

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

MISSION No. **212**

Date: **22 FEB. 45**

TO: **LUDWIGSLUST, 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 # 212

DATE 22 February 1945

ASSIGNMENT

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

EXECUTION

1. Target Bombed: LUDWIGSLUST, GERMANY
2. a. Group Leader: Major A. H. CHAPMAN (Brown)
 Lead Navigator: Capt. C. M. SMITH (Dresbach-MO)
 Extra Navigator: F/O W. L. BRINER
 Lead Bombardier: 1st Lt. W. F. SCHIEFER
 b. Low Sqdn Leader: 1st Lt. J. W. MCGOLDRICK
 Lead Navigator: 1st Lt. L. G. LEWIS (Eaton-MO)
 Lead Bombardier: 1st Lt. G. W. PEEK
 c. High Sqdn Leader: Capt. J. P. GOODMAN
 Lead Navigator: 1st Lt. N. W. HYMAN (Barnes-MO)
 Lead Bombardier: 1st Lt. C. R. BURGE
3. Flight Over England:
 - a. Takeoff:

Takeoff was normal and in clear weather- all ships taking off in good order.
 - b. Squadron and Group Assemblies:

Assemblies were accomplished in a normal amount of time. Group assembly was moved up 2,000' to 12,000' about 15 minutes before leaving the buncher to avoid a low cloud layer that moved in. Group departed on time and on course at 12,000' with full 36 A/C formation plus three spares.

MISSION SUMMARY REPORT: (CONT)

3. c. Route Over England:

As briefed. Weather A/C recommended point A at 2,000' above briefed but this altitude had been gained in assembly already. 94th "B" and 94th "C" funneled in behind 94th "A" and a good wing formation was obtained. The 94th "A", "B" and "C" arrived at control point I on time and formed to the left of and abreast of 1st B and C groups who were 3 minutes late at control point #I.

4. Attack:

a. Flight to Target:

The 94th CBW stayed on the left of the column the entire route as 1st CBW was late. No prop wash was encountered and route was flown as briefed to CP #2. Clouds were over channel and target but a 16,000' penetration was an effective altitude. Let down was made prior to CP #2 on Buckeye recommendation. Target weather indicated a 11,000' bomb run to be necessary so a let down was begun to 11,000' in Hanover area so navigator could obtain wind. Group overshot turn at turn before IP 10 miles and could not get back on course as 94th "B" and "C" were bombing another target between our position and our briefed course. Group went in East of briefed course but seather was clear and target was picked up and bombed effectively with 36 A/C.

b. Bombing Runs:

Lead Sqdn. In trying to avoid some flak areas we got a little off course and missed the IP by about 8 to 10 miles. We uncovered, made the turn, and got on a good heading for the target. We were first in. The bombardier picked up the target, synchronized on the assigned MPI and salvoed his bombs with excellent results. All other ships salvoed on him. The AFCE worked okay.

Low Sqdn: We uncovered at the IP to make individual squadron visual runs. There were no clouds in the sky but haze restricted visibility somewhat. The bombardier had drift and the tangent preset quite accurately. As we neared the release point the bombardier saw that the lead squadron hit the MPI squarely so he changed his aiming point to a point outside of the lead's smoke and down the tracks a little. All ships salvoed. The AFCE was okay. Results were excellent.

High Sqdn: We uncovered at the IP to make an individual squadron run, visually. There were no clouds, but it was quite hazy. The bombardier used a large building short and to the right of the assigned aiming point to synchronize on because the smoke from the lead squadron obscured the assigned aiming point. He then moved the cross-hairs over to the assigned MPI but evidently not quite far enough for the bombs hit to the right and short of the assigned MPI. All ships salvoed. The AFCE was okay.

MISSION SUMMARY REPORT: (Cont)

4. c. Flight From Target:

Cloud layers at 15,000' caused the group to climb up through a thin layer to reach the top. 94th "A" group withdrew at 21,500' above overcast with 36 A/C along briefed course. Group stayed on top of overcast crossing channel but let down to 13,000'-on top.

d. Return to Base:

Camera ships and squadron leaders were dispatched to base at coast. Because of clouds over England the squadrons were ordered to separate from group and go to their stand off points. Lead squadron let down through a break east of the field and came in for a normal landing. All A/C returned safely to home base.

e. Weather:

Weather upon reaching the continent was described as 1/10ths to 5E, increasing to 3-5/10ths middle clouds at 10-12,000', breaking just before target, weather was clear with slight haze, visibility 15 to 20 miles. Light, non-persistent, contrails were encountered enroute and over target.

f. Fighter Support:

Fighter support was described as excellent during entire route.

g. Comments on Formation:

Formation was superior entire route and on bomb run left nothing to be desired.

h. Conclusions and Recommendations:

All pilots should be commended for excellent formation. Poor planning resulted in 94th CBW flying through 2nd A.D. assembly area while 2nd A.D. was in assembly process.

5. Aircraft Not Attacking:

None.

6. Enemy Opposition:

No air opposition encountered. (See Flak Report for Flak)

7. Battle Damage:

None.

8. Casualties:

None.

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

MISSION SUMMARY REPORT (Cont)

10. Bombing Data:

a. Observations:

Lead Sq: Bomb strikes ~~wevered~~ the MPI in an excellent, compact pattern.

Low Sq: Bombs struck to the right of the lead squadrons in a very tight pattern.

High Sq: Bombs fell short and to the right of the lead squadron's bombs.

b. Disposition of Bombs:

Lead Sq: Of the 12 scheduled A/C EET, 11 attacked the primary target, dropping 96 X 500# RDX and 36 X 500# GP bombs. One A/C #758 dropped 12 X 500# RDX's on T. of O. (Hagenow) when bomb bay doors failed to complete circuit during run on primary. Spare A/C returned 12 GP's to base.

Low Sq: All 12 scheduled A/C EET and attacked the primary target, dropping 107 X 500# RDX and 36 X 500# GP bombs. Spare A/C returned 12 X 500# RDX bombs to base.

High Sq: 12 Scheduled A/C EET and attacked ~~thh~~ primary target, dropping 137 X 500# RDX bombs. A/C #810 had RS2 release trouble and jettisoned 6 X 500# RDX's NW of target. Spare A/C returned its load of 12 RDX bombs to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs			
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail
Main Bombfall	36	35	(340 (72	500# 500#	RDX GP	1/10 1/40 1/10 1/40
Other Attacks (T. of O)	(1)	1	12	500#	RDX	1/10 1/40
Total Bombs on Target			352 72	500# 500#	RDX GP	1/10 1/40 1/10 1/40
Other Expenditures			6	500#	RDX	1/10 1/40
Bombs Returned			24 12	500# 500#	RDX GP	1/10 1/40 1/10 1/40
Total (Loaded on A/C Taking Off)			382 84	500# 500#	RDX GP	1/10 1/40 1/10 1/40

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

ASSIGNED
MPI

ACTUAL
MPI



AXIS
OF
ATTACK

PATTERN: 1260 X 1260
Actual MPI: 1250 Right
630 Short

100% IN 2000

LOW SQUADRON

Pattern: 618 X 1854
Actual MPI: 782 Right
515 Short

100% IN 2000

30% IN 1000

Assigned
MPI
Actual
MPI



(Selected AP
(Authority of Gp.
Air Commander)

AXIS
OF
ATTACK

LUDWIGSLUST

PATTERN: 639 X 1442

No Error

100% IN 2000

100% IN 1000

80% IN 500

Actual and
Assigned MPI



AXIS
OF
ATTACK

LEAD SQ.

Combat Squad Leader MAJ. CHAPMAN 22 Feb 45

Deputy Squad Leader _____

Deputy Gp. Leader _____

at takeoff, on cruise
and over target

SQDN
BROWN (CHAPMAN)
259 Pff
612 TC JACKSON
613 TC MACRO
614 TC GOLDFLUB
615 TC BUZZARD

HOLMES
646
SEDER
033 Pff

SQDN
ST AUBYN
780
SQDN
DJERRES
425

TOBIN
478
RICHARDSON
738
PARK
077
BOLIN
758

WHITE
350

STAUFFER
677
VIERMAN
565

SPARES

AYRE
831 (returned)

Ld Sq 94 A Gp - 401st

Combat ~~Section Leader~~ LT MC GOLDRICK 22 Feb 45

Deputy ~~Section Leader~~ _____

Deputy Gp. Leader: _____

SQDN
613 SC JADWOCK
613 IV MACRO
614 IV GOL POL UB
615 IT BUZZARD

at takeoff, on cruise
and over target

MC GOLDRICK
449 Pff

~~KELSO~~
791

~~TAUSIG~~
941

SQDN

SQDN

~~BAKER~~
588

~~GRACRAFT~~
541

~~BRADLEY~~
315

~~CURRAN~~
072

~~SMITH~~
132

~~BERNEBURG~~
395

~~GOL~~
708

~~MAHARICH~~
591

~~MAY~~
602

SPARES

Lo Sq 94 A Gp - 401st

~~MC KINNEY~~
returned
947 (f/f/f/f/f)

Combat Sq. CAPT GOODMAN 22 Feb 45

Deputy Sq.

