 Actual 32 Intervalometer Setting MIN

D.S. 154.1 Trail 72 ATF 34.35 Length of Bombing Run 2min

Tan. D.A. Est .51 Actual .52 C-1 Pilot OK A-5 --

Mean Temp: Metro 41 Actual 0 Manual Pilot --

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

LOW SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

HIGH SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

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

JULIUS PEEKOFF
 Major, Air Corps
 Group Bombing Officer

CONFIDENTIAL
 HEADQUARTERS

J-A-4/3

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

413.44

18 APRIL 1945

SUBJECT: Communications Report, Operational Mission No 252 . (Field Order 691)

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

| | | | |
|------------------------|-----------|----------------------------|----------|
| 1. Radio Beacons used: | | 2. MF/DF Fixes | <u>0</u> |
| a. MF Beacons | <u>5</u> | 3. HF/DF Bearings (QDM's) | <u>0</u> |
| b. Bunchers, England | <u>25</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>30</u> | <u>30</u> | 4. Gee-H | <u>0</u> | <u>0</u> |
| 2. H2X | <u>5</u> | <u>5</u> | 5. Carpet (Barrage) | <u>19</u> | <u>19</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>5,400</u> | | | |

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

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

CONFIDENTIAL

S E C R E T

REPORT ON A. A. GUNFIRE.
401st EMBARKMENT GROUP (HV) d

ASSIGNED. Traunstein & Freising

1. TARGET: BOMBED. Traunstein (High Sq.) - Freising (Lead & Low Sq.) DATE OF MISSION 18 April 1945

2. ROUTE AS FLOWN:

As briefed.

| 3. | AT TARGET | ENROUTE |
|---------------|----------------------------------|--------------------------|
| WEATHER - - - | <u>5/10 at #1 - Clear at #2.</u> | <u>Clear until 1000Z</u> |
| CONTRAILS - - | <u>None</u> | <u>None</u> |
| SEEN-UNSEEN - | | |

4. DESCRIPTION OF FLAK AT TARGET:

NONE

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

Hattenberg (4727-11538) - Meagre, accurate, tracking.

6. CHAFF; HOW DISCHARGED: As briefed - High Sq.
Not as briefed - Lead & Low Sq. hit #2 target.

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

8. DETAILS:-

| SQDN: FCS. | NO. A/C | DAMAGE | | A/C LOST TO | | | | AXIS OF | | TIME OVER TARGET | HEIGHT |
|---------------|------------|----------|----------|-------------|----------|----------|----------|--------------|--------------|------------------------|---------------|
| | | MAJ. | MIN. | AA | EA | ACC | UR | ATTN | WICH | | |
| <u>Lead</u> | <u>10</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>314°N</u> | <u>320°N</u> | <u>1453½</u> | <u>18,000</u> |
| <u>Low</u> | <u>10</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>324°N</u> | <u>319°N</u> | <u>1454</u> | <u>17,500</u> |
| <u>High</u> | <u>9</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>25°N</u> | <u>318°N</u> | <u>1455</u> | <u>18,600</u> |
| <u>TOTALS</u> | <u>29</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | | | | |

9. COMMENTS - PHENOMENA:-

Capt. W.W. Hill.



TARGET NO. 4
G.S.C.S. 4416 Sheet K-7
Ref. WZ 661308
IC track siding and station
at Taunstein.

02 03 04 05 06

94 A Gp - 401st

Combat Sq. Leader: Col Romig Date: 18 Apr 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

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

ROMIG

825 (pff)

DE PALMA

767

GOLE

033 (pff)

MAY

072

LITCHFIELD

588

MAHARICK

591

BERNEBURG

947

KING

862

MC KERRY

730

SPANG

706

On takeoff and over target

SPARE LEADS:

GROUND SPARES:

SPARES

Lo Sq 94 A - 401st

Combat Sq. Leader: Lt Hart Date: 18 Apr 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

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

HART

653(pff)

SHEARER

664

TOBIN

148

MARTIN

039

HOWARD

637

HOLT

992

ANLERS

891

HARVESEN

628

CATRIS

506

GILLER

541

SPARES

On takeoff and over target
SPARE LEADS:

GROUND SPARES:

H1 Sq 94 A - 401st

Combat Sq. Leader: Lt Gerber Date: 18 Apr 45

Deputy Sq. Leader: _____

Deputy Op. Leader: _____

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

GERBER

812(pff)

DODSON

468

LOVELL

153(pff)

AYRE

981

HOLMES

780

SIMPSON

791

STEINMAN

478

YEARGAN

012

VIERMAN

648 (turned back
before target)

MC MILLAN

585

At takeoff and over target

SPARES

SPARE LEADS:

GROUND SPARES:

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: Lead Squadron 94th "A" Group Date 18 April 1945
2. Mickey Operator 1st Lt Peterson, G.E. No. of PFF Missions 29
3. Pilot Capt. Coleman, W.H. D/R Nav. Capt. Shapiro, A.
4. Bombardier Capt. Meadville, H.W. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 825 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0850 Landing 1851
7. If deputy lead assumed the lead, state when and why nil
8. Where was the decision made to bomb by PFF? Not made
9. Initial point used Benzgau. point Was this the briefed I.P.? no.
10. Distance at which the micky operator first identified the target: 30 miles
11. Length of the bombing run: Visual 30 miles PFF _____
12. Was there crowding or interference by other formations on the bombing run?
no. If so, explain _____
13. In the opinion of the micky operator was drift killed? yes
14. Were bombs released early, on time, or late according to the micky equipment?
on time
15. Was the micky equipment operating so that a satisfactory sighting could be made on the target: Yes NO Explain _____
16. What was the bombing formation? _____
(Group) (Squadron)
17. Target attacked Meising, Germany
18. Where did the sighting team try to center the bombfall? D.P.I.

