

W28

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

MISSION No. **231**

Date: **18 MAR. 45**

TO: **BERLIN , GER .**

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401ST BOMBARDMENT GROUP (H)

E-K-12

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

MISSION SUMMARY REPORT

MISSION # 231

Date 18 March 1945

ASSIGNMENT

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

EXECUTION

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

3. Flight Over England:

a. Takeoff:

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

MISSION SUMMARY REPORT (Cont)

3. b. Squadron and Group Assemblies:

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

c. Route Over England:

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

4. Attack:

a. Flight to Target:

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

b. Bombing Run:

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

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

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

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

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

MISSION SUMMARY REPORT (Cont)

4. c. Flight From Target:

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

d. Return to Base:

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

e. Weather:

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

f. Fighter Support:

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

g. Comments on Formation and Interval:

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

h. Conclusions and Recommendations:

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

5. Aircraft Not Attacking:

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

6. Enemy Opposition:

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

MISSION SUMMARY REPORT (Cont)

7. Battle Damage:

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

8. Casualties:

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

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

10. Bombing Data:

a. Observations:

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

b. Disposition of Bombs:

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

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

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

c. Tabular Summary of Disposition of Bombs:

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

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

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

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

Submitted by:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

LEAD SQUADRON

100% IN 2000
60% IN 2000



SAV-401 11225 12 008-3-45)(4-6842-7-27,500)(BERLIN
LEAD CONFIDENTIAL

LOW SQUADRON

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



SAV-401 11225 12 008-3-45)(4-8637-1-270)(BERLIN)
LOW CONFIDENTIAL

6642 EASTMAN REGULAR

6641 EASTMAN REGULAR SAFETY

*Not
Plottable*

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

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

F-B-2

APD 557
18 March 1945

SUBJECT: Abortive Report, Mission of 17 March 1945

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

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

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

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

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

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

Sp Engineering Stations - 0600

LEAD SQDN. 94TH "A" GROUP

COMBAT SQ. LEADER LT. COL. SILVER DATE: 17 MARCH 1946

DEPUTY SQ. LEADER: LT. JENNINGS

DEPUTY GP. LEADER: LT. JENNINGS

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

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

DEPUTY (SILVER)
IY E 8653 (PTF)

SMITH
SC B 1682

JENNINGS
IY D 8658 (PTF)

612 SQDN
CAMPBELL
SC K 8733 (ROM)

612 SQDN
FENNOR
SC N 6506

MIRAN
SC H 2398

MARTIN
SC M 7039

HUBBALL
SC S 8680

LONG
SC L 8637 (ROM)

NOLAN
SC F 8541

HARVESON
SC R 2393

AHLERS
SC P 1891

KOLT
SC D 6992

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

~~END SPARES (GP) IN E 8530 DISP 50~~
~~(GP) SC J 7790 DISP 33~~

WX A/C IN V 8425 CAPT. KIRKHUFF

Low Squadron, 94th A Group

Combat Sq. Leader: Capt McGoldrick Date 17 Mar 45

Deputy Sq. Leader: Lt Knowles

Deputy Gp. Leader: Lt Jennings

614 SQDN

612 SC JAEWOCK

613 IN MACRO

614 IN GOLFCOLUB

615 IY BUZZARD

GERBER (MC GOLDRICK)

IY F 8449 PFF

STEEHAN

KNOWLES

IW K 8677

IY P 6947

614 SQDN

614 SQDN

THOMPSON, R.

DJERNES

IW T 8646 RCM

IW S 2468

LINDSEY

AYRE

JAMES

JORDAN

IW O 7602

IW A 7931

IW P 2012

IW Y 7551 RCM

ROHMANN

IWDD 7322

VIERMAN

SORENSEN

10 2 330

IW R 7780

IW F 7395

Eng. trouble

Ground Spares:

Frgs: PFF Lead IY O 8153, Disp 29

Frgs: Vis Lead IY L 8941, Disp 24

Gp's: Regular: IW Z 8330, Disp 50

Gp's: Regular: SC J 7790, Disp 33

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

94th A GROUP HIGH

Combat Sq. Leader LT ASCHENBACH Date 17 March 1945

Deputy Sq. Leader: LT SPER

Deputy Gp. Leader LT JENNINGS

612 Sqdn

612 SC JANNOK

613 IN MACRO

614 IW GOLFOCUS

615 IY BUZZARD

ASCHENBACH

IY K 6259 PFF

KELSO

SPER

IN V 6842

IY Q 8077

613 Sqdn

613 Sqdn

SCHILLER

JONES

IN P 8768

IN C 8100

CHEPHERD

NIELSEN

EGLIN

CAREY

IN A 8458

IN D 8598

IN U 7103

IN N 8862

GRACRAFT

IN G 1985

IN M 9125

MC KENNEY

LEVY

IN W 8787

IN B 6132

SPARES

BERNEBURG

IN S 2947

FRAGS: PFF LEAD IY O 8153 Disp 29

FRAGS: VIS LEAD IY L 8941 Disp 24

GP'S ORDSPARES IW 2 8330 Disp 50

GP'S " " SC J 7790 Run 33.

WEATHER SHIP IW U 8425 CAPT KIRKHOFF-DISP 3.

REF ID: A66500

DATE: 18 March 1945

DUTY OFFICER: Capt CoitBRIEFING OFFICER: Capt Hill

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

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

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

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

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

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

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

41A (384)	1A (398)	40A (92)	94A (351)
B (303)	B (91)	B (305)	B (457)
C (379)	C (381)	C (306)	C (401)

b. 2nd AD: Same Areac. 3rd AD: Same Area

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast:

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

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

SECRET

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: 428 guns in area, of which 135 in range. Wind 85mph from 330.

b. Enemy Fighters: Enemy has many fighters in neighborhood and weather is not expected to keep him on the ground

c. Smoke Screens: Effective smoke screen and much bomb smoke will be encountered.

d. Camouflage: None known

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: 94A (351) Kings Cliffe, Sleaford. 5320-0050E. Cromer

94B (457) Glatton, Donington. 5320-0050E. Cromer

94C (401) Cottesmore, Cranwell. 5320-0050E. Cromer.

b. Air Commanders: 1AD (Maj Bean - 384); 94 CBW (Lt. Col. Stewart - 351)

94B (Capt Rollins - 457) and 94C (401) Major Garland.

c. Zero Hour and Date: 0900 hours, 18 March 1945.

d. General Instructions Pertinent to Entire Task Force:

Blind bombing will not be employed without positive verification.

