

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

W28

MISSION No. **254**

Date: **20 APR. 45**

TO: **BRANDENBURG, 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 # 254

Date 20 April 1945

ASSIGNMENT

1. Assigned Target: BRANDENBURG, GERMANY (M/Y)
2. Commitments: The 401st Group furnished three 10 A/C squadrons for the 94th "B" Group. Two PFF-GH were included in lead squadron, one PFF-GH in the low and one PFF-GH in the high.

EXECUTION

1. Target Bombed: BRANDENBURG, GERMANY
2. a. Group Leader: LT. COL. E. T. de JONCKHEERE (Coleman)
 Lead Navigator: Capt. A. SHAPIRO (Peterson - MO)
 GH Navigator: 1st Lt. E. G. HUDSPETH
 Lead Bombardier: Capt. H. W. MEADVILLE
- b. Low Squadron Leader: 1st Lt. W. S. KNOWLES
 Lead Navigator: 2nd Lt. C. W. GRISHAM (Bell - MO)
 GH Navigator: 2nd Lt. E. P. GROSS
 Lead Bombardier: 1st Lt. S. W. FLIEG
- c. High Squadron Leader: 1st Lt. J. E. HART
 Lead Navigator: 2nd Lt. M. H. ANDREWS (Goodman - MO)
 GH Navigator: 2nd Lt. E. F. VERCELLI
 Lead Bombardier: 1st Lt. G. W. PEEK
3. Flight Over England:
 - a. Takeoff:

Uneventful -- made as it was just getting light. Aircraft proceeded to assigned assembly buncher.

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

Group assembled at briefed altitude with not too much difficulty. A haze at assigned altitude caused some troubles with the Low squadron but the entire group was formed in time.

c. Route Over England:

This Group (assigned as 94th "B") left Cottesmore buncher on time and course. Before the first turning point, 94th "A" was sighted and 94th "B" ~~was sighted~~ took up proper position behind them and followed during the rest of route over England.

4. Attack:

a. Flight to Target:

Departed from English Coast one minute late in proper Wing position, (# 4 in division column). This position was held the remainder of route to IP. Five minutes before the IP was reached a high haze and accompanying contrails caused Group to decide to fly at 24,000' instead of briefed 25,000'. Squadrons went in to trail positions just before IP.

b. Bombing Run:

We turned off the briefed IP and went in by squadrons on individual runs. All 3 runs were made by G-H with assists of from 30 to 40 seconds by the bombardiers. Haze and contrails prevented the bombardiers from taking over sooner. All 3 AFCE's were O. K. Bombs were salvoed by the leads and dropped with a minimum setting by all others.

c. Flight From Target:

Descent to 20,000' was started at ~~first~~ turning point after target. Group was entirely reformed five minutes later. The remainder of the flight to the English Coast was essentially as briefed except coast was approached at 6,000' instead briefed 2,000'.

d. Return to Base:

Group returned directly to base with lead squadron landing first and low and high land later in that order. One aircraft is missing, all others landed safely.

e. Weather:

Ground haze was encountered upon reaching continental coast, increasing until fairly heavy over target which together with smoke from preceding groups made identification of target somewhat difficult. Dense persistent contrails could be observed forming at 25,000 feet and above.

Mission Summary Report (Cont'd)

4. f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation and Interval:

Formation was fair, individual ships flew too loosely in their horizontal and vertical displacement. Interval good -- as briefed.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

A/C 43-38738 - Credit. After pulling pins out of bombs the toggler forgot to turn on switches in bomb bay. Therefore no bombs were dropped on the target. Bombs were subsequently jettisoned in channel. (Personnel)

6. Enemy Opposition:

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

7. Battle Damage: Minor Major To Flak

1 6 7

8. Casualties:

10 MIA - A/C 43-39125

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

10. Bombing Data:

a. Observations:

Pattern of low squadron appears to have covered assigned MPI-- accurate assessment of the lead and high squadron's bombs is difficult to determine due to smoke and ground haze. However, believed to be in target area.

b. Disposition of Bombs:

Lead Squadron:

All 10 scheduled A/C attacked the target, dropping 100 X 500# GP's on the target.

Mission Summary Report (Cont'd)

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

Low Squadron:

Of the 10 A/C passing over the target, nine attacked and dropped 45 X 1000# MK-13 bombs. Due to a personnel error A/C 738 failed to drop on the target and jettisoned 5 1000# MK-13 bombs in the channel.

High Squadron:

All 10 scheduled A/C attacked the target, dropping 47 X 1000# MK-13 bombs. A/C 730 had one engine out before the target, hence it jettisoned 3 MK-13 bombs early -- dropping the remaining 2 on the target.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	30	29	100	500#	GP	1/10	1/40
			92	1000#	MK-13	1/100	1/100
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			100	500#	GP	1/10	1/40
			92	1000#	MK-13	1/100	1/100
Other Expenditures			8	1000#	MK-13	1/100	1/100
Bombs Returned			-	-	-	-	-
Total (Loaded on A/C Taking Off)			100	500#	GP	1/10	1/40
			100	1000#	MK-13	1/100	1/100

11. Lost Aircraft:

A/C 43-39125 (Bradley) - # 4 lead flight, high squadron -- A/C received flak burst near target, right wing came off and A/C blew up. Two to four chutes reported observed.

Submitted By:

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

LEAD SQ



LOW SQ

PATTERN: 2070 X 2100

ACTUAL MPI: 500 SHORT

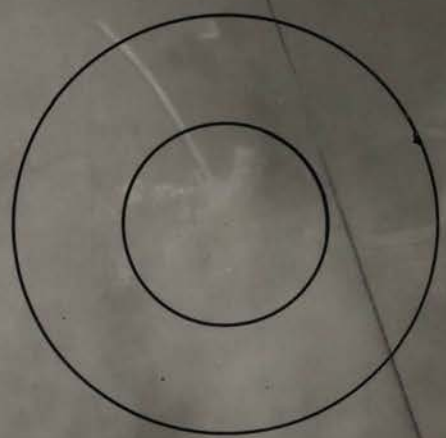
9890 IN 2000

6090 IN 1000



HIGH SQ.
STRIKES NOT VISIBLE

AXIS OF ATTACK



Combat Sq. Leader: LT KNOWLES Date: 20 Apr 45

Deputy Sq. Leader: LT EGGLIN

Deputy Gp. Leader: LT EGGLIN

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

At takeoff, on cruise
and over target

KNOWLES
708 GH

JAMES
791

HOWLIN
077

YEARGAN
677

HOLMES
322

PARK
602

FRIEDSAM
565

RICHARDSON
738

STEHMAN
478

GIBSON
468

SPARES

LOW SQIN 94 B GP

SPARE LEADS:

GROUND SPARES:

Combat Sq. Leader: LT COL DE JONCKHEERE Date: 20 Apr 45

Deputy Sq. Leader: LT EGLIN

Deputy Gp. Leader: LT EGLIN

At takeoff, on cruise
and over target

COLEMAN (DE JONCKHEERE)
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

825 GH

GUILER

541

EGLIN

259

MORAN

398

MARTIN

039

NOLAN

680

SHEARER

637

HARVESON

393

HAZELTON

664

AHLERS

891

LEAD SQDN 94 B GP

SPARES

SPARE LEADS:

GROUND SPARES:

Combat Sq. Leader: LT HART Date: 20 Apr 45

Deputy Sq. Leader: LT LEVY

Deputy Qp. Leader: LT EGLIN

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

At takeoff, on cruise
 and over target

HART
 550 GH

YOUNG
 146

LEVY
 730

BRADLEY
 125

SMITH
 758

MAHARICK
 591

TRIPI
 842

DE PALMA
 767

FORD
 313

SHINE
 160

HIGH SQDN 94 B GP

SPARES

SPARE LEADS:

GROUND SPARES:

FOUR HUNDRED FIRST COMBAT GROUP (H) LEAD
Office of the Navigation Officer

Date 20 April 1945

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

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 0645 hours.
- b. Group formed at 0742 hours on COTTESMORE buncher.
at 5000 ft.
- c. Wing assembly was completed at 0807½ hours at 52-32N 00-52E
- d. Route over England was (not) flown as briefed.

Turned 10 miles north of D. to CP 1.

- e. Methods of navigation over England.

GEE, PILOTAGE, D. R.

- f. Division formation was joined at 0827 hrs. at Clacton.
- g. Flight to I.P. was (~~not~~) as briefed.