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 16,500' Track 376° G.S. 166K Time 1453-6 0104
22K

21. Bomb Load 17 X 250's Bombs Dropped 17 X 250's
(a) Brought back, reason SB
(b) Where jettisoned, reason SB

22. Type of Sighting: (Check One)
(a) PFF _____ (c) Dropped on smoke Bombs of _____
(b) Visual (f) PFF sighting for range only _____
(e) Pff (Visual Assist) _____ (g) Visual sighting for range only _____
(d) Visual (PFF assist) _____ (h) Any other _____

23. In making sighting did micky operator:
(a) Set up course? yes
(b) Sight for range? no
(c) Supply data to bombardier for presetting bomb sight? no
(d) Do anything else? no

24. In making sighting did bombardier:
(a) Sight for deflection? yes
(b) Sight for range? yes
(c) Preset bombsight with data from micky operator? no
(d) Do anything else? no

25. What assistance did navigator give bombardier and Micky operator?
ground speed & winds.
26. If weather interfered with success of this mission, state how? no

27. What was the nature and extent of cloud coverage on bombing run and at the target
cast 400 to 700'

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: The #1 target was overcast. The rendezvous point was used as an I.P. for the #2 target. M.O. gave course to the target and then followed through on the run. Bombardier was order to make a missed run and drop.

29. were Scope photos taken? Yes No If not, explain

No camera

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

LEAD

825

033

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation led: Low Squadron 94th "A" Group. Date 18 April 1945
2. Mickey Operator 1st Lt Ecton, H.M. No. of PFF Missions 24
3. Pilot 1st Lt Hart, J.E. D/R Nav. 1st Lt Andrews, M.M.
4. Bombardier 1st Lt Peek, G.W. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 653 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0853 Landing 1859
7. If deputy lead assumed the lead, state when and why _____
8. Where was the decision made to bomb by PFF? Started PFF run at I.P.
9. Initial point used Turn-off point at primary was this the briefed I.P.? Established
10. Distance at which the mickey operator first identified the target: 40 n.m.
11. Length of the bombing run: Visual 42 n.m. PFF _____
12. Was there crowding or interference by other formations on the bombing run?
no If so, explain _____
13. In the opinion of the mickey operator was drift killed? Yes
14. If not explain why _____
15. Were bombs released early, on time, or late according to the mickey equipment?

16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes NO Explain _____
17. What was the bombing formation? _____
(Group) (Squadron)
18. Target attacked Greising
19. Where did the sighting team try to center the bombfall? On MPI.

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? _____
20. Bombs away altitude 17,300 Track 307° G.S. 156k Time 1454 Wind
21. Bomb Load 18 X 350' smoke Bombs Dropped All dropped 006° @ 21k
- (a) Brought back, reason _____
- (b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
- (a) PFF _____ (c) Dropped on smoke Bombs of _____
- (b) Visual _____ (f) PFF sighting for range only _____
- (c) Pff (Visual Assist) _____ (g) Visual sighting for range only _____
- (d) Visual (PFF assist) (h) Any other _____
23. In making sighting did micky operator:
- (a) Set up course? Yes
- (b) Sight for range? No
- (c) Supply data to bombardier for presetting bomb sight? No
- (d) Do anything else? Followed thru on course
24. In making sighting did bombardier:
- (a) Sight for deflection? Yes
- (b) Sight for range? Yes
- (c) Preset bombsight with data from micky operator? No
- (d) Do anything else? Synchronized visually
25. What assistance did navigator give bombardier and Mickey operator? Expected drift & G.S. on run
26. If weather interfered with success of this mission, state how? No
27. What was the nature and extent of cloud coverage on bombing run and at the target 5/10 tho

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing Report (Cont'd)

28. Remarks and recommendations: Made visual attempt to bomb
primary ^{target} but found it to be closed in - so
turn was made for run on secondary. 10/2
set up course, killed drift, gave first sighting
angle of 70° when Bomb picked up the
target and took over visually.
Target remained constant ^{on the scope} all thru
the run.

29. were Scope Photos taken? Yes No ✓ If not, explain

30. Draw below the bombing formation (i.e. Combat wing, Group
or Squadron) with the serial no. of each PFF A/C at the target.

653

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: High Squadron 94th "A" Group. Date 18 April 1945
2. Mickey Operator and Lt. Pims, G.M. No. of PFF Missions 2
3. Pilot 1st Lt. Levall, M.N. D/R Nav. and Lt. Price, G.B.
4. Bombardier and Lt. Phinney, R.T. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 153 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0853 Landing 1910
7. If deputy lead assumed the lead, state when and why _____
8. Where was the decision made to bomb by PFF? not made
9. Initial point used as briefed Was this the briefed I.P.? -
10. Distance at which the micky operator first identified the target: 35
11. Length of the bombing run: Visual 35 PFF -
12. Was there crowding or interference by other formations on the bombing run?
no If so, explain _____
13. In the opinion of the micky operator was drift killed? yes
14. If not explain why _____
15. Were bombs released early, on time, or late according to the micky equipment?
on time
16. Was the micky equipment operating so that a satisfactory sighting could be made on the target: Yes NO Explain _____
17. What was the bombing formation? _____
(Group) (Squadron)
18. Target attacked Traunstein
19. Where did the sighting team try to center the bombfall? MPI

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target Area
20. Bombs away altitude 18900 Track 44° G.S. 205 MPH Time 1435 010/40
21. Bomb Load 18 X 250 Bombs Dropped 18 X 250