Deputy Gp. Leader:

at takeoff, on cruise
and over target

SQDN

GOODMAN

153 Pff

612 32 JADDOCK
613 1W MACRO
614 1W GOLDBLUB
615 1W BUZZARD

HOLT

628

BODDIN

891

SQDN

ROADMAN

992

SQDN

MAIRE

551

HUDNALL

380

FRENCH

506

BENNETT

146

STEPHENS

810

STRAUSS

637

NOLAN

788

HARVESON

398

SPARES

H1 Sq 94 A Gp - 401st

CAMPBELL

039 (returned)

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

Date 22 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Ludwigslust, 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 0810 hours.
- b. Group formed at 0930 hours on Cottesmore buncher.
at 12,000 ft.
- c. Wing assembly was completed at 1007 hours at 52-48N.
- d. Route over England was (not) flown as briefed. 01-22E

**Between Grantham and Swaffham swung wide because weather ship
wind was not very good.**

- e. Methods of navigation over England.

Cee, radio, pilotage

- f. Division formation was joined at 1015 hrs. at Lowestoft.
- g. Flight to I.P. was (~~not~~) as briefed.

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

Cee, Mickey, D.R., Pilotage

- i. Bomb run.

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

52-50N 11-17E

- (2) True heading over target 008.
- (3) Actual drift 4 Right.
- (4) Altitude over target 10900.
- (5) Time bombs away 1235.
- (6) Wind used for bombing 240/20K.
- (7) Method of target identification.

visual.

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

None

(9) Weather over Target.

No clouds. Ground haze.

(10) Axis of withdrawal 305

- j. Group rally was accomplished at 53-25N 11-24E at 12374 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~~, ⁱⁿ Mickey, D.R., Pilotage

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

q. Performance of equipment.

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

_____/s/ G. M. Smith
C. M. SMITH

Captain, A. G.
Lead Navigator, Lead Sq.

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

Date 22 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Ludwigslust, 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 0813¹ hours.
- b. Group formed at 0936 hours on Cottesmore buncher.
at 12,000 ft.
- c. Wing assembly was completed at 1007 hours at 52-48N.
- d. Route over England was (not) flown as briefed. 01-22E
**Between Grantham and Swaffham swung wide because weather
ship wind was not very good.**

- e. Methods of navigation over England.

Gee, Radio, Pilotage

- f. Division formation was joined at 1015 hrs. at Lowestoft.
- g. Flight to I. P. was (not) as briefed.

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

Gee, ~~Radio~~ D.R. Pilotage

- i. Bomb run.

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

52-50N 11-17E

- (2) True heading over target 005.
- (3) Actual drift 9 Right.
- (4) Altitude over target 10300.
- (5) Time bombs away 1236.
- (6) Wind used for bombing 295/18.
- (7) Method of target identification.

VISUAL

(8) Difficulties on bomb run.

None

(9) Weather over Target.

Clear. Visual

(10) Axis of withdrawal 270.

- j. Group rally was accomplished at 53-25N 11-24E at 1237½ hrs.
k. Wing rally was accomplished at _____ at _____ hrs.
l. Division rally was accomplished at _____ at _____ hrs.
m. Flight home was (~~xxx~~) as briefed.

n. Methods of navigation on return route.

Pilotage, Gee, D.R.

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

q. Performance of equipment.

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

/s/ Lester G. Lewis
LESTER G. LEWIS
1st Lt. A. C.

Lead Navigator, Low Sq.

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

Date 22 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Ludwigslust, 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 0814 hours.
- b. Group formed at 0945 hours on Cottesmore buncher.
at 12,000 ft.
- c. Wing assembly was completed at 1007 hours at 52-48N.
- d. Route over England was ~~xxx~~ flown as briefed. 01-22E

Between Grantham and Swaffham swung wide because
weather ship wind was not very good.

- e. Methods of navigation over England.

Gee, D.R., Pilotage

- f. Division formation was joined at 1015 hrs. at Lewestoft.
- g. Flight to I.P. was ~~xxx~~ as briefed.

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

Mickey, D.R., Pilotage

- i. Bomb run.

- (1) Actual I. P. was ~~xxx~~ as briefed.

4' east of IP

- (2) True heading over target 360.
- (3) Actual drift 7 R..
- (4) Altitude over target 11,300.
- (5) Time bombs away 1236.
- (6) Wind used for bombing 333/30K.
- (7) Method of target identification.

Picture, Pilotage

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

None

(9) Weather over Target.

7-8/10ths @ 12000

(10) Axis of withdrawal 320.

- j. Group rally was accomplished at 53-25N 11-24E at 1237½ 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, Mickey

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

Fighters excellent

q. Performance of equipment.

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

/s/ N. W. Hyman

N. W. HYMAN

1st Lt., A. C.

Lead Navigator, High Sq.

Air Commander - Maj. A. C. Chapman
 PILOT Capt. J. J. Brown NAVIGATOR Capt. C. M. Smith - F/O W.L. Briner DATE 22 Feb. 1945

FLIGHT PLAN 94th A, 7th

STATIONS 0635	ENGINES 0735	TAXI 0750	T.O. 0805
LEAVE BASE	COTTESMORE 0922	15 min.	0937
COAST OUT	1000		1015
ENEMY COAST	1032		1047
I.P.	1200		1215
TARGET	1211		1226
ENEMY COAST	1357		1412
ENGLISH COAST	1454	1509 ETR - 1554	1549

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

2. Hr. - 0900
 Ref. alt - 10000
 Bomb alt - 12000
 Oxygen - 5 hr.

WATCH..... Fast Slow RATE.....secs/hour Gaining Losing
 At..... G.M.T. Div. Assembly - Lowestoft to 52-44N 04-38E.

Letdown Cottesmore Buncher - Normal 010 Mag.

FROM	TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE	TIME	BODY	ALT.	AZI.
52-44N 00-39W	Grantham	260/30	10000	150	151	002	-11	351	11	002	155	11	04	0922 37	Depart				
52-55N 00-38W	Swaffham (D)	263/30	12000	150	155	108	45	113	10	123	181	51	17	0958					
52-39N 00-42E	North Walsham (E)	265/30	13000	150	158	068	-3	065	10	075	187	27	09	1007					
52-49N 01-23E	Lowestoft (CP 1)	266/30	13000	150	159	144	49	153	9	162	172	24	08 1/2	1015	English Coast, CP 1			1015	
52-29N 01-45E	52-44N 04-38E	270/31	20000	150	169	082	-1	081	8	089	200	106	32	1047	CP 2, 1047				
52-34N 07-56E		235/40	20000	150	179	095	-11	084	7	091	196	120	37 1/2	1125					
52-24N 08-20E		240/40	20000	150	179	124	-7	117	6	123	210	18	5 1/2	1131					
52-38N 10-05E		240/36	16000	165	184	077	-11	066	5	071	185	65	21 1/2	1153					
52-39N 10-40E		004/34	12000	150	157	086	-12	074	5	079	149	21	09	1202					
IP 52-258N 11-10E		004/34	12000	150	157	045	-8	037	4	041	130	27	12 1/2 1/2	1215	IP 1215				
TAR 53-21N 11-29E		004/34	12000	150	157	026	-5	021	4	025	125	26	12 1/2 -1 1/2	1226	TARGET 1226				
53-25N 11-20E		005/35	13000	150	158	305	411	316	4	320	138	6 1/2	3 1/2	1231					
53-21N 10-14E		009/39	16000	150	163	264	413	277	5	282	169	40	14 1/2	1246					
52-24N 08-20E		242/36	16000	150	167	230	412	242	5	247	177	90	30 1/2	1317					
52-34N 07-56E		240/36	16000	150	167	304	47	311	6	317	136	18	08	1325	CP 3, 1325				
52-44N 04-38E		240/36	16000	150	167	275	412	287	7	294	148	120	49 -2	1412	Coast 1412 Div. Break-up				
Cromer		258/29	9000	170	169	275	-3	272	8	280	141	66 101	28 57	1509	English Coast 1509				
52-56N 01-20E	Kings Lynn	244/22	2000	150	132	253	-1	252	10	262	110	35	19	1528	Wing Break up				
Base		"	"	"	132	247	-1	246	10	256	110	39	21	1549	ETR Stand off HI - Cott. 10 - Uppl.				
Base	Lowestoft	254/27	0 to 13000	150	145	090	43	093	10	103	171	86	30	0942 1015	LTTO Takes 33 min. to climb.				
Cottesmore	Lowestoft	264/30	10 to 13000	150	156	100	43	101	10	108	185	89	29	0946 1015	Last time for Group Departure.				