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

GEE, PILOTAGE, PFF, D. R.

- i. Bomb run.

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

- (2) True heading over target 165.
- (3) Actual drift 0.
- (4) Altitude over target 24200.
- (5) Time bombs away 1109.
- (6) Wind used for bombing 339/39.
- (7) Method of target identification.

GH WITH VISUAL ASSISTANCE.

(8) Difficulties on bomb run.

NONE.

(9) Weather over Target.

HAZE AND SMOKE

(10) Axis of withdrawal "S") 240

j. Group rally was accomplished at 52-16N 12-18E at 1113 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.

PILATAGE, 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 OK
(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 SQUADRON

FOUR HUNDRED FIRST COMBAT BOMB GROUP (H) LOW SQ.
Office of the Navigation Officer

Date 20 APRIL 1945

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

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 0647 hours.
- b. Group formed at 0744 hours on COTTESMORE buncher.
at _____ ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

D. R., PILOTAGE, GEE.

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

h. Methods of navigation to the I. P.

D. R., PILOTAGE, GEE, MICKEY.

i. Bomb run.

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

- (2) True heading over target 173.
- (3) Actual drift 3L.
- (4) Altitude over target 23400.
- (5) Time bombs away 1109.
- (6) Wind used for bombing 340/40.
- (7) Method of target identification.

GH WITH VISUAL ASSISTANCE

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

(9) Weather over Target.

NO CLOUDS, MOD. HAZE, SOME SMOKE.

(10) Axis of withdrawal 240

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

n. Methods of navigation on return route.

D. R., PILOTAGE, GEE, MICKEY.

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/ Cecil W. Grisham

CECIL W. GRISHAM

2nd Lt., A. C.

Lead Navigator.

Low Squadron.

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

Date 20 April 1945

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

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 0647 hours.
- b. Group formed at 0744 hours on Cottesmore buncher.
at 6000 ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.
D. R., GEE, PILOTAGE.

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

h. Methods of navigation to the I. P.

D. R., GEE, PILOTAGE.

i. Bomb run.

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

- (2) True heading over target 180.
- (3) Actual drift 5L.
- (4) Altitude over target 24600.
- (5) Time bombs away 1109.
- (6) Wind used for bombing 310/44.
- (7) Method of target identification.

GH WITH VISUAL ASSISTANCE.

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

(9) Weather over Target.

CONTRAILS AND HAZE

(10) Axis of withdrawal 240

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

n. Methods of navigation on return route.

D. R., GEE, PILOTAGE.

- 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. C.

Lead Navigator.

High Squadron

PILOT Capt. Coleman

NAVIGATOR

Capt. Shapiro

DATE

STATIONS	0530	ENGINES	0630	TAXI	0640	T.O.	0650
LEAVE BASE	0744	Cottesmore					
COAST OUT	0826						
ENEMY COAST	0859						
I.P.	1104						
TARGET	1115						
ENEMY COAST	1346						
Eng. Coast	1428						
Eng. Coast	1503						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Z. Hr. 0730
Ref. Alt. 25000
Bomb Alt. 25000
Oxygen 2:45

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

At.....C.M.T.

Div. assembly - Cottesmore 51-32N 03-25E

Letdown- Cott Buncher - Normal, 010 Mag

FROM	TO	W/V	HEIGHT	I.A.S.	T.A.S.	COURSE	DRI-FT	TRUE	VAR.	MAG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
Ass. 5000 Lead		UESD		MPH /K	(K)			HDNG.		HDNG.					TIME	BODY	ALT.	AZI.
44N 03-39E	280/10		5000	158	141	081	0	081	A10	091	151	19	08	0744	Depart			
Spalding B			5000		141	126	A3	129	A10	139	148	55	22	0752				
47N 00-09E														0815				
ndlesham D																		
15N 01-05E			5000		141	174	A4	178	A9	187	140	28	12	0826	Check Pt. 1	Eng. Coast		
action CP 1.																		
47N 01-09E	284/17		5000		141	100	A2	102	A9	111	150	86	34-1	0859	Coast CP 2			
1-32N 03-25E																		
1-40N 07-08E	322/29		17000		156	086	-9	077	A7	084	170	134	47	0946	CP 3			
1-15N 11-40E	340/51		25000		183	061	-16	045	A5	050	168	112	40	1:12	1059	CP 4		
	150/70				195		-20	041		046	160	84	32					
P 53-09N 12-09E	350/70		25000		195	109	-18	091	A4	095	220	18	05	1104	IF			
" " "					195	161	-3	158	A4	162	264	47	11	1115	Target			
1-52-24N 12-34E					195	231	A18	249	A4	253	220	13	04	1119				
52-16N 12-18E																		
52-23N 11-18E	345/65		2000	170	213	280	A26	296	A4	300	178	38	13	A1	1133			
" " "																		
51-35N 07-00E	340/40		12500	170	181	253	A13	266	A5	271	174	87	167	30	1:07	1241	CP 5	
" " "	320/25		5000	150	141		A10	263	A6	269	129	80		37				
51-32N 03-25E	312/23		5000	150	141	269	A7	276	A7	283	123	133	1:05	1346	Coast			
" " "																		
Claeton	280/11		2000	150	137	280	0	280	A9	289	126	86	41	A1	1428	Eng. Coast		
" " "	260/5		2000	150	135	304	-2	302	A10	312	132	77	35	1503	ETA.			
Base																		
Base	4		260/9	0 to 5000	150	139	123	A3	127	A10	137	145	77	38	0754	1:10		
Claeton															0826			
Cottesmore																		
Claeton	260/10		5000	150	141	238	A3	134	A10	144	147	68	36	0750				
															0826			

FLIGHT RECORD

TIME	COURSE	W/V USED E/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	
0645					T. O.										
0659		307/20			Set API		150	5000	141						
0742					Cottesmore. Group formed		150	5000	141						
0744			075		On course, on time		150	5000	141			154	19	0751	0751
0751			075		Spalding		150	5000							
0751			126		52-47N 00-09E		150	5000				162	55	0811	0811
0756	123	A3	126		52-41N 00-09E					13	5	142	42	18	0814
0801			110		Following Polebrook										
0807			110		52-32N 00-52E		150	5000							
0811					52-28N 01-16E										
0811					Still following Polebrook. Turning to Cottesmore.										
0815			178		Pt. D, 52-15N 01-08E		150	5000				145	28	11	0826
0819	173	173/10	173		Drift on two headings										
0822			190		52-04N 01-19E			5000							
0827			160		CP 1 51-52N 01-17E		150	5000							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0827			128		Division Column joined		130	5000 -10	141			150	26	34	0901
0833	100	43	103		51-43N 02-32E							138	70	30	0904
0841			105		51-38N 02-04E					20	8	153	50	20	0901
0852			105		Swordfish A. 3' late CP 2		150	5000 -10							
0855					Caged flux. Heading west, 10° off previous heading. OK										
0900					CP 2, on course, 1' late. Lost										
0900	86	173/10 AP	090		51-32N 03-25E. Start climb		150	5000				170	134	47	0947
0911			090		51-28N 04-00E			7000 -6							
0917	230/20		090		51-30N 04-26E		150	9000 -3	(148)	16	6	165			
0918			085		Moving back to course										
0925			087												
0930			085		51-32N 05-24E										
0931			080		Following Division column		150	12000 -3							
0938		-4	085		51-35N 06-02E		150	13500 -6							
0940			080												
0945			080		51-36N 06-36E		150	15500 -10							
0949			080		CP 3, 3' late, 5' south										
0949			080		51-35N 07-00E Following "A". He is on wrong course		150	16900							
0955			080		51-35N 07-28E		150	17500							
0955			060		Still turning		150					165	170	1:20	1057
0959			043		51-47N 07-42E		150	18500 -17							
1014			(042)		52-07N 08-34E		150	20500 -20	(178)						
1018			041		52-12N 08-43E			21000 -22							
1031	56	-11	045				150	23000 -21							
1031			050		52-39N 09-57E		150	24000 -29	(194)						
1040		305/48 AP	050		52-53N 10-40E										
1049					52-06N 11-20E										
1053			055		G.P.-4			24000							
1053			105		53-13N 11-40E			24000				238	18	04	1057
1057					IF										
1057		0	158		Turning, G-1			24000				230	47	12	1116
		339/39			Scoring wind. Drift on two headings										
1109	165	0	165	169	BOMBS AWAY. Brandenburg. #2 high flight late.		150	26200							
1110					52-24N 12-34E		160								
1110	231	49	240		Macro 2-Mike on fire (P)		160					210	13	04	1114
1113	280		290		52-18N 12-18E and Division rally		160	26000	195			173	38	13	1126
1116			300		Turning to avoid town and airfield										
1125			290		52-26N 11-24E		160	21000							
1129			290		52-24N 11-18E										
1129	253	412	265		"							155	167	105	1134
1137			260				170	17000							
1142			255		52-17N 10-15E		170	14000							