(a) Brought back, reason —
(b) Where jettisoned, reason —

22. Type of Sighting: (Check One)

(a) PFF — (e) Dropped on smoke Bombs of leaf like, high eq.
(b) Visual ~~X~~ (f) PFF sighting for range only —
(c) Pff (Visual Assist) — (g) Visual sighting for range only —
(d) Visual (PFF assist) — (h) Any other —

23. In making sighting did mickey operator:

(a) Set up course? no
(b) Sight for range? no
(c) Supply data to bombardier for presetting bomb sight? no
(d) Do anything else? no

24. In making sighting did bombardier:

(a) Sight for deflection? no
(b) Sight for range? no
(c) Preset bombsight with data from mickey operator? no
(d) Do anything else? no

25. What assistance did navigator give bombardier and Mickey operator? —

Ground Speed & Wind

26. If weather interfered with success of this mission, state how? —

27. What was the nature and extent of cloud coverage on bombing run and at the target 5/10

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing report (Cont'd)

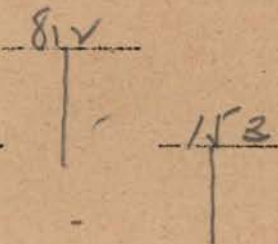
28. Remarks and Recommendations: Primary target was
bombed. W/o gave navigators bearings to the
target. Bombs were released on smoke marker
of lead ship. W/o followed thru on the run & gave
bombardier two check points on target.

29. were scope photos taken? Yes _____ No If not, explain

No Camera

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

Hi Sqd Dep.



C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: Lead Squadron 94th "A" Group Date 18 Apr. 1945
2. Mickey Operator 1st Lt. Goodman, J.H. No. of PFF Missions 16
3. Pilot 1st Lt. Cole, J.S. D/R Nav. 2nd Lt. Hanson, C.M.
4. Bombardier F/O Butler, T.H. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 033 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0851 Landing 1853
7. If deputy lead assumed the lead, state when and why nil
8. Where was the decision made to bomb by PFF? Not made
9. Initial point used as briefed Was this the briefed I.P.? Yes
10. Distance at which the mickey operator first identified the target: 30
11. Length of the bombing run: Visual 38 miles PFF _____
12. Was there crowding or interference by other formations on the bombing run?
No. If so, explain _____
13. In the opinion of the mickey operator was drift killed? Yes
14. Were bombs released early, on time, or late according to the mickey equipment?
On time
15. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes NO Explain _____
16. What was the bombing formation? _____
(Group) (Squadron)
17. Target attacked Germany
18. Where did the sighting team try to center the bombfall? M.P.1

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 18,200' Track 306° G.S. 198M.P.H. Time 1454 W. 41 of 30 K.
21. Bomb Load 17 X 250's Bombs Dropped 17 X 250's
5B. 5B.
- (a) Brought back, reason _____
- (b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
- (a) PFF _____ (c) Dropped on smoke Bombs of Real Mf. leaf of
- (b) Visual _____ (f) PFF sighting for range only _____
- (c) Pff (Visual Assist) _____ (g) Visual sighting for range only _____
- (d) Visual (PFF assist) _____ (h) Any other _____
23. In making sighting did micky operator:
- (a) Set up course? no
- (b) Sight for range? no
- (c) Supply data to bombardier for presetting bomb sight? no
- (d) Do anything else? no
24. In making sighting did bombardier:
- (a) Sight for deflection? no
- (b) Sight for range? no
- (c) Preset bombsight with data from micky operator? no
- (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? _____
- General fuel, wind.
26. If weather interfered with success of this mission, state how? nil
27. What was the nature and extent of cloud coverage on bombing run and at the target CAVD

C-O-N-F-I-D-E-N-T-I-A-L

PRF Bombing Report (Cont'd)

28. Remarks and Recommendations: I.P. was made # 1

target was overcast 10/10's so lead squadron
went to # 2 target. The first point after
the target was used as the I.P. for # 2.
D.O. followed through, giving subordinates
check points on the run.

29. were scope photos taken? Yes No If not, explain

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PRF A/C at the target.

LEAD

825

033

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: High Squadron 94th "A" Group. Date 19 April 1945
2. Mickey Operator 2nd Lt. Bell, T.P. No. of PFF Missions 5
3. Pilot 1st Lt. Gerber, D.D. D/R Nav. 1st Lt. Lowry, L.E.
4. Bombardier 1st Lt. Biasella, AB. 615 Sqdn. 401st Group 1st. Div.
5. Airplane B-17 813 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0852 Landing 1910
7. If deputy lead assumed the lead, state when and why _____
8. Where was the decision made to bomb by PFF? Decision made at I.P. to start by PFF
9. Initial point used Briefed Was this the briefed I.P.? Yes
10. Distance at which the mickey operator first identified the target: 30 n.m.
11. Length of the bombing run: Visual 25 n.m.
PFF _____
12. Was there crowding or interference by other formations on the bombing run?
_____ If so, explain Had to "S" slightly at start of run over-running low sqdn.
13. In the opinion of the mickey operator was drift killed? Yes
14. If not explain why _____
15. Were bombs released early, on time, or late according to the mickey equipment?
On time
16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes NO Explain _____
17. What was the bombing formation? _____
(Group) (Squadron)
18. Target attacked Primary - Traunstein
19. Where did the sighting team try to center the bombfall? On MPI.