5. SUPPLY:

a. Gas Load: 2780 gals

b. Bomb Load (and Intervalometer Settings) 12 X 100 GP; 8 X M17 IB;
100 feet.

c. Chaff Load (Point and Time of Commencing Discharge) 432 units; IP for
18 minutes.

d. Screening Force: 3 Mosquitos from 5253 1228

6. COMMUNICATIONS:

a. Flares and Lamps:

S E C R E T

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

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

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

7. SPECIAL INSTRUCTIONS:

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

No help can be expected.

b. S.O.P.'s _____

c. Miscellaneous: _____

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

Route flimsies:

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

SECRET

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations OfficerMission No. 231
18 March 1945

SUBJECT: Loading List

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

A/C 44-6113

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

A/C 43-38680

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

A/C 42-31891

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

A/C 42-106992

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

A/C 43-37790

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

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

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

18 March 1945

LOADING LIST

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

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

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

AAF Station # 128.
 18 March 1945.

SUBJECT: Loading List.

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

1. The following is the Loading List for today's Mission:

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

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

Plane	43-38565			
P	1st Lt.	BABCOCK, FREDRICK H.		"
CP	1st Lt.	BOUSFIELD, JOHN		"
N	2nd Lt.	CRAWFORD, ALLEN H. JR.		"
CTG	S/Sgt.	Casselman, Charles R.		"
RO	T/Sgt.	Bilby, John F. Jr.		"
TT	T/Sgt.	Caldwell, Carroll L.		"
BT	Sgt.	Erzar, William J.		"
TG	S/Sgt.	Wilczynski, Walter J.		"
WG	S/Sgt.	Parnham, Walter E.		"
RCM	S/Sgt.	Genauer, Lawrence		"

Plane	42-98322			
P	1st Lt.	HOLMES, GENE H.		"
CP	2nd Lt.	FREDERICK, RALPH A.		"
N	1st Lt.	JAMES, KENNETH W.		"
CTG	Sgt.	Watkins, Jack W.		"
RO	Sgt.	Cox, Clyde F.		"
TT	Sgt.	Knight, Eddie R.		"
BT	Sgt.	Jakubanski, Julius J.		"
TG	Sgt.	Kennedy, Jack W.		"
WG	Sgt.	Paverill, Edward S.		"

Loading List ContinuedPlane 42-39012

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

Plane 43-38677

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

Plane 42-97780

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

Plane 43-38425

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

Plane 42-102468

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

Loading List Continued

Plane 42-107151

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

Plane 43-38738

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

Plane 43-97931

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

For the Squadron Commander:

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

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

18 March 1948

SUBJECT: Loading List.

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

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

PLANE # 44-3650

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

PLANE # 43-38061

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

PLANE # 42-37947

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	Captain	McGoldrick	John	W.	616th
CP	2nd Lt.	Gentry	James	H.	"
H	1st Lt.	Lewis	Lester	G.	"
W/O	2nd Lt.	Mehir	Howitt	G.	"
B	1st Lt.	Peck	George	W.	"
RO	T/Sgt.	Peck	Gerald	L.	"
TT	T/Sgt.	Sheldon	James	R.	"
TO	S/Sgt.	St. Ledger	Robert	H.	"
FO	S/Sgt.	Lindsay	James	R.	"

PLANE # 44-3135

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Jennings	William	W.	616th
CP	1st Lt.	Rabinoff	Louis	W.	"
H	1st Lt.	Hong	Carl	L.	"
W/O	2nd Lt.	Baker	Leonard	(MI)	"
B	2nd Lt.	Hashimoto	Gene	(MI)	"
RO	S/Sgt.	Hastings	Andrew	(MI)	"
TT	S/Sgt.	Shen	Donald	L.	"
TO	2nd Lt.	Hollen	Clarence	K.	"
FO	S/Sgt.	Olivier	Kenneth	C.	"

PLANE # 44-3067

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Hart	Jerald	H.	616th
CP	2nd Lt.	Taylor	Richard	W.	"
H	2nd Lt.	Andrews	Malvin	H.	"
B	1st Lt.	Ross	Robert	W.	"
RO	S/Sgt.	Reiss	Herbert	(MI)	"
TT	S/Sgt.	Raney	Robert	D.	"
BT TO	Sgt.	Pickering	Edward	W.	"
BT BT	Sgt.	Knight	Victor	(MI)	"
FO	Sgt.	Stukler	Myron	H.	"

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

94TH C GROUP

Combat Sq. Leader: MAJ GARLANDDate: 18 March 1945Deputy Sq. Leader: LT JENNINGSDeputy Gp. Leader: LT JENNINGS

612 SQDN

612 SC JAWOCK

613 IN SACRO

614 IW GOLFOUB

615 IY BULLARD

THOMPSON (GARLAND)

449

LEVY

730

JENNINGS

153

SQDN

SQDN

JONES

588

KELSO

842

VERMEER

607 (MIA)

CAREY

313 Abort

MAHARICK

591

MC KENNEY

767

SMITH

132

GEREN

983

EGLIN

706

SPARKS

SHEPHERD

146

*own target*401st Lead Squadron on Take Off
and over Target

94TH C GROUP

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

612 SQUAD

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

MC GOLDRICK

947

HOLT

HART

947

SQUAD

SQUAD

FRENCH

CAMPBELL

506

637

HUDNALL

MC KALE

STEPHENS

HOWARD

690

541

113

662

HOLAN

788

AHLERS

DE MARCO

691

790

SPARES

401st Low Squadron on Take Off
 and over target

94TH C GROUP

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

Deputy Sq. Leader: LT BODDIN

Deputy Gp. Leader: LT JENNINGS

614 SqDn

613 SC LINCOLN
613 TR MACRO
614 IW GOLFLUB
615 IY BULLARD

GERBER (HARB)

550

SORENSEN

395

BODDIN

941

SqDn

SqDn

BABCOCK

565

DJERNES

468

JAMES

012

HOLMES

322

VIEHMAN

738

PARK

151

JORDAN

677

CAMERON

125

LINDSEY

780

SPARCO

AYRE

931 Ret

401st High Squadron on Take Off
and Over Target

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

Date 18 March 1945

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

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

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

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

e. Methods of navigation over England.