SIGNED

NAVIGATOR

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1146	248	#7	255		52-15N 09-58E		168	13000							
1150			255		52-11N 09-40E		170	10000							
1156			255		52-06N 09-20E		155	8000							
1203	248	#7	255		52-02N 08-54E		160	8000	(155)	17	7	146	75	31	1224
1211		290/23 AP	255		51-51N 08-23E		158	8000		20	8	141	55	23	1235
1223			255		51-40N 07-37E		155	8000		30	12	150	30	12	1235
1231			240												
1234			240		GP 5, 51-37N 07-00E		160	8000							
1234	269	#3	272				160	8000	158			137	133	58	1331
1239			265												
1248			265		51-35N 06-02E		160	8000		35	14	145	98	40	1329
1249	269		272												
1258	267	#3	270												
1300			270		Boxtel, 51-35N 05-19E		158	8200							
1309			270		Brada, 51-35N 04-44E					21	9	143	50	21	1330
1313			265												
1328			265		51-35N 03-33E, Coast		158	8200							
1336			265												
1336	280	0	280		D.L., 51-36N 03-12E		160	8200				135	75	33	1410
1342			280		51-39N 02-45E		158	8300					60	27	1409
1346			280		51-42N 02-29E		158	8300		11	6	146	49	20	1406
1349			270					8300							
1408			270		Glaeton, 51-47N 01-09E, Coast		170	6000							
1408	300		305				170	8000				132	77	35	1453
1416			300		52-00N 00-44E		160	5500							
1425			300		52-11N 00-18E		162	5300							
1434			300		Aleenbery		170	3000							
1442					Over field			1000							
1444					Land.										
I certify that this is a true copy of the Log. Navigator's Log.															
JAMES F. MOAN Major, A. C. Group Navigation Officer															