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T. A.S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
Flares - Normal					VHF - Authentication - "Jail Bait"										
Lead - NY					Abandon mission - "Zebra-Mike-Peter"										
Low - R															
High - G					Chaff - Discharge 07-20E to 0820 (Same on return), and discharge 6 min. before the target and continue 9 min.										
					Spares - Turn back at 04-00E.										
					Interval - 2 min between Groups.										
					Flak - 52-39N 10-05E.										
					*Note - Target by visual means only. Only one run authorized on primary and secondary. If unable to bomb, last resort target will be selected on withdrawal route. If H2X is attacked will be only in case no primary, secondary, or last resort visual target is available.										

0810					T.O., Runway 23		150						
0832		VHF 260/28			Cottesmore, circling 260/28K, VHF		150 130	10000 -4	152				
0850					Circling to form Group		150	10000 -4					
0913					Climbed to 11000 to avoid clouds at 9500		150	11000 -5	155				
0925					Climbing to 12,000		150	11000 -5	155				
0930					Group formed		150	12000 -6	158				
0937	001	-10	351		Depart Cottesmore for Grantham		150	12000	158			161 11 04	1141

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	
0941	001	-10	351		Pt. A 52-54N 00-35W, Gae.		150	12000	158	11	04	161			
0941	108	-4	104		A/C to Swaffham		150	12000	158			184	51	16	0957
0947			104		52-56N 00-06W, G. A/C to D.		150	12000	158						
0947			135		A/C to D		150	12000	158						
0951			135		52-54N 00-03E, G.		150	12000	158						
0953	124	#11 265/46	135		52-47N 00-19E, G. Wind 265/46		150	12000	158	19	06	190	15 1/2	05	0958
0958			135		52-38N 00-38E, Pt. D		150	12000	158	51	17	183			
0958	068	-4	064		A/C to North Walsham, Pt. E		150	12000	158			202	30	09	1007
1000			160		52-37N 00-46E, G.		150	12000 13000	160			202	20	07	1007 1/2
1003			160		52-42N 01-00E, G.		150	12500	160	10	03	200	16	05	1008
1007 1/2			160		52-48N 01-22E, G. Wing Formed		150	13000	160						
1007 1/2			152		A/C to CP 1		150	13000	160			174	22	07 1/2	1015
1011			152		52-43N 01-31E, G.		150	13000	160			174	15	05	1016
1015	145	#10 270/34	av. 155		CP #1. On time, on course. Wind 270/34K		150	13000	160	22	07 1/2	176			
1015	082	-2	080		A/C to CP #2. In Division line		150	13000 16000	av. 169			202	106	31 1/2	1046 1/2
1019			083		52-31N 02-00E, G.		150	13000	160						
1024	079	#4	083		52-35N 01-29E. Begin climb		150	13000	160	18 1/2	05	222	79	21	1045
1029	079	#4	083		52-30N 02-49E. Wind 220/22K (?)		150	13800 -10	160	30	10	180			
1034		-2	085		52-37N 03-20E, D.R.		150	15000 -13	163						
1038	087	-2	085		52-38N 03-39E		150	16000 -14 (av.) 164	164	30	09	200	36	10 1/2	1048
1038	087	-2 275/36	085		Level off. Wind 275/36K		150	16000 -14	168						1048
1042			085		42-40 1/2 N 04-00E		150	16000	168						
1050	087	-2	085		CP 2. On course, 3 min. late		150	16000	168	106	35	180			
1050	095	-1	094		A/C to 52-34N 07-56E		150	16000	168			205	120	35	1125
1056	090	0	090		52-45N 05-00E, Pilotage		150	16000	168	17 1/2	06	175	102 1/2	35	1131
1106		295/18	098		52-43N 05-58E, Pilotage. Wind 295/18K		150	16000	168	49	16	184			
1109	090	-2	092		Over Nappel, 52-42N 06-11E		150	16000	168	58	19	184			
1112			092		52-43N 06-26E. Left of course due to Group ahead.		150	16000	168						
1112			100		" "		150	16000	168						
1116			100		52-41N 06-46E, G.		150	16000	168	12 1/2	04	187	43	14	1130
1122 1/2			100		52-37N 07-19E, Pilotage		150	16000	168						
1124	093	-2	091		52-36N 07-27E. Start letdown to 15000		160 138	16000	175			193	18	05 1/2	1129 1/2
1129	093	-2	091		52-33N 07-57E, Pilotage		150	16000	168	120	39	184			
1129	124	#1	125		A/C to 52-24N 08-20E		150	16000	168			184	18	06	1135
1136			125		52-23N 08-22E, Pilotage		150	16000	168	20	07	172			
1136	077	-4	073		A/C to 52-38N 10-05E		150	16000	168			181	65	21 1/2	1151 1/2
1140	076	-3	073		Bomb drift		150	16000	168						
1144 1/2			073		52-27N 08-42E, M.		150	16000	168						
1147			065		52-32N 09-06 E, Pilotage		150	16000	168	28	11				
1150			060		52-34N 09-25E		150	16000	168	39 1/2	14	170			
1154	069	-1	070				150	13000	168						

SIGNED

NAVIGATOR

DATE _____

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

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	
1155			070		52-40N 09-38E, M.		150	12000	168						
1158			065		52-42N 09-45E, M.		150	12000							
1158	089	-3	086		A/C to 52-38N 10-40E		150	12000	157			172	39 1/2	12	12
1202	091	-4	087		52-44N 10-05E		150	11000 -8	154	8	04				
1208					A/C down 52-40N 10-30E		150	11000	154						
1212			100		A/C 52-38N 10-58E		150	11000	154	41 1/2	14	160			
1212	045	-6	089		A/C to IP	Wind 295/28K	150	11000	154				22		
1215	030	-4	085		Wind 340/22K		150	11000	154				11 1/2		
1221	014	-4	018		I.P. 52-50N 11-17E		150	11000	154			138	31	13 1/2	1234 1/2
1225 1230		340/22K	005 005		Target in sight		150	11000 -5	154						
1235	012	-4	008		BOMBS AWAY, (Good hit)		150	10900	154	31	14	136			
1235	305	4	309		A/C to rally point		150	10900	154			138	6 1/2	02 1/2	1237 1/2
1237 1/2	305	4	309		53-25N 11-24E		150								
1237 1/2	264	2	266		A/C to 53-21N 10-14E. Climb		150	10900	av. 163				43		
1244	264	2	270		53-25N 10-53E		150	12000	163						

FLIGHT RECORD

TIME	COURSE	W/V USED & OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1250	264	295/45K	270		Lavenburg. Wind 295/45K		150	13000		12	06	120	11	05½	1255½
1251			270		A/C 53-22N 10-26E, Pilotage		150	13100							
1251	230	A15	245		A/C		150	13100				136	97	42	1233
1254	235	A10½	245		53-24N 10-22E, H.		150	15000							
1258½			245		53-15N 10-00E, H.		150	16000							
1301			245		53-10N 09-52E, H.		150	16000							
1303	230	A15	245		53-06N 09-46E, H.		150	17000 -19							
1308	230	A15	245		53-06N 09-46E, H. On course		150	18000							
1312	230	A15 300/45	245		52-48N 09-09E, Pilotage Wind 300/45K		150	20000 -22	av. 172	34	13½	152	39	15½	1327½
1320			245		52-36N 08-40E Climb again		150	20000 -17½	av. 174						
1320			245		52-36N 08-40E 100 change to avoid flak area. Edge Dunbar Lake		150	20000		50	17	176			1326
1326			235		A/C 52-22N 08-18E		150			90	35	154			
1326			305		Drift to edge flak area.		150	21000	182						
1332			320		O.P. #3. On course, 7 min late 52-32N 07-54E		150	21500	184						
1332	275	A7	282		A/C to continental coast		150	-25 21500	184			140	120	51	1423
1334	275	A11	284		52-33N 07-45E, G.		150	21500	184						
1338	279	A11	290		52-35N 07-33E, G.		150	21500	184						
1341			290		52-37N 07-18E, G.		150	21500	184	17½	07	150	97½	39	1420
1343			282		52-37N 07-07E, P.P.		150	21500	184						
1348			282		52-38N 06-45E		150	21500	184	20	07	171	76	26½	1414½
1353			282		52-41N 06-23E		150	21500	184	13½	05	av. 162	62½	23	1416
1357			282		52-42N 06-03E		150	21500	184						
1403			282		52-44N 05-36E		150	21500	184	28½	10	170	35		
1403			275		Wind shift. ---										
1407			260		52-48N 05-21E		150	21500	184						
1415	275	-1	274		Enemy Coast, on course 52-44N 04-38E		150	21500	184	120	43	167			
1415		295/18	275		Start let down Wind 295/18		150 -22	21000	209						
1422			273		52-38N 04-09½E		150	19000		18½	7	159			
1425	284	-4	280		52-49N 03-52E		170	17000	200	28½	10	171	93	34	1459
1429		255/35			52-50N 03-36E		170	15000		38	14	163			
1438			272		52-51N 02-57E		170	13000		24	09	160	59	22 ½	1502
1449			273		52-52½N 02-06E		150	12800		24½	11	134	35	16	1505
1455	275	250/28	275		52-53N 01-55E, G.		150	12800	159	13	06	130	22	10	1505
1500		275/29	275	265	52-55N 01-35E, G.		150	12800 (-8)	159	25	11	136			
1504			275		52-56N 01-19E, G.		150	12800							
1512		280/30	250	242	52-48N 00-51E, G.		170	9000		18½	8	139	46	20	1532
1520			200		52-48N 00-32E, G. S- turn			5000				130	44	20	1540
1525½			200		52-27N 00-13E										
1529			300		52-26N 00-00			3000							
1535					Homing in on Geo.										
1541					Base			2000							
1543					Landed										