DB, Gee, Radio

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

h. Methods of navigation to the I. P.

D.R., Gee, PFF

i. Bomb run.

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

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

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

PFF, V.A. 20 to 30sec

(8) Difficulties on bomb run.

Contrails, Haze

(9) Weather over Target.

7/10 with haze & contrails

(10) Axis of withdrawal 90°.

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

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

n. Methods of navigation on return route.

Gee, DR. PFF

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

q. Performance of equipment.

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

F.W. RICKS
Capt, Air Corps

Lead Navigator.

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

Date 18 March 1945

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

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

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

- a. T/O at 0715 hours.
- b. Group formed at 0830 hours on Cottesmore buncher.
at 10000 ft.
- c. Wing assembly was completed at --- hours at ---.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England. Geo

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

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

1. Bomb run.

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

- (2) True heading over target 130.
- (3) Actual drift 50.
- (4) Altitude over target 27000.
- (5) Time bombs away 11200.
- (6) Wind used for bombing 332/40.
- (7) Method of target identification.

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

Mickey set out

(9) Weather over Target.

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

(10) Axis of withdrawal 085 TH.

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

n. Methods of navigation on return route.

Gee, Mickey, DR, Pilotage

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

q. Performance of equipment.

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

LESTER G. LEWIS
1st Lt, Air Corps

Lead Navigator. **Low Sqdn**

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

Date 18 March 1945

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

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

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

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

e. Methods of navigation over England.

Geo, Pilotage, DR, Mickey

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

h. Methods of navigation to the I. P.

Pilotage, Mickey, DR

i. Bomb run.

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

- (2) True heading over target 120.
- (3) Actual drift BR.
- (4) Altitude over target 27500.
- (5) Time bombs away 1123.
- (6) Wind used for bombing 350/32.
- (7) Method of target identification. Pilotage

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

**Mickey set out
Contrails**

(9) Weather over Target.

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

(10) Axis of withdrawal 040 TH.

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

n. Methods of navigation on return route.

Gee, Pilotage, Mickey, DR

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

q. Performance of equipment.

Trouble with camera-- out on Run.

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

**LAWRENCE E. LAURY
1st Lt, Air Corps**

Lead Navigator. High Sqdn.

94th C Air CO Major Garland
 PILOT Thompson R. L. NAVIGATOR Ricks, F. W.

FLIGHT PLAN

DATE 18 March 1945

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

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

FROM	TO	W/V	UESD	HEIGHT	I.A.S.	T.A.S.	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE		
Ass. 10501	Cott(Y) Duncker				MPH /K	(K)										TIME	BODY	ALT. AZI.
52 44 00 39 E	Granwell (C)	270	25	10500	150	153	017	-9	008	f11		159	19	07	0830	Depart		
53 02 00 30 E	Point (H)	270	27	13500	-11	156	078	-3	067	f10		181	51	17	0854			
53 20 00 50 E	Groner (CP1)	270	29	15500	-16	163	144	f8	152	f10		178	31	10 1/2	0905	Eng Coast	CP1	0905
52 56 01 20 E		295	34	22500	-28	174	097	-3	094	f9		207	122	35 1/2	0941		CP2	0941
52 42 04 37 E		335	55	23500	-38	187	093	-15	078	f7		206	119	35 1/2	1018			
52 37 07 50		350	69	23500		187	122	-16	106	f6		226	23	06 1/2	1025		CP 3	1025
52 25 08 22		350	75	26500	-42	191	049	-20	029	f 6		140	38	16 1/2	1042			
52 50 09 10 E		350	76	26500	-45	196	092	-22	070	f5		197	95	29 1/2	1112			
52 47 11 45		350	62	26500	-45	196	078	-18	060	f4		184	27	09	1121	IF		
52 53 12 28 IB		350	61	24 Lat Down	-45	196	122	-13	109	f5	112	233	41	11	1132	T		
52 31 13 25 E		350	60	23500	-42	187	049	-14	035	f3	38	180	27	06	1138			
52 42 13 45 E		350	57	23500	-38	187	333	f5	338	f3	341	132	24	11 1/2	1150			
53 03 13 27 E						187	282	f17	299	f4	303	158	61	25 1/2	1214			
53 15 11 47 E		350	69				255	f22	277	f5	202	180	98	33 1/2	1248	CP 4		
52 50 09 10 E							229	f19	248	f6	254	212	38	11 1/2	1300			
52 25 08 22 E							302	f16	318	f6	324	134	43	10 1/2	1311			
52 37 07 50 E		335	30	22500	-20	187	273	f21	294	f7	301	160	119	45 1/2	1357	CP 5		
52 42 04 37 E	Groner	280	30	8000	-20	188	277	0	277	0	286	158	122	47 1/2	1446			
Groner		250	15	2000		158	254	-1	253	f10	263	143	36	15	1501			
Kings Lynn		220	15	2000	f5	132	247	-3	244	f10	254	116	39	20	1521	181		
Base																		

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0712					Take Off										
0720					Gottenmore (wind from weather ship 283/34)			4000							
0727	f3	255	270/24	-3-9	330	Turn Back at Gottenmore (25 ships 1 missing in lead)	145	6500							
							128	10500	149						
0829 1/2					Depart Duncker			10500							
0829 1/2	70	f31	07	10	To point C		150	-4	153				160	19	07 0837
							130	10500							
0836				10	Granwell Point G			10500							
0837	70	-3	07		To Point B			10500					178	51	17 0854
0841		-4	74		G (5309 00115) Wing Form			11800	153				178	38	13 0854
0844			40		G (5311 00844) Turning left to get in line			12000	153	09	03	180			
0855		285/25	40		Point B (9mi N)			13000							
								-30							
0855	144	f7	151		To Groner			13000	156				176	31	10 1/2 0906
				160	Groner (Turn 50 to get into column)			15500							
0907	97	-1	96		Leave England			15500					195	122	37 0944
0908			96		G (5300 01285)			150	-18						

FLIGHT PLAN

PILOT 94th G Air CO Major Garland
Thompson H. L.