TRACK CHART

DATE April 30, 1945

TARGETS

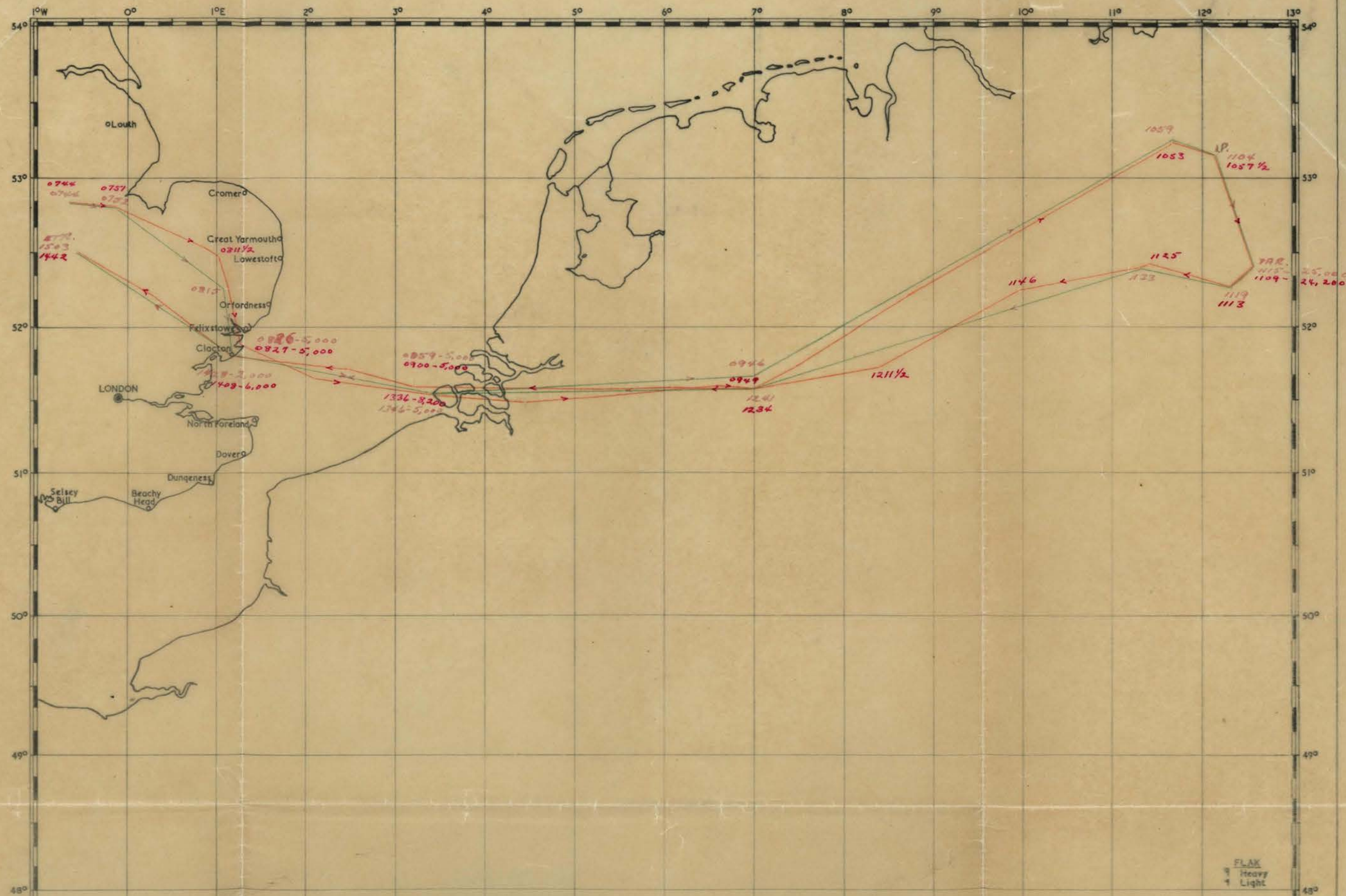
PRIMARY

Brandenburg, Germany

Green
Red

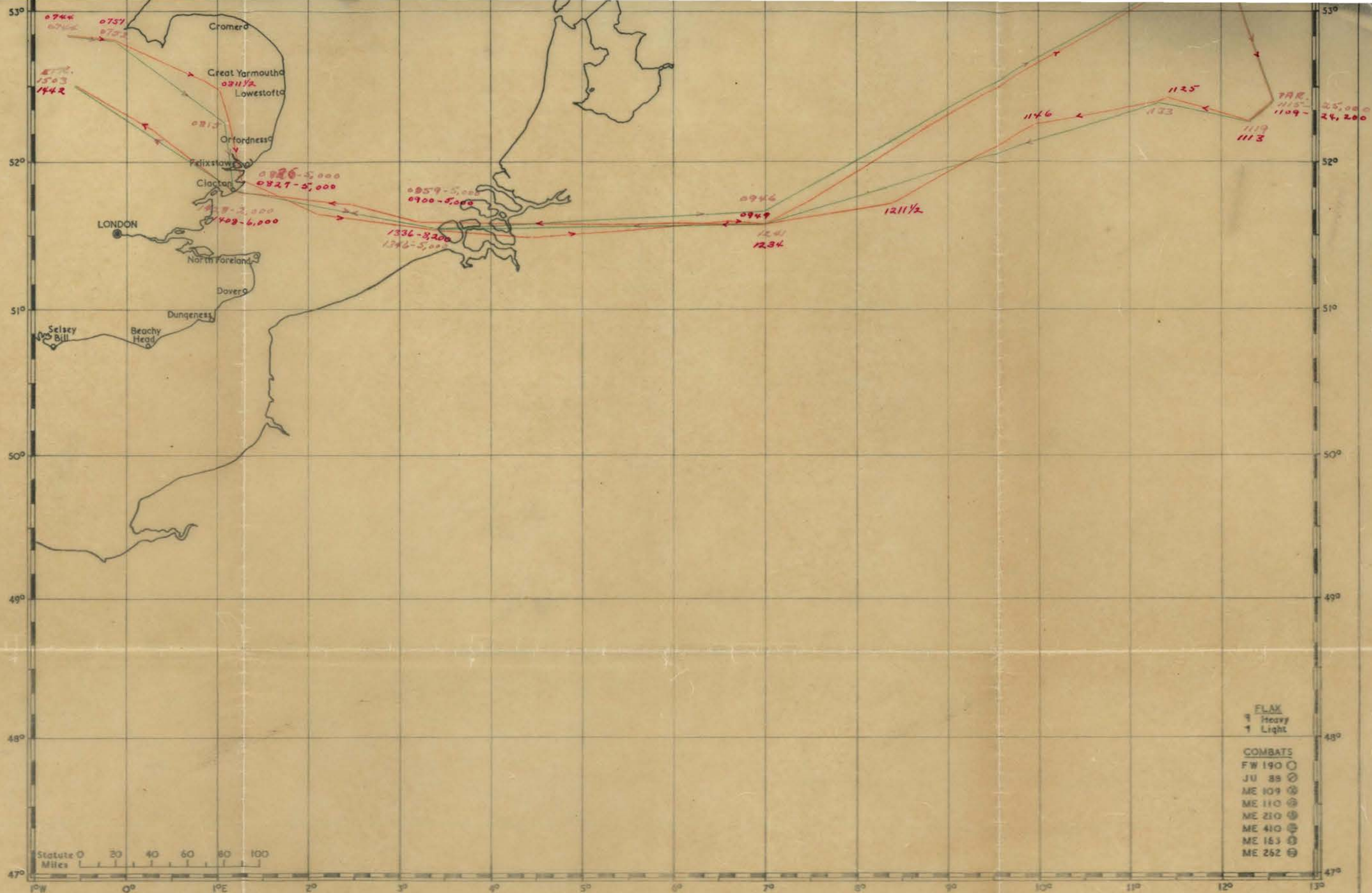
ROUTE FOLLOWED BY

Briefed
401st B.G.(H)



FLAK
 Heavy
 Light

COMBATS
 FW 190
 JU 88
 ME 109



Target No.
3 (d) 15

ADAM OPEL

BRANDENBURG (GERMANY)

Illustration No.
3 (d) 15/8

Illustration
3 (d) 15/8

Photographed 13 April 1944

(1 : 32,000) approx

Issued July 1944

0 500 1000 1500 2000 YARDS
0 1/2 1 MILE



#1. VISUAL
#2. GEE H.
#3. H2X

P.W.
CAMP

H2X

Target

Ld. (GEE. H)

Lo-HI



A.1.3c (1)

TYPE A

Target No.
3 (e) 27

ARADO FLUGZEUGWERKE
G.m.b.H.

BRANDENBURG
(GERMANY)

Illustration No.
3 (e) 27/5

Illustration No.
3 (e) 27/5

0 500 1000 1500 2000 YARDS
0 1/2 1 MILE
(1 : 32,000) approx.

Photographed 13 April 1944

Issued May 1944



A.1.3c(1)

TYPE A

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 693

Date of 20 Apr 45

PART I - ATTACKS & RESULTS

94 B 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	9	10
6. No. of Non-Effective Sorties	--	1	--
(a) Early Returns Included	--	--	--
7. XXXXXXXXXXXX Target # 1	BRANDENBURG		
(a) No. of A/C Attacking	10	9	10
(b) No., Size, Type of Bombs	100X 500#GP	45X 1000# MK-13	47X 1000# MK-13
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	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	0645	0647	0647
19. Time of Attack	1109	1109	1109
20. Total Time for Mission	82	82	75
21. Altitude of Release	24,200	23,400	24,600
22. Type of Sighting (Vis. H2X.GH.etc)	GH with Vis	GH with Vis	GH with Vis
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	Fiar	Fair	Fiar

A/C borrowed from Groups:

NONE

A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 254

Date 20 Apr 45

PART II - NON-EFFECTIVE SORTIES

94 B Gp

	LEAD	LOW	HIGH
	Borrowed A/C	Borrowed A/C	Borrowed A/C
29. Non-Effective Sorties		1	
(a) Weather			
(b) Personnel		1	
(c) Enemy Action			
(d) Other Non-Mechanical			
(e) Mechanical & Equipment			
30. Mechanical & Equipment Failures			
(a) Engine			
(b) Oil System			
(c) Fuel System			
(d) Supercharger			
(e) Propeller & Governor			
(f) Communication System			
(g) Guns & Turrets			
(h) Bomb Release			
(i) Bomb 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 43-38738 - Credit. After pulling pins out of bombs the toggler forgot to turn on switches in bomb bay. Therefore no bombs were dropped on the target. Bombs were subsequently jettisoned in channel (PERSONNEL)

W.D.A.G. FORM
 12 B. Modified
 10-4-45 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT MEADVILLE DATE 20 April 1945
 PILOT CAPT COLEMAN (deJONCKHERE) TAKE OFF 0645
 NAVIGATOR CAPT SHAPIRO AIRPLANE _____
 WING 94th B GROUP 401st SQDN Lead LANDED 1445
 OBJECTIVE BRANDENBURG, GERMANY (MPI) _____
 METHOD OF ATTECK _____
 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 500# GP FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 100 RELEASED 100
 INFORMATION AT RELEASE POINT:
 Altitude of Target 100 Temp Aloft: Metro -35 Actual -29
 True Altitude above target 24450 Mag Head, order 164 Actual 169
 Ind. Altitude 24200 True Heading 165
 Pressure alt of target -238 Drift, Est 2R Actual 0
 Altimeter setting 29.92 True Track 165
 C.I.A.S. 180 T.A.S. 222 Actual Range 15,925
 G.S. Est 310 Actual 298 B.S. Type M-9
 Wind Direc Metro 350 Actual 346 Time of Release 1109
 Wind Veloc. Metro 83 Actual 80 Intervalometer Setting MIN
 D.S. 129.1 Trail 57 ATF 41.21 Length of Bombing Run Gain
 Tan. D.A. Est .67 Actual .65 C-1 Pilot OK A-5 --
 Mean Temp: Metro -9 Actual -7 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 PISKOFF
 Major, Air Corps
 Group Bombing Officer

W.D.A.G. FORM
 12 ². Modified
 10-4-45 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. FLIEG DATE 20 April 1945
 PILOT LT. KNOWLES TAKE OFF 0847/
 NAVIGATOR LT. GRISHAM AIRPLANE _____
 WING 94th B GROUP 401st SQDN Low LANDED 1456

OBJECTIVE BRANDENBURG, GERMANY (MPI) _____

METHOD OF ATTACK _____
 _____ Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 10(9Bombing) 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 1000# HE -15 FUSING: NOSE 1/100 TAIL 1/100

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

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

NUMBER OF BOMBS LOADED 50 RELEASED 45

INFORMATION AT RELEASE POINT:

Altitude of Target 100 Temp Aloft: Metro -35 Actual -38

True Altitude above target 23600 Mag Head, order 164 Actual 177

Ind. Altitude 23400 True Heading 173

Pressure alt of target -238 Drift, Est 2R Actual SL

Altimeter setting 29.92 True Track 170

C.I.A.S. 150 T.A.S. 222 Actual Range 15,578

G.S. Est 310 Actual 314 B.S. Type H-9

Wind Direc Metro 350 Actual 345 Time of Release 1109

Wind Veloc. Metro 86 Actual 80 Intervalometer Setting MIN

D.S. 133.3 Trail 46 ATF 39.60 Length of Bombing Run 9 min

Tan. D.A. Est .69 Actual .66 C-1 Pilot OK A-5 --

Mean Temp: Metro -9 Actual -6 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.

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

W.D.A.G. FORM
 12 th Modified
 10-4-45 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. PEEK DATE 20 April 1945
 PILOT LT. HART TAKE OFF 0847
 NAVIGATOR LT. ANDREWS AIRPLANE _____
 WING 94th B GROUP 401st SQDN High LANDED 1502
 OBJECTIVE BRANDENBURG, GERMANY (MPI) _____
 METHOD OF ATTACK _____
 Individual Flight X Squadron Group Wing
 NUMBER A/C IN GROUP ~~10~~ 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 1000# MK-13 FUSING: NOSE 1/100 TAIL 1/100
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 50 RELEASED 47
 INFORMATION AT RELEASE POINT:
 Altitude of Target 100 Temp Aloft: Metro -35 Actual -32
 True Altitude above target 24920 Mag Head. order 164 Actual 184
 Ind. Altitude 24600 True Heading 180
 Pressure alt of target -232 Drift, Est 2R Actual 3L
 Altimeter setting 29.92 True Track 177
 C.I.A.S. 160 T.A.S. 222 Actual Range 15.128
 G.S. Est 310 Actual 280 B.S. Type M-9
 Wind Direc Metro 350 Actual 310 Time of Release 1109
 Wind Veloc. Metro 86 Actual 50 Intervalometer Setting MIN
 D.S. 129.1 Trail 47 ATF 40.67 Length of Bombing Run 9min
 Tan. D.A. Est .57 Actual .61 C-1 Pilot OK A-5 --
 Mean Temp: Metro -9 Actual -8 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.