SIGNED

NAVIGATOR

TRACK CHART

DATE Feb. 22 1942

TARGETS

PRIMARY

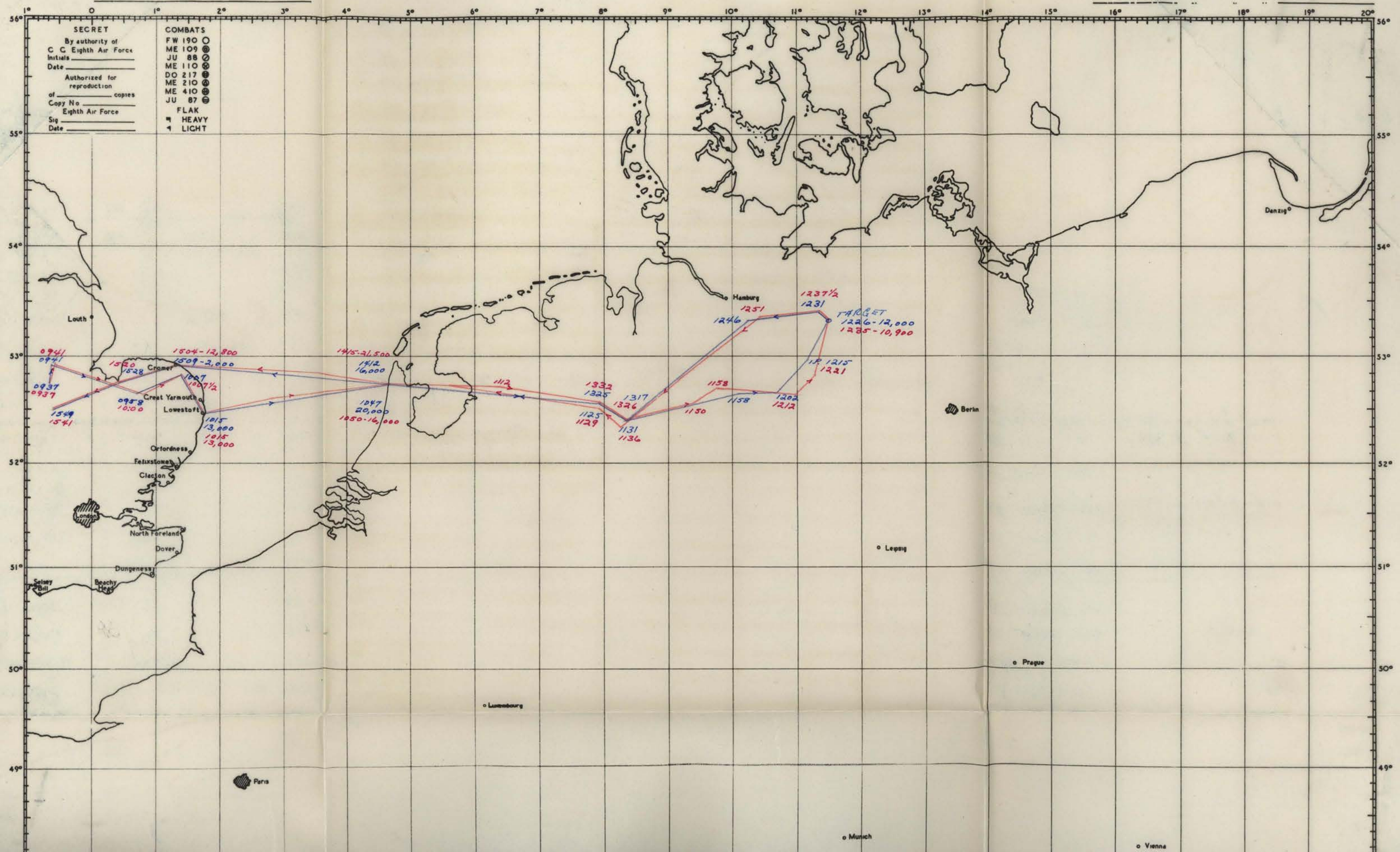
LudwigsLust, Germany

Blue
Red

ROUTE FOLLOWED BY

Briefed
401st. B.C. (H)

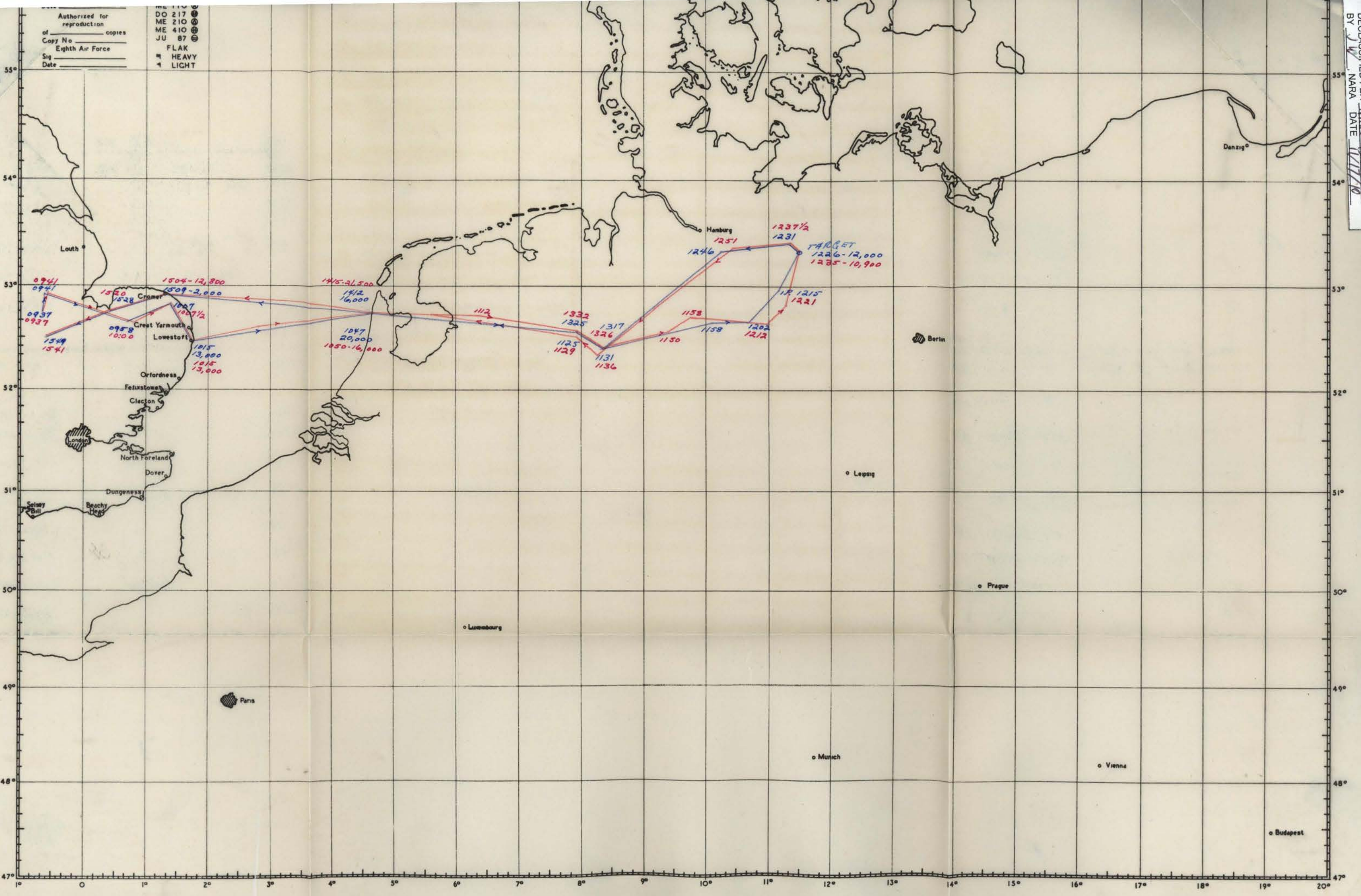
40/57. B.C. (H)



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ME 110
 DO 217
 ME 210
 ME 410
 JU 87
 FLAK
 HEAVY
 LIGHT

DECLASSIFIED PER ANO 745005
 BY NARA DATE 11/17/10



Target No.
3/AIR/73

AIRFIELD — LUDWIGSLUST (GERMANY)
G.S.G.S. 4416. Sheet L6.
RY 5129. Lat. 53° 18' N.
Long. 11° 30' E.