NAVIGATOR Nichols, F. W.

DATE 18 March 1945

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

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

FROM	Ass. 1090 Lead	W/V	HEIGHT	I.A.S.	T. A.S.	COU-	DRI-	TRUE	VAR.	MAG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE			
TO	Cott (Y) Buncher	UESD		MPH /K	(K)	RSE	FT	HDNG.		HDNG.					TIME	BODY	ALT.	AZI.
52 44 00 39 W	Granwell (G)	270	10500	150	153	017	-9	008	#11		159	19	07	0830	Depart			
		25		-7										0837				
53 02 00 30 W	Point (H)	270	13500		156	078	-3	067	#10		181	51	17	0854				
		27		-11														
53 20 00 50 G	Groner (CP1)	270	15500		163	144	#8	152	#10		178	31	10 1/2	0905	Eng Coast	CP1	0905	
		29		-16														
52 56 01 20 E		295	22500		174	097	-3	094	#9		207	122	35 1/2	0941			CP2	
52 42 04 37 E		34		-28													0941	
52 42 04 37 E		335	23500		187	093	-15	078	#7		206	119	35 1/2	1018				
52 37 07 50		55		-38														
52 37 07 50		350	23500		187	122	-16	106	#6		226	23	06 1/2	1025			CP 3	
52 25 08 22		69															1025	
52 25 08 22		350	26500		191	049	-20	029	#4		140	38	16 1/2	1042				
52 50 09 10 E		75		-42														
52 50 09 10 E		350	26500		196	092	-22	070	#5		197	95	29 1/2	1112				
52 47 11 45		76		-45														
52 47 11 45		350	26500		196	078	-18	060	#4		184	27	09	1121	IF			
52 53 12 28 1B		62		-45														
52 53 12 28		350	at let down		196	122	-13	109	#5	112	233	41	11	1132	T			
52 31 13 23 E		61																
52 31 13 23 E		350	23500	170	217	049	-14	035	#3	38	180	17	06	1138				
52 42 13 45 E		60		-42														
"		350	23500	150	187	333	#5	338	#3	341	132	24	11 1/2	1150				
53 03 13 27 E		57		-38														
"		"			187	282	#17	259	#4	303	158	61	25 1/2	1214				
53 15 11 47 E		"																
"		350	"		"	255	#22	277	#5	282	180	98	33 1/2	1248	GP 4			
52 56 09 10E		69			"	229	#19	248	#6	254	212	38	11 1/2	1300				
"		"			"													
52 25 08 22 E		"			"	302	#16	318	#6	324	134	23	10 1/2	1311				
52 37 07 50E		"			"													
52 42 04 37 E		335	23500		187	273	#21	294	#7	301	160	119	45 1/2	1357	GP 5			
"		55	at let down															
Groner		280	8000	170	188	277	8	277	8	286	158	122	47 1/2	1446				
"		30		-20					#9									
Groner		250	2000	170	158	254	-1	253	#10	263	143	36	15	1501				
Kings Lynn		15																
Kings Lynn		220	2000		152	247	-3	244	#10	254	118	39	20	1521	12H			
Base		15		#5														

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T. A.S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0712					Take Off										
0720					Gottesmore (wind from weather ship 283/34)			4000							
0727					Turn Back at Gottesmore (25 ships 1 missing in lead)			6500							
	270/24	#3	255				145	4							
		-3-9	350				128	10500	149						
0829 1/2					Depart Buncher			10500							
0829 1/2	70	#31	07	10	To point G		150	-4	153				160	19	07 0837
							150	10500							
0836				10	Granwell Point G			10500							
0837	70	-3	67		To Point B			10500					178	51	17 0854
0841		-4	74		G (5309 0011W) Wing Form			11800	153				178	38	13 0854
0844			40		G (5311 0004E) Turning left to get in line			12000	153	09	03	180			
0853		285/25	40		Point B (9mi N)			13000							
								-10							
0855	144	#7	151		To Groner			13000	156				176	31	10 1/2 0908
								-10							
0907			160		Groner (Turn 30 to get into column)			15500							
0907	97	-1	96		Leads England			15500					195	122	37 0944
0908			96		G (5300 0128E)			150	-18						
								150	16600						

FLIGHT RECORD

TIME	COURSE	W/V USED E/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	
0914	103	-6	(97) 98		G (5256 0158)	Wind 305/25	150 130	17500	169	191	06	192	98	30	0944
0921	102	-4	98		G (5252 0203)	307/32	13000	19000	173	433/4	13	202	73	21 1/2	0942 1/2
0925		"14B"			Doing DD as we meet (52 49 0259)										
0929		307/32	45		G(5250 0317)		1	20000	V2 Fired from coast at 0200						
0932			90		G(5254 0335)	8N course in Div. column									
0935	110	-2	108		G(5254 0349)	Correct in to enemy coast				213 1/2	32	215	32	9	0944
0943 1/2					ENEMY COAST GP # 2			23500-30	184						
0943 1/2	93	-5	88		(5242 0437) on (5237 0750)			23500	189			215	119	33	1016
0948			78		G(5245 05008)	Full Cp now		23500	189						
0957	90	-12	78		G(5246 0553)	320/52		21500	189	32 1/2	09	217			
0959		320/52	140		DD to left in Div Col			23500							
1005			80		G(5237 0637)			23500	189			220	42 1/2	11 1/2	1016 1/2
1017			84		Turning Point			-34							
1019	121	-5	116		(5237 0750)			21500	189			237	23	06	1025
1026					Turning Point			23500							
1026	49	-15	33		(5225 0822)				189			180	38	13	1039
1032			16		M(5239 0904)E	6S course in div col		25000							
1039			30		Turning Point			25500							
1039	92	-11	81		(5250 0910)			25500	196			228	95	25	1104
1041			79		M(5245 0933)			-11 26500	198						
1047					Did DD left to avoid contrails										
1047			82		M(5245 1005)			-12 27000	200E						
1054	91	-9	82		M(5244)	336/36		-13 27500	201	25	07	214	36	10	1104
1105		336/36			Turning Point			27500							
1105	87	-9	73		(5247 1148)			27500	201			207	27	8	1113
1112					(5255 1238)	IF fighter attack		27800	Twin Jet		0600	attack			
1112	122	-5	117		To Target (flak mod)			27800	201			234	41	10 1/2	1122 1/2
1120	133	-3	130		Bomb Army			27700		38	08	280			
1120			39		TP(5242 1345)			27700	201			190	17	05 1/2	1121
1122			90		Turn back right to avoid ships										
1134			325		(5238 1210E)			24500							
1134	310				TP(5304 1325)			24500				165	34	13	1147
1142			300		M(5238 1345)			23000	186						
1142		/4	290					23000	186			138	14	06	1148
1150			290		(5304 1325)			23000							
1150	282	/4	286		TP(5315 1138)			23000	186						
1153			286		M(5309 1311E)			23000	186						
1157		/4	280		Bombight	Wind									
1157		292/70			M(5312 1252)	292/70		23000	186	12	06	120	38	19	1218
	275														
1205		292/70	280		M(5214 1228)			-30 22000	184	13 1/2	06	135	25	11	1216
1213			275		M(5312 1200)			22000	184						