MYLES R. BUSSE
 1st Lt, Air Corps

CONFIDENTIAL

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

J-A-4/1

413.44

20 APRIL 1945SUBJECT: Communications Report, Operational Mission No 254. (Field Order 693)

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>3</u>
a. MF Beacons	<u>0</u>	3. HF/DF Bearings (QDM's)	<u>2</u>
b. Bunchers, England	<u>28</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>3</u>	<u>3</u>
2. H2X	<u>4</u>	<u>4</u>	5. Carpet (Barrage)	<u>20</u>	<u>20</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>26</u>			
8. Total number of units released		<u>9360</u>			

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>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

SECRET

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

ASSIGNED... Brandenburg
 1. TARGET: DATE OF MISSION... 20 Apr 45
 BOMBED... Brandenburg

2. ROUTE AS FLOWN:

Generally as Briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>Haze -- Smoke</u>	<u>Haze</u>
CONTRAILS - -	<u>Dense, persistent above 25,000</u>	<u>None</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:

Meager, inaccurate.

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

(5257 - 12245) - Kyritz - 15 to 20 bursts -- accurate.

6. CHAFF; HOW DISCHARGED: As Briefed.

7. POSITION OF GROUP: 94th "B"

8. DETAILS:-

SCDN: POS.	NO. A/C	DAMAGE		A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	ACC	UK	WITH	WITH		
<u>Lead</u>	<u>10</u>							<u>169°M</u>	<u>244°M</u>	<u>1109</u>	<u>24,390</u>
<u>Low</u>	<u>10</u>							<u>177°M</u>	<u>240°M</u>	<u>1109</u>	<u>23,040</u>
<u>High</u>	<u>10</u>	<u>1</u>	<u>6</u>	<u>1</u>				<u>184°M</u>	<u>240°M</u>	<u>1109</u>	<u>24,600</u>
TOTALS	<u>30</u>	<u>1</u>	<u>6</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>				

9. COMMENTS - PHENOMENA:-

Lt. P. R. Myers.

SECRET

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

F-B-2

APC 557
20 April 1945

SUBJECT: Abortive Report

TO : Commanding Officer, AAF Station 128, APC 557

1. Aircraft No. 42-102398 returned early from mission of 19 April 1945 due to loss of power on # 2 engine.

2. The loss of power was caused by the loosening of the tube in the throttle linkage between the firewall and the carburetor bell-crank. The linkage failed because the jam nuts that secured the tube must have worked loose. The tube then worked loose and there was no control over the throttle from the cockpit. Consequently, the power on the engine was lost.

3. The throttle control linkage should be inspected daily. The Squadron Engineering Officer states that it had been inspected the day before the failure by the maintenance crew.

4. This was apparently not material failure.

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

Eng

LEAD SQUADRON 94th A GROUP

Combat Sq. Leader CAPT COLEMAN(MAJ STRAUSS) Date 19 April 45

Deputy Sq. Leader LT COLE

Deputy Gp. Leader LT COLE

Lead:
Lead Sq - 25 X 1000 GP
Low Sq - 5 1/2 X 1/100
GIBSON

614th
COLMAN(STRUSS)
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IX BUZZARD

IX ~~8825~~ (GHX PFF)
J-8825 COLE

Hi Sq - 10 X 500 GP
10 X 1/40
IW S 2468

IX G 8708

SHORT

IW Z 8330

Max Gas
LINDSEY

SORENSEN

IW B 7151 Spot

IW G 8791 Spot

PARK

REINHARD

FRIEDSAM

JAMES

IW A 7931

IW U 8425

IW H 8077

IW P 2012

PFF spare IX O 8153 Disp 29
Reg SC C 9993 Disp 15
IW K 8677 Disp 2
Weather: AC IN J 1591.

0200-0800- *YY*
0800-1400- *RRR*
1400-2000- *RR*

LOW SQUADRON 94TH A GROUP

Combat Sq. Leader: Lt Gerber Date: 19 April 1946

Deputy Sq. Leader: Lt McKenny

Deputy Gp. Leader: Lt Cole

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

GERBER

IY K 8259

MAY

IN A 8458

McKENNY

IN D 6588 Spot

BERNEBURG

IN S 2947

LITCHFIELD

IN V 6842

SMITH

IN B 6132

LOVELACE

IN N 8862

WOODWARD

IN U 7706 Spot

WARTHEN

IN O 1730

KERMES

IN G 1983

GRD SPARES

LEAD PFF IY O 8153 Disp 29

REG SC C 9993 Disp 13

IW K 8677 Disp 2

High Squadron, 96th A Group

Combat Sq. Leader: Lt Col DEJONCKHEERE Date: 18 April 45

Deputy Sq. Leader: Lt Blomquist

Deputy Gp. Leader: Lt Cole

HART (DEJONCKHEERE)

IY D 8550 (GH & PFF)

MULVHILL

SC S 8880

BLONQUIST

SC V 8810 RCM

HOLT

SC D 6992

MORAN

SCH 2398

HOWARD

SC B 1662

REYNOLDS

SC L 8637 RCM

GUY

SC X 7664

CLARK

SC A 7628

LEAP

SC P 1891

Spare Leads: PFF IY O 8153, Disp 29

Ground Spares: SC 89993, Disp 13
IW K8677, Disp 2

Weather A/C 1591 IN J, Capt Reigler.

5-3
 612TH BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)
 Office of the Operations Officer

Mission No. 254
 20 April 1945

SUBJECT: Loading List

TO: Oper. Officer, 401 Bomb Group (H), AAF, Station No. 128

A/C 42-107039

P	Martin, William F.	1st Lt.	612th.
CP	Matthiesen, Rex A.	2nd Lt.	
N	Hill, Ben F., Jr.	2nd Lt.	
Tog.	Klintworth, Louis O.	S/Sgt.	
RO	Hague, Kenneth A.	T/Sgt.	
TTG	Delawder, Joseph A.	T/Sgt.	
BTG	Borror, Norwood E.	S/Sgt.	
TG	Bacon, Charlie M.	S/Sgt.	
WG	Becker, Alex A.	S/Sgt.	

A/C 42-102398

P	Moran, Joseph P.	2nd Lt.	612th.
CP	Meredith, Robert C.	2nd Lt.	
N	Dobrowolsky, Michael	2nd Lt.	
Tog.	Donald, Robert W.	Sgt.	
RO	Kalogeras, Chris G.	Sgt.	
TTG	Barner, Edwin L.	Sgt.	
BTG	Adkisson, Cecil P.	Sgt.	
TG	Youmans, Paul L.	Sgt.	
WG	Rose, William	Sgt.	

A/C 43-38541

P	Hazelton, James J.	2nd Lt.	612th.
CP	Garry, John T., II	2nd Lt.	
N	Jacobs, William E.	2nd Lt.	
Tog.	Crocker, Charles W., Jr.	Sgt.	
RO	Brennan, Joseph R.	Sgt.	
TTG	Trutt, Edward P.	Sgt.	
BTG	Dressel, Frederick E.	Sgt.	
TG	Lopez, R.T.	Sgt.	
WG	Burnett, James G.	Sgt.	