Illustration No.
3/AIR/73/3

Primary

0 500 1000 1500 2000 2500 3000 3500 4000 YARDS
0 1 1 1 2 MILES

Photographed 19 August 1944

(1 : 32,000)

approx.

Issued December 1944



A.I.3c (1)

TYPE A

Illustration No.
3/AIR/73/3

STATISTICAL SUMMARY OF OPERATIONS

AOLAS Group

1st BD F. C. 637

Date of 22 Feb 45

	LEAD		LOW		HIGH	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	*	-	-	-	-	-
2. No. of A/C Airborne	11	2	12	1	12	1
3. No. of A/C Airborne Less Spares	10	2	11	1	11	1
4. No. of A/C Sorties	10	2	11	1	11	1
5. No. of A/C Attacking	10	2	11	1	11	1
6. No. of A/C Not Attacking	-	-	-	-	-	-
(a) Early Returns Included						
7. Name of Primary Target	LUDWIGSLUST, GERMANY					
(a) No of A/C Attacking	90	2	11	1	11	1
(b) No., Size & type of bombs	72 500# RDX	12 500# RDX	97 500# RDX	10 500# RDX	126 500# RDX	11 RDX
	24 500# GP	12 500# GP	35 500# GP	1 500# GP		
8. Name of Secondary Target						
(a) No of A/C Attacking						
(b) No., Size & type of Bombs						
9. Name of Last Resort Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity	HAGENOW, GERMANY					
(a) No. of A/C Attacking	1					
(b) No., Size, & type of Bombs	12 500# RDX					
11. Name of Target Opportunity						
(a) No. of A/C Attacking						
(b) No., Size & type of Bomb						
12. No of A/C Lost - TOTAL	-	-	-	-	-	-
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

STAT SUMMARY (cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0810	1813 $\frac{1}{2}$	0814
19. Time of Attack	1235	1236	1236
20. Average Time of Flight	7.5	7.5	7.5
21. Altitude of Release	11,200	10,500	11,660
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA Int. Acc.	NONE	NONE	NONE
24. - Fighters	--	--	--
25. - Bomber	--	--	--
26. U.S. A/C Engaged by Enemy A/C	--	--	--
27. Degree of Success	EXCELLENT	EXCELLENT	FAIR

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as follows: NONE

NOTES: NONE

W.D.A.G. FORM
12 E. Modified
1-9-44 401st EG APO 557COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. SCHIEFER DATE 22 Feb 1945
PILOT CAPT BROWN TAKE OFF 0812
NAVIGATOR CAPT SMITH AIRPLANE _____
WING 9th A GROUP 401st SQDN Lead LANDED 1546
OBJECTIVE LUDWIGSLUST, GERMANY (MPI) _____
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 500# RDX FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES 500# GP FUSING: NOSE 1/10 TAIL 1/40
NUMBER OF BOMBS LOADED 108 RDX -- 36 GP RELEASED 108 RDX -- 36 GP
INFORMATION AT RELEASE POINT:
Altitude of Target 140 Temp Aloft: Metro -10 Actual -6
True Altitude above target 11200 Mag Head, order 025 Actual 012
Ind. Altitude 10900 True Heading 006
Pressure alt of target -500 @ SL Drift, Est 5R Actual 4R
Altimeter setting 29.92 True Track 012
C.I.A.S. 150 I.A.S. 150 Actual Range 6,046
G.S. Est 146 Actual 160 B.S. Type M-2
Wind Direc Metro 005 Actual 335 Time of Release 1235
Wind Veloc. Metro 40 Actual 22 Intervalometer Setting Salvo
D.S. 193.0 Trail 38 ATF 27.20 Length of Bombing Run 3min
Tan. D.A. Est .470 Actual .54 C-1 Pilot OK A-5 --
Mean Temp: Metro -1 Actual -1 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

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

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

BOMBARDIER LT. PEEK DATE 22 Feb 1945
PILOT LT. HOGGELIRICH TAKE OFF 0814
NAVIGATOR LT. LEWIS AIRPLANE _____
WING 94th A GROUP 401st SQDN Low LANDED 1541
OBJECTIVE LUDWIGSLUST, GERMANY (MPI) _____
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 500# RDX FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES 500# GP FUSING: NOSE 1/10 TAIL 1/40
NUMBER OF BOMBS LOADED 107 RDX - 36 GP RELEASED 107 RDX -- 36 GP
INFORMATION AT RELEASE POINT:
Altitude of Target 140 Temp Aloft: Metro -10 Actual -5
True Altitude above target 10500 Mag Head, order 025 Actual 009
Ind. Altitude 10300 True Heading 006
Pressure alt of target -5384SL Drift, Est 5R Actual 3R
Altimeter setting 29.92 True Track 014
C.I.A.S. 150 I.A.S. 150 Actual Range 5,320
G.S. Est 146 Actual 164 B.S. Type M-3
Wind Direc Metro 005 Actual 300 Time of Release 1235
Wind Veloc. Metro 40 Actual 27 Intervalometer Setting Salvo
D.S. 200.2 Trail 35 ATF 26.33 Length of Bombing Run 5min
Tan. D.A. Est .430 Actual .35 C-1 Pilot OK A-5 --
Mean Temp: Metro -1 Actual 9 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

HYLES R. BUSSE
Asst. S. Capt. Bombing Officer

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

BOMBARDIER LT. BURGE DATE 22 Feb 1945
PILOT CAPT GOODMAN TAKE OFF 0814
NAVIGATOR LT. HYMAN AIRPLANE _____
WING 94th A GROUP 401st SQDN High LANDED 1540
OBJECTIVE LUDWIGSLUST, GERMANY (MPI) _____
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 500/RDX FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 173 RDX RELEASED 173
INFORMATION AT RELEASE POINT:
Altitude of Target 140 Temp Aloft: Metro -10 Actual -9
True Altitude above target 11660 Mag Head, order 025 Actual 004
Ind. Altitude 11300 True Heading 360
Pressure alt of target -538 @ SL Drift, Est 52 Actual 72
Altimeter setting 22.92 True Track 007
C.I.A.S. 150 I.A.S. 145 Actual Range 6.372
G.S. Est 146 Actual 150 B.S. Type M-9
Wind Direc Metro 005 Actual 330 Time of Release 1235
Wind Veloc. Metro 40 Actual 34 Intervalometer Setting Salvo
D.S. 100.5 Trail 38 1/2 ATF 28:01 Length of Bombing Run 3min
Tan. D.A. Est .460 Actual .54 C-1 Pilot 0 A-5 _____
Mean Temp: Metro -1 Actual 0 Manual Pilot _____
Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

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

CONFIDENTIAL

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

J-A-1/1

Reference Field Order 637.

22 FEBRUARY 1945

SUBJECT: Communications Report, Operational Mission No 212.

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>
Splashers	<u>0</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>33</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>0</u>	6. Total A/C using Gee	<u>39</u>

SECTION TWO - USE OF PFF

	<u>H2X</u>	<u>Micro-H</u>
1. Total A/C dispatched	<u>4</u>	
2. Total A/C over target	<u>4</u>	
3. Total sets usable for bombing	<u>3</u>	

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>32</u>
2. Total A/C releasing Chaff	<u>32</u>
3. Total number of units released	<u>18,432</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>2</u>	6. Gee	<u>0</u>
2. VHF	<u>1</u>	7. H2X, Micro-H	<u>0</u>
3. Compass	<u>2</u>	8. Carpet	<u>0</u>
4. Liaison	<u>0</u>	9. IFF	<u>0</u>
5. Command	<u>0</u>	10. SCS-51	<u>-</u>

SECTION FIVE - REMARKS

HAROLD M. KENNARD, JR.
 MAJ, Air Corps,
 Gp Com O.

CONFIDENTIAL

S E C R E T

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

ASSIGNED... Ludwiglust, Germany.....