SIGNED

NAVIGATOR

FLIGHT RECORD

TIME	COURSE	W/V USED E/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVICATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1216					Turning Point			22000							
1216	255	f12	267		TO (5250 0410)			22000	184			124	98	47	1303
1222½			267		M(5310 1114)			22000	184	17	6	170			
1228½					M(NG)										
1232	240	f27	267		M(5257 1034) 6miles S course with Div Col			22000	184	27½	10½	157	30	19	1251
1239			260							29	10½	166	33	12½	1251½
1247			255		M(5242 0930)			22000	184						
1247	246	f20	266		TO(5225 0822)			22000	184						
1252					GP#4 LOS course			22000	184			166	46	17	1304
1256		f11	249		Staying in column (5230 0850)			22000	184				18	06½	1302
1301					Turning Point (5222 0835)			22000	184						
1301		-3	310		TO(5238 0750) Wind 300/40			22000	184			145	30	12½	1313½
1309		300/40			M (5230 0803)			22000	184				12	05	1304
1314					Turning Point (5238 0750)			22000	184						
1314	273	f6	279		To coast out			22000	184			146	119	49	1403
1319½			279		M(5237 0731)			22000	184						
1327½			285		M(5235 0651)			22000	184	22½	8				
1334	280	f5	285		M(5238 0630) 300/36			21000 -30 -29	181	16	6½	148	68	27½	1402
1341		300/36	285		(5240 0600)			20000							
1350			285		G(5239 0522)			20000	181						
1356		f5	285		G(52 40 0505)			20000 -25	178						
1402			285		Coast Out 5242 0432			20000	178				122	48	1450
1408					G(5246 0415)		168	17600 -15	189						
1412			290		G(5247 0420)			16000							
1416			290		G(5247 0341)			14500							
1420			285		G(5252 0327)			13000		30	12	150	77	31	1451
1425			285		G(52 04 0309)			12000							
1436			285		G(5258 0237)			8000							
1446			275		G(53 00 0150)			5000							
1455			250		Coast in			4000							
1455	255	f4	259		To Kings Lynn			f8 4000	139				38		
1505	267/33		259		Flotage(52 49 0055)			4000	139	18	10	108	18	10	1515
1515					KingsLynn										
1515					To Base										
1537					Base										
1538					Land										