A/C 42-31891

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

A/C 43-38541

P	Guiber, Gilbert S.	2nd Lt.	612th.
CP	Bergman, Wayne H.	2nd Lt.	"
N	Sims, Norton D.	2nd Lt.	"
Tog.	Madden, Ted H.	S/Sgt.	"
RO	Mountain, John M.	Sgt.	"
TTG	Martin, Norman R.	Sgt.	"
BTG	Kaschak, Joseph J.	Sgt.	"
TG	Desole, Walter W.	Sgt.	"
WG	Barrett, Robert C.	Sgt.	"
R.C.M.	Heaton, Charles E.	S/Sgt.	"

A/C 42-102393

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

A/C 43-38637

P	Shearer, George L.	2nd Lt.	612th.
CP	Leazlier, Glenn J.	2nd Lt.	"
N	Welch, Thomas C.	2/C	"
B	Campau, Frederick C., Jr.	2nd Lt.	"
RO	Heck, John R., Jr.	Sgt.	"
TTG	Bujold, Robert J.	Sgt.	"
BTG	Kirts, Burton R.	Sgt.	"
TG	Alexander, Howard G.	Sgt.	"
WG	Stenstrem, Norman E.	Sgt.	"
R.C.M.	Swanson, Theodore K.	S/Sgt.	"

A/C 43-38680

P	Nolan, James D.	1st Lt.	612th.
CP	Twiggs, Calvin R.	2nd Lt.	"
N	Smith, Robert F.	2nd Lt.	"
Tog.	Delle Donne, Charley K.	S/Sgt.	"
RO	Hathaway, Stanley K.	S/Sgt.	"
TTG	Siconolfi, Patrick	T/Sgt.	"
BTG	Feldman, Warren H.	S/Sgt.	"
TG	Graupman, Richard C.	T/Sgt.	"
WG	Serafino, Ernest A.	T/Sgt.	"

NOTE: Capt. Aaron (NMI) Shapiro flying with the 613th.

- The End -

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

20 April 1945

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-38758	P	1st Lt.	SMITH	SAMUEL	B.
	CP	1st Lt.	FREN	JAMES	R.
	N	F/O	ANDLER	LYLE	E.
	B	S/SGT.	RECKERS	RUSSELL	E.
	RO	S/SGT.	HECHEROTHER	RAYMOND	A.
	TT	S/SGT.	DILZ	REINHOLD	J.
	BT	S/SGT.	MC DON	MILES	H.
	TG	S/SGT.	WOESTMAN	ROBERT	J.
	WG	S/SGT.	HOOD	CYNDE	L.
	RCM	S/SGT.	FOGLEMAN	JAMES	(NMI)
42-31591	P	1st Lt.	MAHARICK	MATT	(NMI)
	CP	2nd Lt.	ROBERTSON	WENDALL	W.
	N	2nd Lt.	ROWLEY	RONALD	E.
	B	SGT.	MOULTON	RENNER GEORGE W.	H. JR.
	RO	T/SGT.	REED	WILLIAM	H.
	TT	T/SGT.	LANIER	LESLIE	H.
	BT	S/SGT.	MOORE	WILLIAM	F.
	TG	S/SGT.	WEBB	MENDALL	H.
	WG	S/SGT.	FISHER	MELVIN	C.
	44-8767	P	2nd Lt.	DE PALMA	ALBERT
CP		2nd Lt.	GRIFFITH	WILTSHIRE	(NMI) JR.
N		F/O	HAUF	LEOPOLD	(III)
B		2nd Lt.	WOLFE	JOHN	M.
RO		SGT.	HUGHES	JAMES	R.
TT		SGT.	FULWIDER	GALE	S.
BT		SGT.	HOFNER	JACK	L.
TG		SGT.	ADAMS	JOHN	E.
WG		SGT.	STRAUB	ARTHUR	J.
44-6313		P	2nd Lt.	FORD	WILBUR
	CP	2nd Lt.	MC AARON	TERRANCE	B.
	N	2nd Lt.	DAVIS	CHARLES	E.
	B	2nd Lt.	JANSSEN	DONALD	P.
	RO	SGT.	HANSEN	GEORGE	(NMI) JR.
	TT	SGT.	MOODY	PHILIP	L.
	BT	SGT.	ENGLITT	WILLIAM	L.
	TG	SGT.	BILLY	CLARENCE	(NMI)
	WG	SGT.	BURNS	FRANCIS	F.
	42-31730	P	1st Lt.	LEVY	MEYER
CP		2nd Lt.	SOUTH	VEEDER	(NMI) JR.
N		2nd Lt.	HUNT	CALVIN	A.
B		SGT.	CROSSLEY	CHARLES	A.
RO		SGT.	LAUDERDALE	WILBUR	C.
TT		SGT.	SIRINGER	JOHN	(NMI)
BT		SGT.	NICHOLAS	MIKE	S.
TG		SGT.	HUDSON	JOHN	W.
WG		SGT.	FOLEY	ROBERT	J.

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

AAF Station # 128
 20 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 43-38791

P	1st Lt.	JAMES, HERBERT W.	614th Sq
CP	2nd Lt.	TROUPE, JOHN T.	"
N	2nd Lt.	PALADINO, SALVATORE P.	"
CTG	S/Sgt.	Lee, William J.	"
RO	S/Sgt.	Collins, John G.	"
TT	S/Sgt.	Senoric, Steve S.	"
BT	S/Sgt.	Dunn, Donald R.	"
TG	Sgt.	Laura, Libero L.	"
WG		E. James El Don A Turner	

PLANE 43-38677

P	1st Lt.	YEARGAN, OTIS L.	"
CP	2nd Lt.	BLEES, LEONARD A.	"
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.	"

PLANE 42-102077

P	2nd Lt.	NOWLIN, ROBERT E.	"
CP	2nd Lt.	STILES, MEREDITH N. JR.	"
N	F/O	CUTTER, MARSHALL W.	"
CTG	Sgt.	Post, George W.	"
RO	Sgt.	Morgan, Donald W.	"
TT	Sgt.	Reed, Raymond B.	"
BT	Sgt.	LaSalle, Carl Jr.	"
TG	Sgt.	Waldron, Arthur R.	"
WG	Sgt.	Van Wie, Franklyn A.	"

PLANE 42-97602

P	1st Lt.	PARK, COLINII.	"
CP	2nd Lt.	DUNNE, MICHAEL D.	"
N	F/O	O'NEILL, LAWRENCE H.	"
CTG	S/Sgt.	Salie, Howard W.	"
RO	Sgt.	Sayre, James O.	"
TT	S/Sgt.	Fields, Richard D.	"
BT	Sgt.	Wright, Arthur L. WRIGHT, ARTHUR L.	"
TG	Sgt.	Snyder, Edwin M.	"
WG	Sgt.	Gracyzyk, Clarence J.	"

Leading List Continued

PLANE 43-38565

P	2nd Lt.	FRIEDSAM, SAMUEL R.	614th Sq.
CP	2nd Lt.	HART, ARTHUR L. JR.	"
N	F/O	JOYCE, NELSON R.	"
CTG	Sgt.	Petrowsky, Albert F.	"
RO	Sgt.	Neu, Earl R.	"
TT	Sgt.	Quarrier, Curtiss G.	"
BT	Sgt.	Thornton, Fred	"
TG	Sgt.	Mahakian, Hrach K.	"
WG	Sgt.	Pitsenberger, Henry J.	"
RCM	S/Sgt.	Byrn, Oits C.	"

PLANE 43-38738

P	2nd Lt.	RICHARDSON, GEORGE L.	"
CP	F/O	NELLANS, JOHN L.	"
N	F/O	HANSON, HARVEY E.	"
CTG	Sgt.	Acosta, Reuben	"
RO	Sgt.	Rash, Clifford J.	"
TT	Sgt.	Madden, John P.	"
BT	Sgt.	Mechtel, Eligires J.	"
TG	Sgt.	Suggs, Lois D.	"
WG	Sgt.	Confer, John V.	"
RCM	S/Sgt.	Allison, Carl M.	"

PLANE 42-97478

P	1st Lt.	STEHMAN, ROBERT M.	"
CP	2nd Lt.	BUSH, FRANK R.	"
N	1st Lt.	SACKS, DAVID W.	"
CTG	S/Sgt.	Dobson, William J.	"
RO	Sgt.	Bacon, George S. Jr.	"
TT	Sgt.	Crowe, Harold F.	"
BT	M/Sgt.	Royal, William E.	"
TG	Pvt.	Swatski, Edward F.	"
WG	Sgt.	Bateman, Maurice B.	"

PLANE 42-102468

P	2nd Lt.	GIBSON, LEE R.	"
CP	2nd Lt.	WOODBURN, JAMES JR.	"
N	2nd Lt.	GOLDBERG, BERMANRD	"
CTG	Sgt.	Brown, George W.	"
RO	Sgt.	Schobert, John A.	"
TT	Sgt.	Husnik, Harry J.	"
BT	Sgt.	MacMillan, John A.	"
TG	Sgt.	Mendez, Frank C.	615th Sq.
WG	Sgt.	Miller, Jack	614th Sq.