1. TARGET: BOMBED... Ludwiglust, Germany..... DATE OF MISSION. 22/2/44....

2. ROUTE AS FLOWN: As briefed to (5224-0820E) - (5238-1058E) - (5238-1103E) - (Target) - then as briefed

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>Clear-slight haze-vis-15-20 MI</u>	<u>1/10-5/10</u>
CONTRAILS - -	<u>Light-Non-Persistent</u>	<u>Light Non-Persistent</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:

None

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

None

6. CHAFF; HOW DISCHARGED: Times were as briefed

7. POSITION OF GROUP: 94th. "A"

8. DETAILS:-

SQDN. POS.	NO. A/C	DAMAGE MAJ. MIN.		A/C LOST TO AA EA ACC UK				AXIS OF ATTK WITH		TIME OVER TARGET	HEIGHT
<u>Med</u>	<u>12</u>							<u>012M</u>	<u>709M</u>	<u>1235</u>	<u>10,800</u>
<u>High</u>	<u>12</u>							<u>004M</u>	<u>320M</u>	<u>1236</u>	<u>11,300</u>
<u>Low</u>	<u>12</u>							<u>009M</u>	<u>270M</u>	<u>1236</u>	<u>10,800</u>
TOTALS	<u>36</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>				

9. COMMENTS - PHENOMENA:-

S E C R E T

DATE: 22 FEB 1945DUTY OFFICER: CAPT COITBRIEFING OFFICER: CAPT HILL

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: Point on main line Railway, just outside town of LUDWIGSLUST, which lies about half way between BERLIN and HAMBURG. Bombing will be at 12000 or under middle cloud but not less than 10,000. The entire effort today is directed at total disruption of German rail communications in NW Germany - thus cutting it off from the rest of the country.

Secondary: and L.R. (Visual) Army M/V; R.R. Bridges, Main line RR, R.R. or road induct in Germany east of current B/L

Last Resort: (PFF) NIENBURG or ~~SOER M/V~~

(2) Other Groups in 94th CBG: 94B () and 94C () are attacking a point on main line Railway outside of SALZWEDEL which lies about half way between BERLIN and BREMEN

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

40A - WITTSTOCK

94A - LUDWIGSLUST

40B PERLEBERG

94B SALZWEDEL

40C

94C

1A STENDAL

41A LUNEBURG

1B

41B ULZEN

1C GARDELEGEN

41C

b. 2nd AD: Area (5100-0930) to (5100-1230)(5220-0930) to (5220-1230)c. 3rd AD: Area (5100-0930) to (5100-1230)(4930-0930) to (4930-1230)

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: 1 AD departs LOWESTOFTat 0+45; 2 AD departs CROMER to arrive at (5244-0438) at 0+115;3 AD departs FELIXSTONE to arrive at OSTENDE at 0 hours.b. Fighter Support: 14 groups of P-51's operating in Area.

3. ANTICIPATED ENEMY OPPOSITION.

a. Flak: None known at Primary

b. Enemy Fighters:

c. Smoke Screens: Not anticipated

d. Camouflage: Not known

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: 94A - COTTERMORE 10000 94B KINGSCHIFFE 94C GLATTON
GAANTHAM 10000 BOURNE CROWLAND
SWAFFHAM 12000
NORTH WALSHAM 13000
LOWESTORT 13000

b. Air Commanders: 94B BW & 401 Maj Chapman
94B (351) Maj Richardson
94C (457) Maj Stann

c. Zero Hour and Date: 0900 22 Feb 45

d. General Instructions Pertinent to Entire Task Force: Spares turn back at 0400E.

5. SUPPLY:

a. Gas Load: 2780

b. Bomb Load (and Intervalometer Settings) 2.25

12X500 GP 1/10 X 1/40

c. Chaff Load (Point and Time of Commencing Discharge) 576 units

drop 0720-0820, in & out; 10 min before target for 9 min.

d. Screening Force:

6. COMMUNICATIONS:

a. Flares and Lamps: Normal

b. VHF and Other Radio. (Reporting Force Information) VINEGROVE 2-7

other normal ; WX a/c c/s Bugged X-Ray.

Abandon Mission - A GP 3000 miles Peter.

6 Buckeye Red 20 min later

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous: Russian Recognition: 1st Waggle Wings 3-5 times

2nd Fire red flares.

d. Security:

S E C R E T

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

Mission No. 212
 22 February 1945

SUBJECT : Loading List

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

Plane 44-8153

P	Goodman, James F.	Capt.	612th
CP	McBain, George III	2nd Lt.	"
N	Hyman, Nathan W.	1st Lt.	"
B	Burge, Charles R.	1st Lt.	"
MO	Barnes, James H.	1st Lt.	"
RO	Huskey, Cuthis O.	T Sgt.	"
TTG	Avezedo, Philbert B.	S Sgt.	"
TG	Goodman, Richard G.	T Sgt.	"
FG	Harold, Lloyd B.	S Sgt.	"

Plane 42-106992

P	Roadman, Julian	1st Lt.	"
CP	Compton, Henry W.	2nd Lt.	"
N	Knuese, Robert H.	F/O	"
B	Whitlock, James P.	2nd Lt.	"
RO	Elchisak, Alfred	T Sgt.	"
TTG	Landers, John A.	T Sgt.	"
BTG	Hall, Eugene H.	S Sgt.	"
TG	Wood, Donald S.	S Sgt.	"
FG	Hill, Earle R. Jr.	S Sgt.	"

Plane 43-38680

P	Hudnall, Carl L.	1st Lt.	"
CP	Mitchell, Frank G. Jr.	2nd Lt.	"
N	Martin, Phillip A.	F/O	"
B	Beardall, Keith E.	S Sgt.	"
RO	Knight, Adam	T Sgt.	"
TTG	Moorman, Loyd F.	T Sgt.	"
BTG	Gyles, Alfred R.	S Sgt.	"
TG	Parker, Robert H.	S Sgt.	"
FG	Parker, Matt M.	S Sgt.	"

Plane 43-37628

P	Holt, Howard L.	2nd Lt.	"
CP	Mead, Clarence E.	1st Lt.	"
N	Knappey, James R.	2nd Lt.	"
B N	Knappey, Lively, Coy L.	2nd Lt.	"
B	Klapow, Benjamin	Sgt.	"
RO	Hunt, Ray D.	Sgt.	"
BTG	Huston, Cecil A.	Sgt.	"
TTG	Chapman, Carl W.	Sgt.	"
TG	Crosson, James J. Jr.	Sgt.	"
FG	Guin, Frederick D.	Sgt.	"

Plane 42-107039

PIAMA	Campbell, Charles J.	2nd Lt.	"
CP	Foy, Phillip W.	2nd Lt.	"
N	Gruhn, David B.	F/O	"
B	Emery, Robert I.	S Sgt.	"
RO	Fco, Gene M. Jr.	S Sgt.	"
TTG	Kartes, Charles F.	T Sgt.	"
BTG	Sullivan, Earl Jr.	S Sgt.	"
TG	Dalton, Charles K.	S Sgt.	"
FG	Murray, Howard M.	Pvt	"

Plane 42-31891

P	Bodden, Frederick R.	1st Lt.	612th
CP	Devlin, James H.	2nd Lt.	"
N	Uhrain, Andrew	2nd Lt.	"
B	Miller, Donald A.	2nd Lt.	"
RO	Kornegay, Ryan D.	T Sgt.	"
TTG	Richardson, Paschel	T Sgt.	"
BTG	Noble, Chester C.	S Sgt.	"
TG	Klindworth, Louis O.	S Sgt.	"
FG	Langham, Theodore E.N.	S Sgt.	"

Plane 43-38637

P	Strauss, Joseph D.	Major	"
CP	Lundgren, Robert P.	2nd Lt.	"
N	Tarr, Charles Jr.	1st Lt.	"
B	McClendon, Marion E.	1st Lt.	"
RO	Lawson, Harry C.	T Sgt.	"
TTG	Nimmons, Alston H.	T Sgt.	"
BTG	Norris, Robert V.	S Sgt.	"
TG	Lambeth, Bensen W.	S Sgt.	"
FG	Gabhardt, Charles R.	S Sgt.	"
RCM	Martin, James G.	Sgt.	"

Plane 42-102398

P	Harveson, Lloyd C.	2nd Lt.	"
CP	Parsons, Silas P.	2nd Lt.	"
N	Zacany, John R.	2nd Lt.	"
B	Moore, Kenneth V.	Cpl.	"
RO	Hall, Jewel L.	Cpl.	"
TTG	Brockway, Glenn L.	Cpl.	"
BTG	Crosby, Lewis A.	Cpl.	"
TG	Zabel, Bruce H.	S Sgt.	"
FG	Jeter, Kenneth A.	Cpl.	"

Plane 44-6506

P	French, Milard H.	2nd Lt.	"
CP	McKale, William L.	2nd Lt.	"
N	Cannon, Thomas P.	F/O	"
B	Johnson, Jerry M.	S Sgt.	"
RO	Allcroft, James W.	S Sgt.	"
TTG	Hansen, Arthur W.	S Sgt.	"
BTG	Deck, Floyd J.	Sgt.	"
TG	LaGrange, Wesley	Sgt.	"
FG	Devore, Arthur D.	Sgt.	"