TRACK CHART

DATE Mar. 18, 1945

TARGETS

PRIMARY

Berlin, Germany

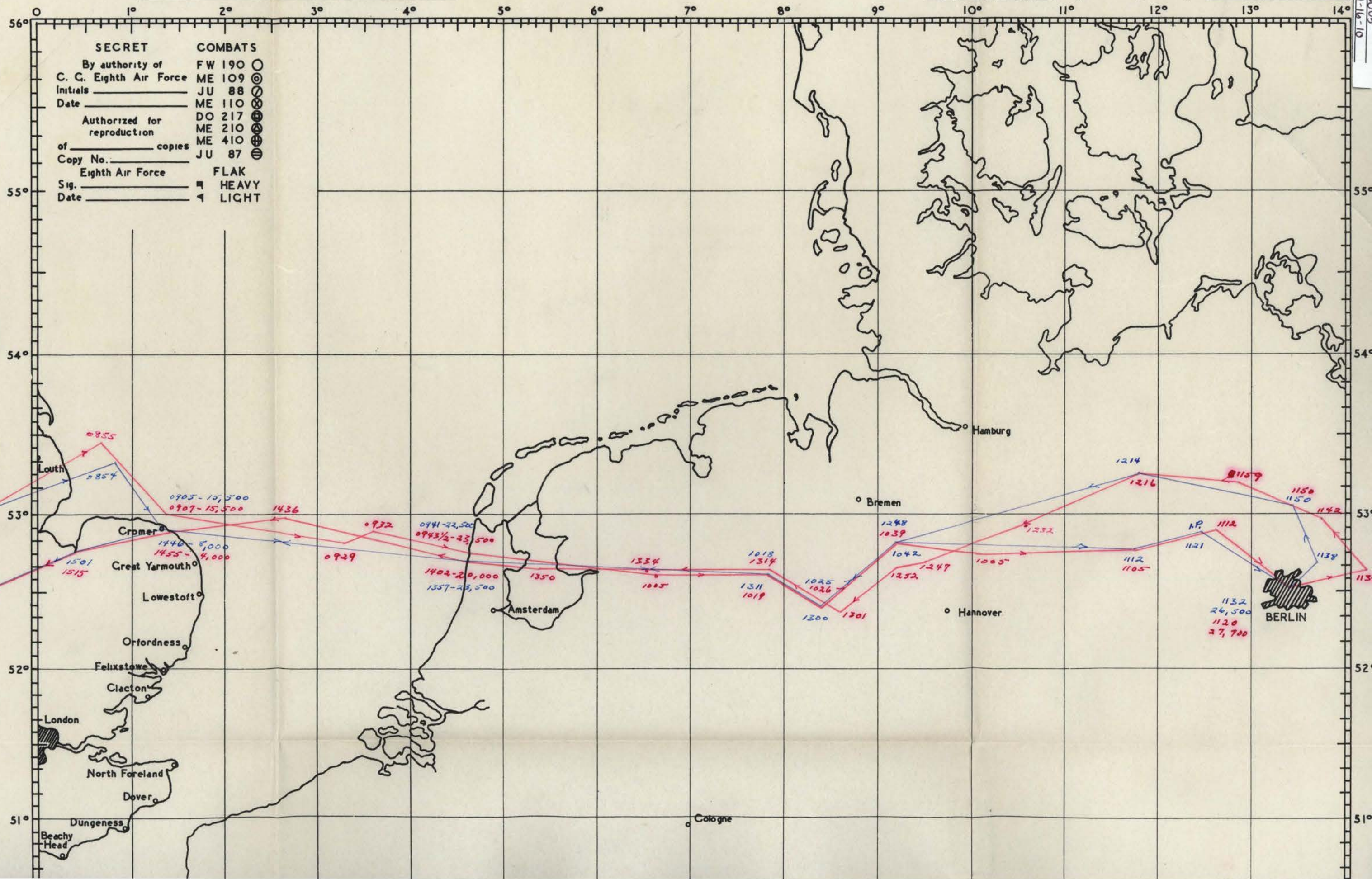
Blue

Red

ROUTE FOLLOWED BY

Briefed

401st B. G. (A)



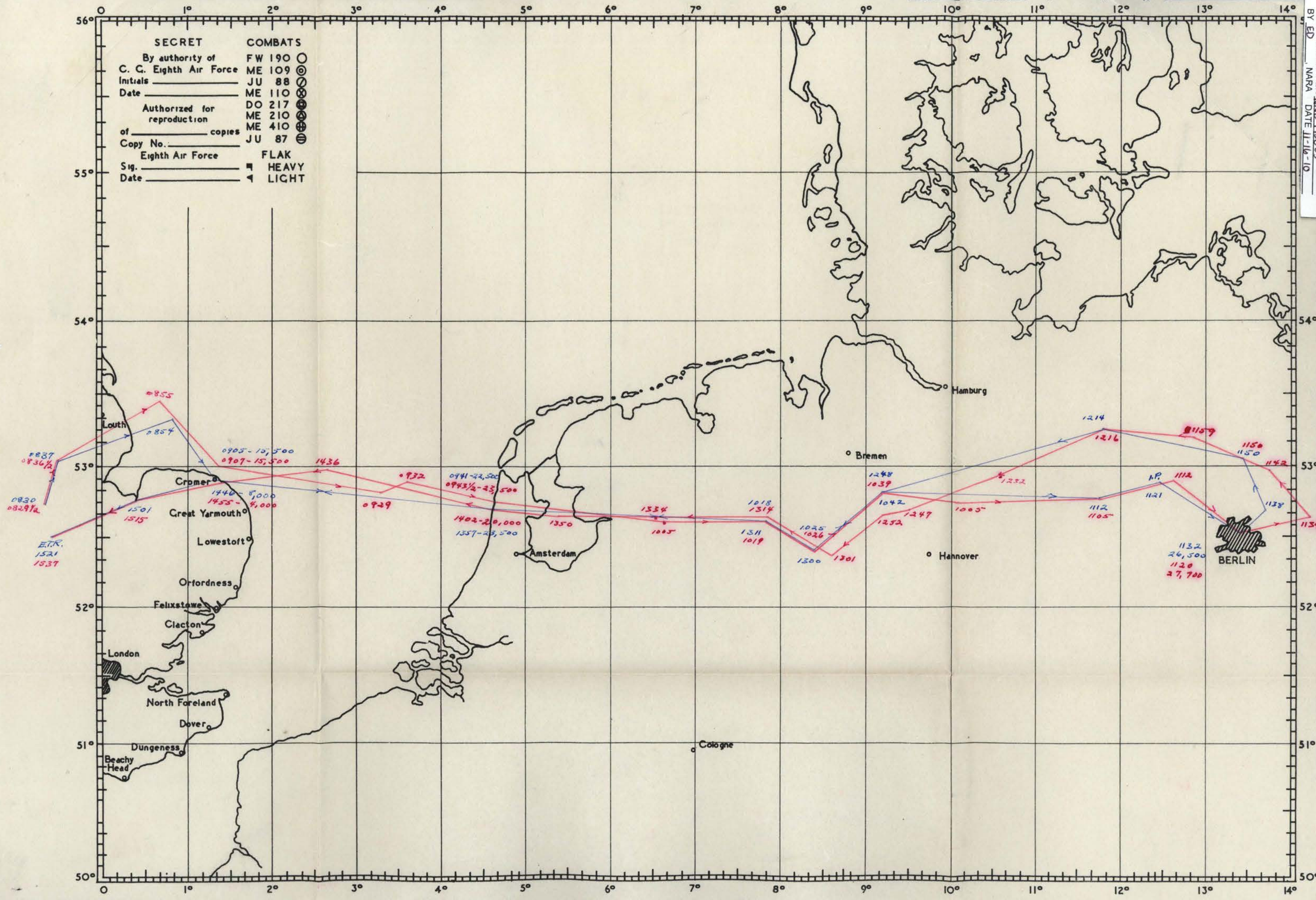
SECRET

COMBATS

By authority of
C. G. Eighth Air Force
Initials _____
Date _____
Authorized for
reproduction _____
of _____ copies
Copy No. _____
Eighth Air Force
Sig. _____
Date _____