PLANE 42-102468

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.	"

T/Sgt. Massa, Attilio is flying with the 613th Squadron

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

20 April 1945

SUBJECT: Loading List

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

DUTY	RANK	NAME(LAST)	FIRST	(MI)	SQUADRON
PLANE #44-8708					
P	1st Lt.	Knowles	Willis	S.	615th
CP	1st Lt.	Cornelius	Carl	J.	"
N	2nd Lt.	Grisham	Cecil	W.	"
B	1st Lt.	Flieg	Stanley	W.	"
RO	T/Sgt	McCormick	Thomas	F.	"
TT	Pvt.	Boever	Robert	A.	"
TG	S/Sgt	Wassmiller	Clifford	E.	"
FG	S/Sgt	Settle	John	B.	"
M/O	2nd Lt.	Bell	T.	B.	"
G/H/O	2nd Lt.	Gross	Eugene	P.	"
PLANE #44-8259					
P	2nd Lt.	Eglin, Jr.	Frederick	I.	615th
CP	2nd Lt.	Volts	Donald	L.	"
N	P/O	Schmidt	Frank	A.	"
B	2nd Lt.	Sates	J.	C.	"
RO	S/Sgt	Pavluska	George	A.	"
TT	S/Sgt	Swift	Gene	E.	"
TG	Sgt	Knight	George	O.	"
FG	Sgt	Collins	Rupert	Y.	"
M/O	2nd Lt.	Pins	George	M.	"
PLANE #44-8550					
P	1st Lt.	Hart	Jerald	E.	615th
CP	1st Lt.	Taylor Jr	Richard	W.	"
N	1st Lt.	Andrews	Melvin	H.	"
B	1st Lt.	Peck	George	W.	"
RO	T/Sgt	Reiss	Herbert	(HMI)	"
TT	T/Sgt	Raney	Robert	E.	"
TG	S/Sgt	Pickering	Edward	M.	"
FG	S/Sgt	Smakler	Myron	M.	"
M/O	1st Lt.	Edson Goodman	Harry James	M. W.	"
G/H/O	2nd Lt.	Vercelli	Edward	F.	"
G/H/O	1st Lt.	Hudspeth	Edwin	C.	615th fly with 613th
M/O	1st Lt.	Peterson	George	E.	615th fly with 613th
BT	S/Sgt	Mendez	Frank	C.	615th fly with 614th

Eng

LEAD SQDN 94TH "B" GROUP

*breakfast 0145
 briefing 0245
 stations 0440*

COMBAT SQ. LEADER: Lt Col DeJONKHERE DATE: 20 April 1945

DEPUTY SQ. LEADER: Lt EGLIN

Deputy Sq. Leader: Lt EGLIN

LD-10-500 2p (no RDX)!!

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

COLEMAN (DEJONKHERE)

1/10-1/40

IY J 8825

741 140-5-1000 1113

GUILER

EGLIN

1/100-1/100 SC F 8641

IY K 8259

MORAN

SC H 2398

Max Isa

MARTIN

SC M 3538
 7039

NOLAN

SC S 8680

SHEARER

SC L 8637

HAYESON

SC R 2393

HAZELTON

SC I 7664

AHLERS

SC P 1891

*0200-0800 - RGG
 0800-1400 - RR
 1400-2000 - YYP*

DO NOT LOAD TO COAST ONLY

STATES

SC O 7118

500 PFF & GH IY F 6449 Disp 30
 1000 PFF & GH IY N-8648

1000 IN G 1983 Disp 37
 500 SC J 6947 Disp 15

Low Squadron, 94th B Group

Combat Sq. Leader: Lt Knowles Date: 20 April 1945Deputy Sq. Leader: Lt EglinDeputy Op. Leader: Lt Eglin

812 SC JAWOCK
 813 IN MACRO
 814 IW GOLFCUBE
 815 IX BUZZARD

KNOWLES✓
IX G 8708 GH & PFFJAMES✓
IW G 8791HOWLIN✓
IW H 8077YEARGAN✓
IW K 8677HOLMES✓
IW D 7322PARK✓
IW O 7602FRIEDSAM✓
IW I 8565 RCMRICHARDSON✓
IW M 8738 RCMSTREMAN✓
IW Q 7478GIBSON✓
IW S 2468

500 Spare Lead : PFF IX F 8449, Disp 30

1000 PFF IX N 8648

1000 Ground Spares: IN G 1983, Disp 37

500 SC J 6947, Disp 16

High Squadron, 94th B Group

Combat Sq. Leader: Lt Hart Date: 20 April 1945

Deputy Sq. Leader: Lt Eglin

Deputy Gp. Leader: Lt Eglin

Deputy Sq. Leader: Lt Eglin

612	SC	JAEWOCK
613	IN	MACRO
614	IW	Golfclub
615	IY	BUZZARD

HART

✓
 IY D 8550 (GH & PFF)

YOUNG

✓
 IN R 6148

LEWIS

✓
 IN O 1730

BRADLEY

✓
 IN M 9125 RCM

WITB

✓
 IN P 8758

MAHARICK

✓
 IN J 1591

TRIPI

✓
 IN V 6842

DE PALMA

✓
 IN W 8767

FORD

✓
 IN F 6313

SHUNK

✓
 IN C 8160

500 Spare Lead PFF IY F 8449, Disp 30
 1000 PFF IY N 8648

1000 Ground Spares: IN G 1983, Disp 37
 500 SC J 6947, Disp 15

DO NOT READ TO GROUND ONLY

PFF & GH IY F 8449, Disp 30

PFF & GH IY N 8648

IN G 1983 Disp 37

SC J 6947 Disp 15

DATE: 20 AprilDUTY OFFICER: LT. D.J. SUTHERLANDBRIEFING OFFICER: Capt HANRICK

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary:

*all targets are important
RR facilities*1A(91) Brandenburg (5225-1232)*PW Camp in*1B(381) #2 Priority M/Y by GH.*your Right*94A(351) #3 " M/Y " P77*coming west*94B(401)*about 1 mile*94C(457) Seddin M/Y (5217-1300)41A(384) #2*GH**#3 is same as 1st 4 Gp*41B(303) Secondary: M/Y Bremenbrücken (5205-1250)41C(379) #2 same by GH #3 same as 1st 4 Gp

Last Resort:

(2) Other Groups in 94th CBW:

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

b. 2nd AD: 6 Gp depart Bunker 24 at Zero + 60 (4815-1230) ;
(4900-1312) (4923-1207) 4925-1317)c. 3rd AD: 11 Gp depart Southwold Zero Newruppin (5257-1249)
Oienburg (5247-1316) Wustermark (5233-1300) Hessisch (5111-0944)

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast:

b. Fighter Support: 1 Gp per bomber Gp.

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak:

#1 Priority

62 Guns - 75 Knot wind from 350°

b. Enemy Fighters:

meager to moderate opposition

c. Smoke Screens:

d. Camouflage:

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: 5000 ft Cottesmore - Spaulding - Mendelsham - Clifton

A Gp - Kingscliff - Crowland - Mendelsham

2 Gp - Glatton - March - Mendelsham

b. Air Commanders:

Div - Maj Klette

94 CBW Maj Hinkle

401 Gp Maj DeGonche

c. Zero Hour and Date: 0700 - 20 April

d. General Instructions Pertinent to Entire Task Force:

Scout force - screen force

5. SUPPLY:

a. Gas Load:

2780

b. Bomb Load (and Intervalometer Settings)

Sett - P27 50 ft Lead 10x500 GP 1/10 and 1/40

Sett - Visual 7 GP - minimum. High & low 5x1000 GP 1/100 and 1/100

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

start 9 min before target and for 15 min

d. Screening Force:

6. COMMUNICATIONS:

a. Flares and Lamps:

SECRET

b. VHF and Other Radio: (acoustic Force Information) _____

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: _____

b. S.O.P.'s _____

c. Miscellaneous: _____

d. Security: _____

1A Route

Clacton

- 5132-0325
- 5140-0709
- 5345-1140
- 5309-1209 1P
- 5225-1232
- 5216-1218
- 5223-1118
- 5135-0700
- 5132-0325

Clacton

94C Route

Clacton

- 5132-0325
- 5135-0520
- 5142-0959
- 5131-1221
- 5147-1258 1P
-
- 5216-1218
- 5223-1118
- 5135-0700
- 5132-0325

Clacton SECRET

41B same
to
↓

5137-1247 1P

5216-1218

Base Ref alt 25000 - Bomb alt 25000 (others at 20000)
Interval 2 min. Bombs runs to be started GH