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? 1 target area

20. Bombs away altitude 17,000 Track 42° G.S. 155 k Time 1435

Wind
10°
@28k

21. Bomb Load 12 1 X 250' smoke Bombs Dropped All dropped

(a) Brought back, reason _____

(b) Where jettisoned, reason _____

22. Type of Sighting: (Check One)

(a) PFF _____ (e) Dropped on smoke Bombs of _____

(b) Visual _____ (f) PFF sighting for range only _____

(c) Pff (Visual Assist) (g) Visual sighting for range only _____

(d) Visual (PFF assist) _____ (h) Any other _____

23. In making sighting did micky operator:

(a) Set up course? Yes

(b) Sight for range? Yes

(c) Supply data to bombardier for presetting bomb sight? no

(d) Do anything else? _____

24. In making sighting did bombardier:

(a) Sight for deflection? Yes (for assist)

(b) Sight for range? Yes (" ")

(c) Preset bombsight with data from micky operator? no

(d) Do anything else? _____

25. What assistance did navigator give bombardier and Micky operator? _____

Expected drift & G.S. on run

26. If weather interfered with success of this mission, state how? _____

no

27. What was the nature and extent of cloud coverage on bombing run and at the target 5/10ths

C O N F I D E N T I A L

28. Pff Bombs report and recommendations (Cont'd)
Remarks and recommendations made
C-O-N-F-I-D-E-N-T-I-A-L

27. That was
the target

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing report (Cont'd)

28. Remarks and Recommendations: I.P. was made good and decision was made to start run on Primary by PFF. Because they were over-running the low sqdn, they "S" slightly, got suitable interval, and then M/O set up course, killed drift, and synchronized with Bomb. Gave Bomb. 6 rate checks and Bomb. picked up the M.P. + visually just 10 sec. before bombs went away — time enough to make a minor course correction. Rate was perfect and bombs were seen to hit in the immediate area of the M.P. 1.

29. Were scope photos taken? Yes No If not, explain

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

812

The lake (Lake Chiem) proved to be a valuable check point on scope — and target came in strong at 25 miles and remained constant thru-out the run.

DATE: 16 April

DUTY OFFICER: A. Bea

BRIEFING OFFICER: Capt. Cook

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: #1 - TRAUNSTEIN, Trans former station

(475-2-1238), Visual only. Bombing alt. 18,000'
Only 2 Sps on this MPI. + 401st is first.

401st MPI feeds main electrical line into southern Diers area

#2 - FREISING-4824-1185⁽³⁰⁾ M/V. Visual

for all units

Secondary: #3 - FREISING, M/V. H2X-

Last Resort: No targets of opportunity selected. Only
targets listed above

(2) Other Groups in 94th CBW: 94A (401st) + B (457th) on same
MPI; 94C (351st) + 40A on same MPI.

(3) Order of Bombing and Targets of other units in 1st AD: 8 Sps

| | | | |
|------------|-----|------|--------------------------|
| 94A | 94C | 40B | } ROSENHEIM 4751-1207 |
| B | 40A | C | |
| TRAUNSTEIN | | 1A-B | |

b. 2nd AD: 21 Sps. on 3 targets in area of PASSAU
(4835-1329)

c. 3rd AD: 10 Sps on 3 targets in area of KOLIN (5003-1513)

2. ROUTES (ALL THREE AD'S)

a. Points and Times of Departure from English Coast: 1st AD - Humberston 0740 -
(5242-0142 - HEMBRY)

2nd AD - Bomber 24 - 0740 on route N of 1st flw.

3rd AD - Bomber 0 on route N of 1st flw.

b. Fighter Support: 1 Sp 5-1's close support this force; 1 Sp
5-1's close support of second force; and 1 Sp free launch
in 1AD area. also 1 Sp each 5-1's for 2nd + 3rd flw.
areas, free launching.

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: no known flak at either target.

b. Enemy Fighters: possible - jet interceptors may be expected in this area.

c. Smoke Screens: possible.

d. Camouflage: none known.

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: A - Colesmere 5, cv' } Colesmere
B - Slatten - 5, cv' } Bourne
C - King's Cliffe - 5, cv' } Hatfield
Flinwell Beacon
Thruppers

b. Air Commanders: Dir - Col. Penig - also 94th CBU + A Sp.

"B" Sp - Capt. Poehlis

"O" Sp - Maj. Sorham

c. Zero Hour and Date: 0930 -

d. General Instructions Pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: 2780

b. Bomb Load (and Intervalometer Settings) 18x250 1/10 - un-bleed

2 civil, minimum; 72x-50'

c. Chaff Load (Point and Time of Commencing Discharge) all bombers
to release 5-min. before PT for 8 min. 216 units.

d. Screening Force: _____

6. COMMUNICATIONS:

a. Flares and Lamps: Target code - Traunstein ^{TRAUNSTEIN.} Helms 0-080E

M/Y P. PETER - TRAUNSTEIN

M/Y FREISING G - QUEENIE -

b. VHF and Other Radio: (containing Force Information) 40th CBU relay

A/C of 5-130-0200 of 29,00', 0 + 60 until vessel.
4 P-51's Buckeye Red + 4 P-51's Buckeye Blue
will hunt vessels.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous: 1st div. Mustang C/S "Pipsscock" with
Blue Wings + fuselage + red tail surfaces will be
flying expected en route. Do not fire on it.

d. Security:

Russian Rec signals -
flip left wing 3-5 times
" right " 3-5 "

5-3

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

18 April 1945
 Mission # 252

SUBJECT: Loading List.