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

FLAK
HEAVY
LIGHT



STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 660

Date of 19 March 1945

PART I -- ATTACKS & RESULTS

94th "C" Group

	LEAD	LOW	HIGH
	Borrowed A/C	Borrowed A/C	Borrowed A/C
1. No. of A/C Failing to Take Off	-	-	-
2. No. of A/C Sorties	13	12	13
3. No. of A/C Sorties less Unused Sp	13	12	12
4. No. of A/C Credit Sorties	12	12	12
5. No. of Effective Sorties	12	12	12
6. No. of Non-Effective Sorties	1		
(a) Early Returns Included	(1)		
7. Name of Primary Target	BERLIN, (Vis)		
(a) No. of A/C Attacking	12	12	12
(b) No., Size, Type of Bombs	142 X100#GP 96 X500#IB	143 X100#GP 96 X500#IB	144 X100#GP 96 X 500#IB
8. Name of Secondary Target			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
9. Name of Last Resort Target (LRT)			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
10. Name of Target of Opportunity			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
11. Name of Target of Opportunity			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
12. No. of A/C MIA - TOTAL	1	-	-
13. No. of A/C MIA - Flak			
14. No. of A/C MIA - Flak and E/A			
15. No. of A/C MIA - Enemy Aircraft	1		
16. No. of A/C MIA - Accident over E.T.			
17. No. of A/C MIA - Other & Unknown			
18. Time of Take Off	0712	0715	0713
19. Time of Attack	1120	1120½	1123
20. Total Time for Mission	134	134	133
21. Altitude of Release	27,500	27,000	27,800
22. Type of Fighting (Vis, H2X, GH, etc)	H2X - Vis	H2X - Vis	H2X - Vis
23. Enemy Resistance --AA Inten & Acc	Mod - Acc	Mod - Acc	Mod - ACC
24. Enemy Resistance - Fighters	8 (ME-262)	-	-
25. Enemy Resistance - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	12	-	-
27. No. of Passes made by Enemy A/C	12	-	-
28. Degree of Success	Excel.	Excellent	Fair

None A/C borrowed from Groups:

None A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 231

Date 19 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "C" Group

	LEAD	Borrowed A/C	LOW	Borrowed A/C	HIGH	Borrowed A/C
29. Non-Effective Sorties	1					
(a) Weather						
(b) Personnel	1					
(c) Enemy Action						
(d) Other Non-Mechanical						
(e) Mechanical & Equipment						
30. Mechanical & Equipment Failures						
(a) Engine						
(b) Oil System						
(c) Fuel System						
(d) Supercharger						
(e) Propeller & Governor						
(f) Communication System						
(g) Guns & Turrets						
(h) Bomb Release						
(i) Bomb Doors						
(j) Electric System						
(k) Instruments						
(l) Oxygen Equipment						
(m) Bomb Sights						
(n) A/C in General						

31. Reasons for Failure to Attack:

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

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT H.P. FULSTON DATE 18 March 1945
 PILOT CAPT H.L. THOMPSON TAKE OFF 0711
 NAVIGATOR CAPT RICHES AIR PLANE _____
 WING 94th C GROUP 401st SQDN Lead LANDED 1540
 OBJECTIVE BERLIN, GERMANY (MPI) MARSHALLING YARDS
 METHOD OF ATTACK x
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 100# M 80 GP FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# M 17 IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 142 GP 96 IB RELEASED 142 GP 96IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 115 Temp Aloft: Metro -46 Actual -30
 True Altitude above target 27085 Mag Head, order 115 Actual 134
 Ind. Altitude 27500 True Heading 130
 Pressure alt of target -375 @ SL Drift, Est 5R Actual 5R
 Altimeter setting 29.92 True Track 135
 C.I.A.S. 150 I.A.S. 220 Actual Range 14,816
 G.S. Est 276 Actual 265 B.S.Type M-9
 Wind Direc Metro 350 Actual 336 Time of Release 1120
 Wind Veloc. Metro 69 Actual 36K Intervalometer Setting 100
 D.S 115 Trail 114 ATF 45.98 Length of Bombing Run 25sec
 Tan. D.A. Est .5 Actual .43 C-1 Pilot OK A-5 --
 Mean Temp: Metro -17 Actual -16 Manual Pilot --
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 100

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st LT. PERK DATE 18 March 1945
PILOT CHIT MCCOLDRICK TAKE OFF 0715
NAVIGATOR 1st LT. LEWIS AIRPLANE _____
WING 94th G GROUP 401st SQDN Low LANDED 1536
OBJECTIVE BERLIN, GERMANY (MFI) WAREHOUSING YARDS
METHOD OF ATTACK X
Individual Flight Squadron Group wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 100# M 30 GP FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES 500# M 17 IB FUSING: NOSE -- TAIL --
NUMBER OF BOMBS LOADED 143 GP 96 IB RELEASED 143 GP 96 IB
INFORMATION AT RELEASE POINT:
Altitude of Target 115 Temp Aloft: Metro -46 Actual -42
True Altitude above target 2 26085 Mag Head, order 115 Actual 134
Ind. Altitude 27000 True Heading 130
Pressure alt of target -375 @ EL Drift, Est 2R Actual 4R
Altimeter setting 29.92 True Track 134
C.I.A.S. 150 I.A.S. 230 Actual Range 14,970
G.S. Est 276 Actual 274 B.S. Type M-9
Wind Direc Metro 350 Actual 337 Time of Release 1120:30
Wind Veloc. Metro 69 Actual 46MPH Intervalometer Setting 100ft
D.S. 116 Trail 120 ATF 45.48 Length of Bombing Run 30sec
Tan. D.A. Est .51 Actual .48 C-1 Pilot OK A-5 --
Mean Temp: Metro -17 Actual -17 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. A.R. BIASELLA DATE 18 March 1945
PILOT LT. GERBER TAKE OFF 0715
NAVIGATOR LT. L. LOWRY AIRPLANE _____
WING 94th C GROUP 401st SQDN High LANDED 1532
OBJECTIVE BERLIN, GERMANY (MPI) MARSHALLING YARDS
METHOD OF ATTACK X
Individual Flight Squadron Group wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 100# M 30 GP FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES 500# M 17 IB FUSING: NOSE -- TAIL --
NUMBER OF BOMBS LOADED 144 GP 96 IB RELEASED 144 GP 96 IB
INFORMATION AT RELEASE POINT:
Altitude of Target 115 Temp Aloft: Metro -45 Actual -43
True Altitude above target 27350 Mag Head, order 115 Actual 124
Ind. Altitude 27800 True Heading 180
Pressure alt of target -575 @ SL Drift, Est 8R Actual 5E
Altimeter setting 29.92 True Track 185
C.I.A.S. 150 R.A.S. 232 Actual Range 14,194
G.S. Est 270 Actual 258 B.S. Type M-9
Wind Direc Metro 550 Actual 350 Time of Release 1125
Wind Veloc. Metro 60 Actual 32K Intervalometer Setting 100ft
D.S. 115 Trail 120 ATF 46.08 Length of Bombing Run 30sec
Tan. D.A. Est .43 Actual .45 C-1 Pilot OK A-5 --
Mean Temp: Metro -17 Actual -16 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

CONFIDENTIAL

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

J-A-4

413.44

18 MARCH 1945

SUBJECT: Communications Report, Operational Mission No 231. (Field Order 664)
TO : Commanding Officer, 401st Bomb Gp (H), AAF Sta 128, APO 557.