Buncher 24 - 5242-142 E

PRIMARY — Brandenburg — m/y
 facilities — 5 m/p's — by 4 Gps —
 Lead hit — Transhipment shed in m/y —
 Low & Hi — hit Rail over River Bridge —
 Other outposts hitting Passenger stations — Terminus
 lines — and Loco Depot —

No 2 — G/H bombing same target —
 Hit same m/p — as Lead sq for visual

No 3 — PFF — same target —
 m/y to West of Vis. targets — all
 Groups in Div —

Rest of Div —

4 Gps — hitting Seddin & Treuenbrietzen —
 bomb vis or G/H — #3 is PFF on our target —
 Both targets m/y

Fried Act —

11 Gps 3 Div on 4 m/y's and R.R. facilities
 at Orange pins

Six Gps 2nd Div. hitting 3 m/y's and
 One R.R. bridge at Red Pins

meager to mod. C/A expected

Fitters — 4 Gps 51's — one a + B type sq. for two
 Gps of bombers — Close support —
 Other fighters free — leave
 in your target area

Flak —

51- PW — Russian chit & Phone Card
 to Poltava —
 No Polit discussion

Det a/c — No friend escort to be expected
 if you have to go to Russia.

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

PFF BOMBING REPORT

1. Formation Led: Low Squadron 94th "B" Group. Date 20 April 1945.
2. Mickey Operator 2nd Lt. BELL, T.B. No. of PFF Missions 6
3. Pilot 1st Lt. KNOWLES, W.S. D/R Nav. 2nd Lt. GRISHAM, C.W.
4. Bombardier 1st Lt. FLIEG, S.W. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 708 Briefed Position x
 (Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0648 Landing 1451
7. If deputy lead assumed the lead, state when and why
8. Where was the decision made to bomb by PFF? no
9. Initial point used as briefed Was this the briefed I.P.?
10. Distance at which the mickey operator first identified the target; 40
11. Length of the bombing run: Visual 20 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?
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 Brandenburg
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 32,400 Track 177 G.S. 30100 Time 1109 340/50
21. Bomb Load 5 X 1000 Bombs Dropped 5 X 1000
Smoke Smoke
- (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 Visual (G.H assist) ✓
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? yes
- (b) Sight for range? yes
- (c) Preset bombsight with data from mickey operator? no
- (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? Wind, Drift, & G.S.
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 slight Haze

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

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

PFF Bombing Report (Cont'd)

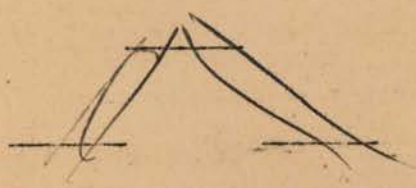
28. Remarks and Recommendations: M/c was used primarily for navigation. JP made good. A 44 mm gun was started and ^{20 miles from target} bomb took over and made a visual sighting. M/c shot fixes on sun using pre-computed bearing. Due to ground haze the responsibility of navigation after target rested entirely with M/c

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.

Low Sqd.

708
|



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

PTF BOMBING REPORT

1. Formation Led: Lead Squadron 94th "B" Group. Date 20 April 1945.
2. Mickey Operator 1st Lt. PETERSON, G.E. No. of PTF Missions 30
3. Pilot Capt. COLEMAN, E.W. D/R Nav. Capt. SHAPUTO, A.
4. Bombardier Capt. MEADVILLE, H.W. 613 Sqdn. 401st Group 1st Div.
5. Airplane B-17 325 Briefed Position x
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0614 Landing 1444
7. If deputy lead assumed the lead, state when and why _____
8. Where was the decision made to bomb by PTF? Not made
9. Initial point used Briefed IP Was this the briefed I.P.? _____
10. Distance at which the mickey operator first identified the target: 55 miles
11. Length of the bombing run: Visual 12 miles 600-H - 25 miles
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?
On Time
16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ✓ NO NO Explain _____
17. What was the bombing formation? _____
(Group) (Squadron)
18. Target attacked Brandenburg
19. Where did the sighting team try to center the bombfall? On MP1

-1-

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? On MPI

20. Bombs away altitude 24,250 Track 165 G.S. 230 K Time 1109

21. Bomb Load 10 X 5000 P Bombs Dropped One X 339 | 39

(a) Brought back, reason Smoke

(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 VISUAL (GEE-H assist) ✓

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? Yes

(b) Sight for range? Yes

(c) Preset bombsight with data from mickey operator? No

(d) Do anything else? No

25.

25. What assistance did navigator give bombardier and Mickey operator? Winds, Drift, Ground Speed.

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 Thick haze with smoke at target.

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

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

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: mission was primarily for navigational purposes; Ice H operator took over at IP, and started Ice H run to target and continued until 12 miles from target when bombardier took over and made visual run. Coming up on IP, mission operator gave navigator a bearing to the target, and then continued to check Ice H run to target. Target return came in well, remained fairly constant down bomb run.

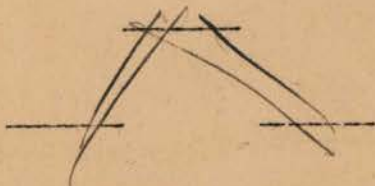
29. Were Scope Photos taken? Yes ✓ No If not, explain

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.

Lead Sq

825

259



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

PFF BOMBING REPORT

1. Formation led: Lead Squadron 94th "B" Group. Date 20 April 1945.
2. Mickey Operator 2nd Lt. PIMS. G.M. No. of PFF Missions 3
3. Pilot 2nd Lt. EGLIN. F.I. D/R Nav. F/O. SCHMIDT. F.A.
4. Bombardier 2nd Lt. SITES. J.C. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-26 259 Briefed Position
 (Type) (Serial No.) (Lead) (Deputy Lead) X
6. Take Off 0720 Landing 1445
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 Briefed Was this the briefed I.P.? Yes
10. Distance at which the mickey operator first identified the target: 38 n.m.
11. Length of the bombing run: Visual 40 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?
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 Brandenburg
19. Where did the sighting team try to center the bombfall? On M.P.I.

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 24,100 Track 158° G.S. 227 k Time 1113

21. Bomb Load 10 X Smoke Bombs Dropped All dropped

(a) Brought back, reason _____

(b) Where jettisoned, reason _____

Wind
311°
@40 k

22. Type of Sighting: (Check One)

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

(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 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? Followed thru with H₂X

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? Dropped on lead

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 Thick haze

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

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: I.F. made good and
deputy ship followed lead into target
dropping on Group lead aircraft. In/o
followed thru by setting ~~to~~ up Alt. +
G.S. circle.
Target returns remained consistent
during run.

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.

825

259

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

PFF BOMBING REPORT

1. Formation Led: High Squadron 94th "B" Group. Date 20 April 1945.
2. Mickey Operator 1st Lt. GOODMAN, J.H. No. of PFF Missions 28.
3. Pilot 1st Lt. HART, J.E. D/R Nav. 1st Lt. ANDREWS, M.H.
4. Bombardier 1st Lt. PEEK, G.W. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 550 Briefed Position x
 (Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0645 Landing 1500
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 Briefed IP Was this the briefed I.P.? —
10. Distance at which the micky operator first identified the target: 2.5 miles
11. Length of the bombing run: Visual 10 miles GEE-H 32 miles
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 Brandenburg
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? On MP1

20. Bombs away altitude 24,400 Track 184° G.S. 220K Time 1109

310/44K

21. Bomb Load 5 X 1000 GP Bombs Dropped Q2 X

(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 Visual (PFF Assist) ✓

23. In making sighting did mickey 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 mickey operator? No

(d) Do anything else? No

25. What assistance did navigator give bombardier and Mickey operator? _____
Wings, Drift & Bomb Sight

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 Thick haze with smoke at target.

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

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

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: Runway was primarily
for navigational purposes; Bee-H operator started run
from IP and continued until 10 miles from target
when bombardier took over and made visual run.
Runway gave bearing to target from IP, checked Bee-H
run to target.

29. Were Scope Photos taken? Yes ☒ No ☐ If not, explain

M.O. believes camera switch was accidentally knocked off
on bomb run while M.O. was adjusting his focus.

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.

High Sq550.