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

Plane 42-107039

| | | | |
|-----|---------------------|---------|-------|
| P | Martin, William F. | 1st Lt. | 612th |
| CP | Matthiessen, Rex A. | 2nd Lt. | " |
| N | Hill, Ben F., Jr. | 2nd Lt. | " |
| TOG | Connor, John N. | S/Sgt | " |
| ROG | Hague, Kenneth A. | T/Sgt | " |
| TTG | Delawder, Joseph A. | T/Sgt | " |
| BTG | Borrer, Norwood E. | S/Sgt | " |
| TG | Bacon, Charlie M. | S/Sgt | " |
| FG | Becker, Alex A. | S/Sgt | " |

Plane 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 | " |
| ROG | Galfo, Armand J. | Sgt | " |
| TTG | Clark, Herbert M. | Sgt | " |
| BTG | Holmgren, Robert P. | Sgt | " |
| TG | Czubat, Adam T. | Sgt | " |
| FG | Anderson, John E. | Sgt | " |

Plane 42-106992

| | | | |
|-----|------------------------|---------|-------|
| P | Nolt, Howard L. | 2nd Lt. | 612th |
| CP | Galley, Ivan L. | 2nd Lt. | " |
| N | Lively, Coy L. | 2nd Lt. | " |
| TOG | Guin, Frederick D. | Sgt | " |
| ROG | Hunt, Ray D. | Sgt | " |
| TTG | Chapman, Carl W. | Sgt | " |
| BTG | Huston, Cecil A. | Sgt | " |
| TG | Crosson, James J., Jr. | Sgt | " |
| FG | Klapow, Benjamin | Sgt | " |

Plane 43-38541

| | | | |
|-----|----------------------|---------|-------|
| P | Guiler, Gilbert S. | 2nd Lt. | 612th |
| CP | Bergman, Wayne H. | 2nd Lt. | " |
| N | Sims, Morton D. | 2nd Lt. | " |
| TOG | Klindworth, Louis W. | S/Sgt | " |
| ROG | Mountain, John M. | Sgt | " |
| TTG | Martin, Norman R. | Sgt | " |
| BTG | Kaschak, Joseph J. | Sgt | " |
| TG | Deacle, Walter W. | Sgt | " |
| FG | Barrett, Robert C. | Sgt | " |
| ROM | Swanson, Theodore K. | Sgt | " |

Plane 44-6506

| | | | |
|-----|---------------------|---------|-------|
| P | Cairns, Eldon J. | 2nd Lt. | 612th |
| CP | Hedde, John E. | 2nd Lt. | " |
| N | Rogers, Dallas K. | 2nd Lt. | " |
| B | Fallman, George A. | 2nd Lt. | " |
| ROG | Lakota, Jesse B. | Sgt | " |
| TTG | Hall, Norman B. | Sgt | " |
| BTG | Carlson, Leonard C. | Cpl | " |
| TG | Hook, R.A. | Cpl | " |
| FG | Timms, Robert A. | Sgt | " |

Plane 43-38628

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

Plane 43-38637

| | | | |
|-----|---------------------------|---------|-------|
| P | Howard, Louis F., Jr. | 1st Lt. | 612th |
| CP | Wilford, Joseph E. | 2nd Lt. | " |
| N | Davis, Rex D. | 2nd Lt. | " |
| Tog | Rossok, Michael R. | S/Sgt | " |
| ROG | Carson, Edward M. | T/Sgt | " |
| TTG | Corbo, Frank J. | T/Sgt | " |
| BTG | Ford, Billie M. | S/Sgt | " |
| TG | McQuiston, George E., Jr. | S/Sgt | " |
| FG | Taylor, Charles F. | S/Sgt | " |
| RGM | Heaton, Charles E. | Sgt | " |

Plane 42-97664

| | | | |
|-----|---------------------------|---------|-------|
| P | Shearer, George L. | 2nd Lt. | 612th |
| CP | Lundgren, Robert P. | 2nd Lt. | " |
| N | Welch, Thomas C. | F/O | " |
| B | Campau, Frederick C., Jr. | 2nd Lt. | " |
| ROG | Heck, John R., Jr. | Sgt | " |
| TTG | Bujold, Robert J. | Sgt | " |
| BTG | Kirts, Burton R. | Sgt | " |
| TG | Alexander, Howard G. | Sgt | " |
| FG | Stenstream, Norman E. | Sgt | " |