Plane 43-38788

P	Nolan, James A.	1st Lt.	"
CP	Twiggs, Calvin N.	2nd Lt.	"
N	Tiffany, Raymond L.	2nd Lt.	"
B	Hoffman, Lloyd G.	1st Lt.	"
RO	Hathaway, Stanley K.	S Sgt.	"
TTG	Siconolfi, Patrick	S Sgt.	"
BTG	Feldman, Warren H.	S Sgt.	"
TG	Stewart, Jack C.	Sgt.	"
FG	Delle Donne, Charles L.	S Sgt.	"
RCM	Deaner, Charles E.	S Sgt.	"

"The End"

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

22 FEBRUARY 1945

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-38791	P	1st Lt.	KELSO	ARTHUR	D. JR.
	CP	2nd Lt.	HAGGARD	WILEY	R.
	N	2nd Lt.	TONNE	ALVIN	E.
	B	S/SGT.	LITTLE	JAMES	O.
	RO	S/SGT.	MEYERS	NEIL	P.
	TT	S/SGT.	HARPER	JAMES	T.
	BT	S/SGT.	MORRISON	KENNETH	D.
	TG	S/SGT.	BOND	JACK	D.
	WG	S/SGT.	LUCA	RUDOLPH	C.
44-38941	P	1st Lt.	TAUSIG	HERMAN	(NMI)
	CP	2nd Lt.	MACKIN	PETER	D.
	N	1st Lt.	WALKER	DENSON	F.
	B	1st Lt.	BUCHANAN	ALLEN	S.
	RO	T/SGT.	FITZSIMMONS	JAMES	J.
	TT	T/SGT.	JOHNSTON	DONALD	C.
	BT	S/SGT.	HUCKSBAUM	ELMER	(NMI)
	TG	S/SGT.	KATZ	ALVIN	C.
	WG	S/SGT.	JOHNSON	WARREN	B.
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.	REED	WILLIAM	H. JR.
	TT	SGT.	LANIER	MR LESLIE	H.
	BT	SGT.	MOORE	WILLIAM	F.
	TG	SGT.	WEBB	WENDALL	R.
	WG	SGT.	MOULTON	GEORGE	L.
44-6313	P	1st Lt.	BRADLEY	AUDREY	J. JR.
	CP	2nd Lt.	FINNELL	JAMES	J.
	N	2nd Lt.	GOLD	ASHLEY	(NMI)
	B	S/SGT.	ELINS	HERMAN	(NMI)
	RO	S/SGT.	BOWERS	JACOB	J. JR.
	TT	M/SGT.	MANGUM	JUSTICE	C.
	BT	SGT.	KEMP	JAMES	E.
	TG	SGT.	MATLACK	WILLIAM	W.
	WG	SGT.	DEFEDAUGH	NORMAN	(NMI)
43-37706	P	2nd Lt.	COX	HERBERT	P.
	CP	F/O	SHAW	MARVIN	W.
	N	2nd Lt.	SCHEP	KENNETH	M.
	B	S/SGT.	LOCKE	LESLIE	E.
	RO	S/SGT.	GIANNINI	JOSEPH	(NMI)
	TT	T/SGT.	LINDHOLM	ALVIN	T.
	BT	S/SGT.	TANAEVICH	ALEXANDER	(NMI)
	TG	S/SGT.	NORRIS	LAMON	(NMI)
	WG	S/SGT.	RAYMOND	LLOYD	A.
	RCM	SGT.	STITT	JOHN	J.

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-31072	P	1st Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	HEILLY	DONALD	J.
	N	2nd Lt.	BAUTZ	JOHN	J.
	B	2nd Lt.	JONES	BEN	F.
	RO	T/SGT.	GIESSEN	GEORGE	J.
	TT	T/SGT.	JOHNSON	ELMO	E.
	HT	S/SGT.	ZENOR	HAROLD	M.
	TG	S/SGT.	CLIFTON	JAMES	R.
	WG	S/SGT.	HARDIN	RAY	(NMI)
602 (614th)	P	2nd Lt.	MAY	JAMES	H.
	CP	2nd Lt.	COLLINS	EUGENE	B.
	N	2nd Lt.	ANDERS	WALTER	R.
	B	S/SGT.	KIRMAN	WILLARD	D.
	RO	SGT.	HAULK	ALBERT	L. JR.
	TT	SGT.	SMITH	ELMER	(NMI)
	HT	S/SGT.	MC MEANY	ANTHONY	J.
	TG	SGT.	KROZEL	JOSEPH	A.
	WG	SGT.	MC KEE	WILLIAM	J.
44-3449	P	1st Lt.	MAC GONRICK	JOHN	W.
	CP	2nd Lt.	MILLER	HARRY	C.
	N	1st Lt.	LEWIS	LESTER	G.
	B	1st Lt.	PERK	GEORGE	W.
	V	1st Lt.	KATON	HARRY	M.
	RO	T/SGT.	BECK	GERALD	L.
	TT	T/SGT.	SHELDON	JAMES	R.
	TG	S/SGT.	GRUMANN	JAMES	F.
	WG	S/SGT.	LINDSAY	JAMES	R.
44-6588	P	1st Lt.	BAKER	EAY	A.
	CP	2nd Lt.	LYNG	KENNETH	H.
	N	1st Lt.	KORITSKY	HARRY	(NMI)
	B	1st Lt.	MOORE	CARLTON	R.
	RO	T/SGT.	YONIO	FRANCIS	F.
	TT	T/SGT.	BACCHIS	GEORGE	B.
	HT	S/SGT.	CLOYD	SHIRLEY	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	MORRISON	JULIUS	J.
PCM	S/SGT.	TOOMBS	GEORGE	(NMI)	
42-102947	P	2nd Lt.	MC KINNY	WILLIAM	O.
	CP	2nd Lt.	BUNDICK	RICHARD	(NMI)
	N	2nd Lt.	LEVIN	HERBERT	R.
	B	CPL.	SUNDERLIN	ROBERT	A.
	RO	CPL.	SIEGEL	ARNOLD	A.
	TT	CPL.	HOLLAND	JOHN	W.
	HT	CPL.	JOHANNES	RICHARD	L.
	TG	CPL.	O'BRIEN	JOHN	W.
	WG	CPL.	FRANKELAU	IRA	D.

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

AAF Station # 128
 22 February 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 44-8259

P	Captain	BROWN, JOHN J. JR.	614th Sq
AC	Major	CHAPMAN, ALVAH H. JR.	"
N	Captain	SMITH, CHARLES M.	"
N	F/O	BRINER, WILLIAM L.	"
B	1st Lt.	SCHIEFER, WILLIAM F.	"
RO	T/Sgt.	Arellano, Garciano J.	"
TT	T/Sgt.	Hoffman, Leon W.	"
MO	1st Lt.	DRESBACH, JOHN T.	"
TG	1st Lt.	MEUSEL, JOSEPH F.	"
WG	S/Sgt.	Martin, Norman D.	"

PLANE 44-8033

P	Captain	SEDER, ARTHUR R. JR.	"
CP	2nd Lt.	RUBINOFF, LOUIS W.	"
N	1st Lt.	STEWART, LEON F.	"
B	1st Lt.	CONWAY, FRANCIS JR.	"
RO	T/Sgt.	Backlin, John F.	"
TT	T/Sgt.	Antill, Clarence W.	"
MO	1st Lt.	GOODMAN, JAMES W.	"
TG	S/Sgt.	Harris, Cecil D.	"
WG	S/Sgt.	Affel, Richard H.	"

PLANE 43-38646

P	1st Lt.	HOLMES, GENE H.	"
CP	1st Lt.	ODEN, EDWARD G.	"
N	1st Lt.	JAMES, KENNETH W.	"
CTG	Cpl.	Watkins, Jack W.	"
RO	Pvt.	Cox, Clyde F.	"
TT	Cpl.	Knight, Eddis R.	"
BT	Cpl.	Jakubowski, Julius J.	"
TG	Cpl.	Kennedy, Jack W.	"
WG	Cpl.	Peverill, Edward S.	"

PLANE 42-97780

P	1st Lt.	ST. AUBYN, GLENN H.	"
CP	1st Lt.	THOMPSON, WALLACE	"
N	F/O	KAHN, CHARLES	"
CTG	S/Sgt.	Falkowitz, Irving	"
RO	S/Sgt.	Tompkins, Harry A.	"
TT	T/Sgt.	Dearborn, Harry R.	"
BT	S/Sgt.	Lichtenberger, Gustave W.	"
TG	S/Sgt.	Hickey, Harold J.	"
WG	S/Sgt.	Buckley, John F.	"

Loading List (Con't)

PLANE 43-38738

P 1st Lt.
 CP 2nd Lt.
 N F/O
 CTG S/Sgt/
 RO S/Sgt.
 TT T/Sgt.
 BT S/Sgt.
 TG S/Sgt.
 WG S/Sgt.
 RCM S/Sgt.