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

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

SECTION TWO - USE OF RADAR

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

7. Total aircraft releasing Chaff 25
8. Total number of units released 8,856

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FOUR - REMARKS

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

CONFIDENTIAL - 1 -

SECRET

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

401st

ASSIGNED... Berlin.....

DATE OF MISSION 13 Jan 1945...

1. TARGET: BOMBED.... Berlin.....

2. ROUTE AS FLOWN:

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

3.	AT TARGET	ENROUTE
WEATHER - - -	3/10 - 3/10	10/10 from 0530Z to 11
CONTRAILS - -	Dense and persistent	Intermittent-dense & persistent
SEEN-UNSEEN -	Seen	Unseen

4. DESCRIPTION OF FLAK AT TARGET:

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

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

5255-1238Z - About 12 bursts observed.
5257-1400Z - Messrs, good for altitude and deflection, tracking type.

6. CHAFF; HOW DISCHARGED: 7 - Mess ... 9 - 1/2 load. Balance as briefed.

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

8. DETAILS:-

SQDN; PCS.	NO. A/O	DAMAGE MAJ. MIN.		A/O LOST TO				AXIS OF ATTN WITH		TIME OVER TARGET	HEIGHT
				AA	EA	AOO	UK				
Lead	12	1	4		1			133°N	93°N	1120	27,700
Low	12	0	11					134°N	69°N	1120 1/2	27,000
High	12	0	0					124°N	64°N	1125	27,800
TOTALS	36	1	15	0	1	0	0				

9. COMMENTS - PHENOMENA:-

Major E.B. Fry.

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 887
U. S. ARMY

D-A-4

18 March 1943.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Sta. 128, APO 887, US Army.

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

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

District Target Map
No. G. 25

BERLIN (North-east)
(GERMANY)

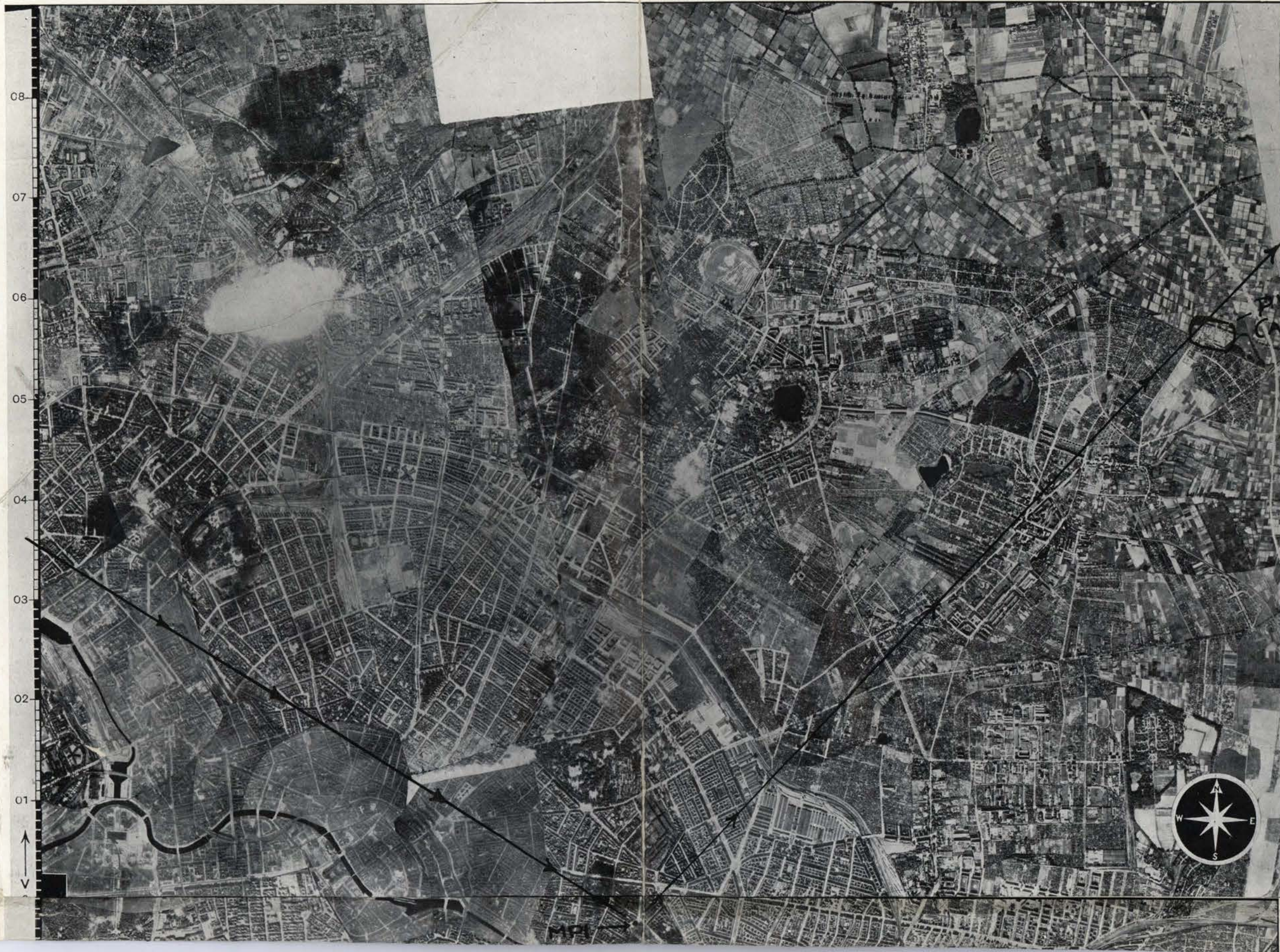
Illustration No. T.M. G. 25/2

SAME #1. DIS. #2. X.

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

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

Issued November 1943



A.1.3c(1)