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

18 APRIL 1945

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

| PLANE NO. | DUTY | RANK | LAST NAME | FIRST NAME | MI |
|-----------|--------|---------|-------------|------------|------------|
| 42-102947 | P | F/O | BERNEBURG | LAFRANE | L. |
| | CP | 2nd LT. | FUNK | PHILLIP | H. |
| | N | F/O | BEUSCHER | CLINTON | H. |
| | B | S/SGT. | BAILLY | FRANK | W. |
| | RO | T/SGT. | TOMPKINS | HARRY | A. (614th) |
| | TT | S/SGT. | BUSH | MARVIN | L. |
| | BT | S/SGT. | BACKUS | WILBUR | E. |
| | TG | S/SGT. | KEY | CHARLES | W. |
| | WG | S/SGT. | DICK | CHARLES | B. |
| 44-6588 | P | 2nd LT. | LITCHFIELD | DONALD | D. |
| | CP | F/O | BURTON | FREDERICK | D. |
| | 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. | JANAKOS | NICK | (NMI) |
| | WG | SGT. | MAURER | FREDERICK | R. |
| | RCM | S/SGT. | SPARKMAN | PERRY | L. |
| 42-31591 | P | 1st LT. | MAHRICK | MATT | (NMI) |
| | CP | 2nd LT. | ROBERSON | WENDALL | W. |
| | N | 2nd LT. | ROWLEY | RONALD | E. |
| | B | SGT. | MOULTON | GEO. | W. |
| | RO | T/SGT. | REED | WILLIAM | H. JR. |
| | TT | T/SGT. | LANIER | LESLIE | H. |
| | BT | S/SGT. | MOORE | WILLIAM | F. |
| | TG | S/SGT. | WEBB | MENDELL | R. |
| | WG | S/SGT. | HUDSON | LEONARD | L. |
| 43-3862 | P | 2nd LT. | KING | LIONEL | L. |
| | CP | 2nd LT. | YOUNG | ROBERT | D. |
| | N | 2nd LT. | Mc GARTY | JUSTICE | J. |
| | B | F/O | WALL | HALLY | P. |
| | RO | SGT. | REDDEN | GEO. | E. |
| | TT | SGT. | MOLESKI | JOHN | (NMI) |
| | BT | SGT. | MERCON | LAWRENCE | C. |
| | TG | SGT. | ALLEN | PHYLLIS | R. |
| | WG | S/SGT. | FISHER | MELVIN | C. |
| 43-37706 | P | 2nd LT. | EVANS | JOHN | B. |
| | CP | 2nd LT. | RYAN | ROBERT | E. |
| | N | 2nd LT. | CHOQUETTE | VERNON | C. |
| | B | SGT. | HOBLER | LEWIS | C. |
| | RO | SGT. | GALLOTTELLO | PETER | B. |
| | TT | SGT. | HARRIS | HAROLD | A. |
| | BT | SGT. | LEWIS | CARL | D. |
| | TG | SGT. | HOLLAND | SHERMAN | W. JR. |
| | WG | S/SGT. | BAKER | RICHARD | E. |
| RCM | S/SGT. | TOOMBS | GEO. | (NMI) | |

42-31073

| | | | | |
|----|---------|-----------|---------|---------------|
| P | 1st LT. | MAY | JAMES | H. |
| CP | 2nd LT. | MALONEY | JOSEPH | M. |
| N | 2nd LT. | BLANK | SAMUEL | (NMI) (615th) |
| B | SGT. | HENSON | WALLARD | K. |
| RO | SGT. | HANSEN | GEO. | (NMI) JR. |
| TT | T/SGT. | SMITH | CHESTER | J. |
| BT | S/SGT. | KROZEL | JOSEPH | A. |
| TG | S/SGT. | Mc KEE | WILLIAM | W. |
| WG | S/SGT. | NACHTIGAL | FRED | G. |

42-31730

| | | | | |
|----|---------|-----------|---------|-------|
| P | 2nd LT. | Mc KENNY | WILLIAM | G. |
| CP | 2nd LT. | BURDICK | RICHARD | (NMI) |
| N | 2nd LT. | LEVIN | HERBERT | R. |
| B | SGT. | SUNDERLIN | 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. |

44-8767

| | | | | |
|----|---------|----------|---------|-----|
| P | 2nd LT. | DE PALMA | ALBERT | S. |
| CP | 2nd LT. | FREW | JAMES | R. |
| N | F/O | HAULF | LEOPOLD | ILL |
| B | 2nd LT. | WOLFE | JOHN | M. |
| RO | SGT. | HUGHES | JAMES | R. |
| TT | SGT. | FULWIDER | GALE | S. |
| BT | SGT. | HORNER | JACK | L. |
| TG | SGT. | ADAMS | JOHN | E. |
| WG | SGT. | STRAUB | ARTHUR | J. |

FLYING WITH THE 615th

| | | | | |
|---|-------|-----------|--------|----|
| P | CAPT. | COLEMAN | EDWARD | W. |
| B | CAPT. | MEADVILLE | HARRY | W. |

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

AAF Station # 128.
 18 April 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 42-102468

| | | | |
|----|---------|----------------------|-----------|
| P | 1st Lt. | DODSON, FLOYD | 614th Sq. |
| CP | 2nd Lt. | BROCKIE, THOMAS H. | " |
| N | F/O | WILENSKY, JULIUS | " |
| B | 1st Lt. | DUNCAN, HERBERT | " |
| RO | Sgt. | Kemney, Theodore B. | " |
| TT | Sgt. | Avellino, Vincent J. | " |
| BT | Sgt. | Ferguson, Walter H. | " |
| TG | Sgt. | Adkins, Jake | " |
| WG | Sgt. | Tomaszewski, William | " |

PLANE 43-97931

| | | | |
|-----|---------|-----------------------|---|
| P | 1st Lt. | AYRE, LAWRENCE E. | " |
| CP | 2nd Lt. | COSDEN, BRYAN L. | " |
| N | 2nd Lt. | LEASE, GERALD H. | " |
| CTG | S/Sgt. | DeLorie, George A. | " |
| RO | T/Sgt. | Massa, Attilio | " |
| TT | S/Sgt. | Brass, Forrest A. | " |
| BT | T/Sgt. | Campbell, Clarence L. | " |
| TG | Sgt. | Myers, John E. | " |
| WG | Sgt. | Iuni, Andrew E. | " |

PLANE 43-38565

| | | | |
|----|---------|--------------------------|---|
| P | 2nd Lt. | MCMILLAN, CHARLES M. JR. | " |
| CP | 2nd Lt. | BLEES, LEONARD A. | " |
| N | 2nd Lt. | STRONG, JAMES R. | " |
| B | 2nd Lt. | WAGSTAFF, SAMUEL S. | " |
| RO | Sgt. | Steele, Donald M. | " |
| TT | Sgt. | McAuley, Charles R. | " |
| BT | Sgt. | Donaldson, William J. | " |
| TG | Sgt. | Herl, Eugene A. | " |
| WG | Sgt. | Stevens, Louis D. | " |