RICHARDSON, RICHARD B.
 FREDERICK, RALPH A.
 BLADES, LEO L.
 Racick, John
 Massa, Attilio
 Walsh, Arhtus
 Lunn, Berlyle J.
 Patterson, Donald D.
 Paluso, Joseph J.
 Allison, Carl M.

614th Sq

PLANE 43-38330

P 1st Lt.
 CP 2nd Lt.
 N 2nd Lt.
 CTG S/Sgt.
 RO S/Sgt.
 TT S/Sgt.
 BT S/Sgt.
 TG S/Sgt.
 WG S/Sgt.

WHITE, WYLIE K.
 POTTER, FRED R.
 AUFRANCE, RUSSELL L.
 Ellis, James
 McCommis, Max I.
 Whitney, Paul A.
 Viescas, Arturo B.
 Mc Quade, John B.
 Cranz, Edwin R.

PLANE 43-38565

P 2nd Lt.
 CP 2nd Lt.
 N 2nd Lt.
 B 2nd Lt.
 RO Cpl.
 TT Sgt.
 BT Cpl.
 TG Cpl.
 WG Cpl.
 RCM S/Sgt.

VIEHMAN, EUGENE A.
 COUTTS, HAROLD K.
 PACKRELL, JESSE L.
 STALZER, JAMES J.
 Retzlaff, James A.
 Schwarz, Edwin D.
 Hobson, Kenneth E.
 Rutkowski, Joseph E.
 Hay, David M.
 Genauer, Lawrence

PLANE 42-97931

P 2nd Lt.
 CP 2nd Lt.
 N 2nd Lt.
 CTG Cpl.
 RO Cpl.
 TT Cpl.
 BT Cpl.
 TG Cpl.
 WG Sgt.

AYRE, LAWRENCE E.
 SCHOCK, NORMAN R.
 LEASE, GERALD H.
 DeLoris, George A.
 Mandle, Louis I.
 Brass, Forrest A.
 Gilbert, Luther F.
 Myers, John E.
 Iuni, Andrew E.

PLANE 42-97478

P 1st Lt.
 CP 1st Lt.
 N 2nd Lt.
 CTG Sgt.
 RO Cpl.
 TT Cpl.
 BT Cpl.
 TG Cpl.
 WG Cpl.

TOBIN, WILLIAM L.
 HAPLEY, WILLIE J.
 TURNER, CECIL L.
 Orlando, Peter
 Kantor, Walter J.
 Bertram, Joseph N.
 Erzar, William J.
 VanCamp, Oliver H.
 McAlister, Jesse J.

Loading List (Con't)

PLANE 43-38677

P	2nd Lt.	STAUFFER, DAVID M.	614th Sq
CP	2nd Lt.	HAAKE, EDWARD C.	"
N	2nd Lt.	BURNS, THOMAS E.	"
CTG	Sgt.	Eidemiller, Wilmer P.	"
RO	S/Sgt.	Tuchin, Howard	"
TT	S/Sgt.	Smith, Howard J.	"
BT	S/Sgt.	Wright, Arthur L.	"
TG	Sgt.	Dobson, William J.	"
WG	Sgt.	Laura, Libero L.	"

For the Squadron Commander:

ALVAH H. CHAPMAN JR.,
Major, Air Corps,
Operations Officer.

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

22 February 1945

SUBJECT: Loading List.

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

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

PLANE # 42-97395					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	F/O	Berneburg	Lawrence	L.	615th
CP	2nd Lt.	Janecek	Walter	(NMI)	"
N	F/O	Beuscher	Clinton	J.	"
B	Cpl	Bailey	Frank	W.	"
RO	S/Sgt.	Weinstein	Bernard	B.	"
TT	Cpl.	Bush	Wilbur	R.	"
BT	Cpl	Backus	Marvin	L.	"
TG	Cpl.	Key	James	W.	"
FG	Cpl	Dick	Charles	B.	"
PLANE # 43-38810					
P	2nd Lt.	Stephens	Lloyd	J.	615th
CP	2nd Lt.	Wilt	Elmer	L.	"
N	2nd Lt.	Harper	Robert	F.	"
B	Sgt.	Whitlock	Howard	D.	"
RO	Sgt.	Huzinec	Andrew	(NMI)	"
TT	Sgt.	Graham	James	D.	"
BT	Sgt.	Wisdom	Kent	E.	"
TG	Sgt.	Brennan	William	J.	"
FG	Sgt.	Lewelling	Fred	E.	"
PLANE # 43-37551					
P	1st Lt.	Maire	Frederick	N.	615th
CP	1st Lt.	Deen	Robert	M.	"
N	2nd Lt.	Momberger	Charles	A.	"
B	S/Sgt.	Landry	Lawrence	B.	"
RO	T/Sgt.	Mabrey	William	T.	"
TT	T/Sgt.	Barr	Thomas	H.	"
BT	S/Sgt.	Floyd	Norris	C.	"
TG	Sgt.	Wiegel	Clifford	H.	"
FG	S/Sgt.	Nowak	Frank	P.	"
PLANE # 44-6146					
P	2nd Lt.	Bennett	Clifton	S.	615th
CP	2nd Lt.	Stevenson	Joseph	G.	"
N	2nd Lt.	Hamilton	Charles	W.	"
B	Sgt.	Ely	Calvin	P.	"
RO	Cpl	Hanes	Billy	R.	"
TT	Cpl	Henley	James	H.	"
BT	Sgt.	Spoor	Richard	A.	"
TG	Sgt.	Hartswick	Frederick	W.	"
FG	Sgt.	Joyner	Oliver	H.	"
PLANE # 43-38425					
P	1st Lt.	Djernes	Carl	P.	615th
CP	2nd Lt.	Dumme	Michael	D.	615th
N	2nd Lt.	Canale	John	F.	"
B	Sgt.	Reiher	Gordon	A.	"
RO	S/Sgt.	LaCourse	Lucien	(NMI)	"
TT	S/Sgt.	Chiu	Donald	(NMI)	"
BT	Sgt.	Bill	Richard	H.	"
TG	Sgt.	Wagner	Aloysius	E.	"
FG	Sgt.	Akins	Ora	R.	"

Continued :

LOADING LIST (Continued:)

PLANE # 43-38541

P	1st Lt.	Cracraft	George	K.	615th
GP	2nd Lt.	Magee	Eldon	E.	"
N	2nd Lt.	King	Jack	L.	"
B	S/Sgt.	Guerin	Roland	L.	"
RO	S/Sgt.	Fenwick	Gordon	E.	"
TT	T/Sgt.	Jacquart	Robert	R.	"
BT	Sgt.	Schmitt DUNN	Paul DONALD	R.	"
TG	S/Sgt.	Hudson	Leonard	L.	"
FG	S/Sgt.	Baker	Richard	E.	"

PLANE # 43-38077

P	1st Lt.	Park	Colin	I.	61 th
GP	2nd Lt.	Spiva	Raymond	H.	"
N	F/O	O'Neill	Lawrence	H.	"
B	Sgt.	Sallie	Howard	W.	"
RO	Sgt.	Sayre	James	O.	"
TT	Sgt.	Fields	Richard	D.	"
BT	Sgt.	Wirth	Thomas	J.	"
TG	Sgt.	Snyder	Edwin	M.	"
FG	Sgt.	Gravezkyk	Clarence	J.	"

PLANE # 44-6132

P	2nd Lt.	Smith	Samuel	R.	615th
GP	2nd Lt.	Miller	Walter	A.	"
N	F/O	Andler	Lyle	E.	"
B	Sgt.	Reckers	Russell	E.	"
RO	Sgt.	Herchenroether	Raymond	A.	"
TT	Sgt.	Dilz	WILKIN Reinhold	J.	"
BT	Sgt.	McDow	Miles	J.	"
TG	Sgt.	Westman	Robert	J.	"
FG	Sgt.	Hood	Clyde	L.	"

PLANE # 43-38758

P	2nd Lt.	Eglin	Frederick	I.	615th
GP	2nd Lt.	WILKIN Cosden	WILKIN Byran	L.	"
N	F/O	Schmidt	Frank	A.	"
B	Sgt.	Knight	George	O.	"
RO	Sgt.	Pavluska	George	A.	"
TT	Sgt.	Swift	Gene	E.	"
BT	Sgt.	Ludwig	Howard	F.	"
TG	Sgt.	Espy	Robert	J.	"
FG	Sgt.	Collins	Rupert	Y.	"

E N D