(Loading List Continued)

| | | | |
|-----------------------|---------|---------------------|-----------|
| <u>PLANE 43-38791</u> | | | |
| P | 1st Lt. | SORENSEN, MELVIN H. | 614th Sq. |
| CP | 2nd Lt. | TROUPE, MOHN T. | " |
| N | 2nd Lt. | GUILLEMET, FRED A. | 615th Sq. |
| CTG | S/Sgt. | Lee, William J. | 614th Sq. |
| RO | S/Sgt. | Collins, John G. | " |
| TT | S/Sgt. | Senoric, Steve S. | " |
| BT | Sgt. | Leppanen, Calvin E. | " |
| TG | Sgt. | Nichols, Norman D. | " |
| WG | Sgt. | Turner, Eldon A. | " |
| RCM | S/Sgt. | Byrn, Otice G. Jr. | " |

| | | | |
|-----------------------|---------|----------------------|---|
| <u>PLANE 43-38646</u> | | | |
| P | 1st Lt. | VIEHMAN, EUGENE A. | " |
| CP | 2nd Lt. | SCOUTS, HAROLD K. | " |
| N | 2nd Lt. | STALZER, JAMES J. | " |
| CTG | S/Sgt. | Orlando, Peter | " |
| RO | S/Sgt. | Retzlaff, James A. | " |
| TT | S/Sgt. | Schwarz, Edwin D. | " |
| BT | Sgt. | Hobson, Kenneth E. | " |
| TG | Sgt. | Rutkowski, Joseph E. | " |
| WG | S/Sgt. | Hay, David M. | " |
| RCM | S/Sgt. | Allaire, Joseph S. | " |

| | | | |
|-----------------------|---------|-----------------------|---|
| <u>PLANE 42-97780</u> | | | |
| P | 1st Lt. | HOLMES, GENE H. | " |
| CP | 2nd Lt. | FREDERICK, RALPH A. | " |
| N | 1st Lt. | JAMES, KENNETH W. | " |
| CTG | S/Sgt. | Watkins, Jack W. | " |
| RO | S/Sgt. | Cox, Clyde F. | " |
| TT | S/Sgt. | Knight, Eddie R. | " |
| BT | Sgt. | Jakubowski, Julius J. | " |
| TG | Sgt. | Kennedy, Jack W. | " |
| WG | Sgt. | Peverill, Edward S. | " |

| | | | |
|-----------------------|---------|------------------------|---|
| <u>PLANE 42-39012</u> | | | |
| P | 1st Lt. | YEARGAN, OTIS L. | " |
| CP | 2nd Lt. | SHORT, JAMES A. JR. | " |
| N | 2nd Lt. | BINZEL, CHARLES C. | " |
| CTG | Sgt. | Seabridge, William F. | " |
| RO | Sgt. | Braxton, Lonnie A. Jr. | " |
| TT | Sgt. | Hirzel, Robert C. | " |
| BT | Sgt. | Enterkin, Isaac J. Jr. | " |
| TG | Sgt. | Gross, J. C. | " |
| WG | Sgt. | Thomas, Edward B. | " |

| | | | |
|-----------------------|---------|----------------------|---|
| <u>PLANE 42-97478</u> | | | |
| P | 1st Lt. | STEHMAN, ROBERT M. | " |
| CP | 2nd Lt. | BUSH, FRANK R. | " |
| N | 1st Lt. | SACKS, DAVID W. | " |
| CTG | Sgt. | Petrovsky, Albert F. | " |
| RO | Sgt. | Bacon, George S. Jr. | " |
| TT | Sgt. | Crowe, Harold F. | " |
| BT | M/Sgt. | Royal, William E. | " |
| TG | S/Sgt. | Dunn, Donald R. | " |
| WG | Sgt. | Bateman, Maurice B. | " |

T/Sgt. Tompkins, Harry A. is flying with the 613th Sq.
 Major Legart of Division is flying with Lt. Holmes as Observer.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)

Sta 128, APO 557
 18 April 1945

SUBJECT: Loading List.

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

| PLANE # 44-8812 | | | | | |
|------------------|---------|-------------|----------|-------|--------------------------|
| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
| P | 1st Lt. | Gerber | John | D. | 615th |
| CP | 1st Lt. | Althoff | John | R. | " |
| N | 1st Lt. | Lowry | Lawrence | E. | " |
| M/O | 2nd Lt. | Bell | Thomas | P. | " |
| B | 1st Lt. | Biasella | Armond | R. | " |
| RO | T/Sgt. | Freitas | Daniel | D. | " |
| TT | S/Sgt. | Crug | Milton | H. | " |
| TG | S/Sgt. | St. Ledger | Robert | E. | " |
| FG | S/Sgt. | McKenna | James | P. | " |
| PLANE # 43-39148 | | | | | |
| P | 1st Lt. | Tobin | William | L. | 615th |
| CP | 1st Lt. | Cauhape | Victor | (NMI) | " |
| N | 2nd Lt. | Turner | Cecil | L. | " |
| B | 2nd Lt. | Moreau | Norman | (NMI) | " |
| RO | S/Sgt. | Kantor | Walter | J. | " |
| TT | S/Sgt. | Bertram | Joseph | N. | " |
| BT | Sgt. | Erzar | William | J. | " |
| TG | Sgt. | Van Camp | Oliver | H. | " |
| FG | Sgt. | McAlister | Jesse | J. | " |
| PLANE # 44-8033 | | | | | |
| P | 1st Lt. | Cole, Jr | John | S. | 615th |
| CP | 2nd Lt. | Spellman | John | W. | " |
| N | 2nd Lt. | Hanson | Clifford | M. | " |
| M/O | 1st Lt. | Goodman | James | W. | " |
| B | F/O | Butler | Thomas | H. | " |
| RO | S/Sgt. | Crespi | Ralph | M. | " |
| TT | S/Sgt. | McClure | James | R. | " |
| BT | Sgt. | Smith | Ralph | H. | " |
| FG | S/Sgt. | Griggs | Crawford | F. | " |
| PLANE # 44-8653 | | | | | |
| P | 1st Lt. | Hart | Jerald | E. | 615th |
| CP | 1st Lt. | Taylor, Jr | Richard | W. | " |
| N | 1st Lt. | Andrews | Melvin | H. | " |
| M/O | 1st Lt. | Eaton | Harry | M. | " |
| B | 1st Lt. | Peek | George | W. | " |
| RO | T/Sgt. | Reiss | Herbert | (NMI) | " |
| TT | T/Sgt. | Ransy | Robert | E. | " |
| TG | S/Sgt. | Pickering | Edward | M. | " |
| FG | S/Sgt. | Smukler | Myron | M. | " |
| PLANE # 44-8153 | | | | | |
| P | 1st Lt. | Lovell | Morris | H. | 615th |
| CP | 2nd Lt. | Gerant | John | M. | " |
| N | 2nd Lt. | Price | George | B. | " |
| B | 2nd Lt. | Phinney | Roderick | T. | " |
| RO | S/Sgt. | Stevens | Edger | M. | " |
| TT | S/Sgt. | Knower | Russell | S. | " |
| TG | Sgt. | Broadbooks | Ray | (NMI) | " |
| FG | Sgt. | Martineau | Emile | R. | " |
| M/O | 2nd Lt. | Pins | George | M. | " |
| PLANE # 44-8825 | | | | | |
| P | Captain | Coleman | W (ic) | E. | 613th |
| CP | Col. | Romig | Eugene | | 94CW |
| N | Captain | Snapiro | Aaron | (NMI) | 612th |
| M/O | 1st Lt. | Peterson | George | E. | 615th |
| B | Captain | Meadville | Harry | T. | 613th |
| RO | T/Sgt. | Cobbs | Kenneth | W. | 615th |
| TT | T/Sgt. | Allex | Marvin | L. | " |
| TG | 1st Lt. | Cornelius | Carl | J. | " |
| FG | S/Sgt. | Revettey | John | L. | " |
| N | 2nd Lt. | Patrick | Dale | L. | " |
| N | 2nd Lt. | Blank | Samuel | (NMI) | 615th flying with 613th. |

Lead Squadron, 94th A Group

Eng

Combat Sq. Leader: Major CHAPMAN Date: 17 April 1945

Deputy Sq. Leader: Lt TOBIN

Deputy Gp. Leader: Lt TOBIN

12 X 250 GP 1/10 1/40

4-M-17/BS

ph chart 8

*M-17 Fuses
38 seconds.*

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

ASCHENBACH (CHAPMAN)

IY J 8825 PFF

CAIRNS

SCC 9993

TOBIN

IY D 8550 PFF

SMITH

SC L 8637 RCM

MARTIN

SC M 7039

MULVIHILL

SC P 1891

REYNOLDS

SC O 7115

CLARK

SC X 7664

MORAN

SC H 2398

KAMPER

SC N 6506 RCM

CLEMONS

SC A 7628

BLOMQUIST

SC V 8810

SPARES

WALKER

SC D 6992

SPARE LEADS:

PFF IY N 8843, Disp 30
Vis IY Q 9148, Disp 24

GROUND SPARES:

IW S 2468, Disp 9
SC S 8680, Disp 22

*0800-1400-RY
1400-2000-RR*

Weather Aircraft, IW A 7931, Captain Seder.

Low Squadron, 94th A Group

Combat Sq. Leader: Lt GERBER Date: 17 April 1946

Deputy Sq. Leader: Lt LOVELL

Deputy Gp. Leader: Lt TOBIN

612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

GERBER

IY M 8707 PFF

COOK

IW G 8791

LOVELL

IY I 8941

HOLMES

IW D 7322

LINDSEY

IW B 7151 RCM

CAMERON

IW T 8646 RCM

NOWLIN

IW Q 7478

JAMES

IW K 8677

DODSON

IW H 8077

PARK

IW O 7602

SHORT

IW U 8425

RICHARDSON

IW X 8565

SPARE LEADS:

PFF IY N 8648, Disp 30
Vis IY Q 9148, Disp 24

GROUND SPARES:

Iw S 2468, Disp 9
SC S 8680, Disp 22

Weather Aircraft, IW A 7951, Capt Seder.

Hq. Squadron, 94th A Group

Combat Sq. Leader: Lt WOLF Date: 17 April 1945

Deputy Sq. Leader: Lt EGLIN

Deputy Cpt. Leader: Lt TOBIN

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

WOLF

IY S 8653 PFF

WARTHEN

IN R 8146

EGLIN

IY C 8033 PFF

LITCHFIELD

IN V 6842

SMITH

IN D 6588 RCM

WOODWARD

IN A 8458

LEVY

IN O 1730

LOVELACE

IN N 8862

FORD

IN F 6513

MAY

IN M 9125 RCM

EVANS

IN U 7706

MC KENNEY

IN W 8787

SPARES

SNYDER

IN X 1072

SPARE LEADS:

- PFF IY N 8648, Disp 30
- Vis IY Q 9148, Disp 24

GROUND SPARES:

- IY S 2468, Disp 9
- SC S 8680, Disp 22

Weather Aircraft, IW A 7931, Capt Seder.