

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

MISSION No. **211**

Date: **21 FEB. 45**

TO: **NUREMBERG , 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 # 211

DATE 21 February 1945

ASSIGNMENT

1. Assigned Target: NUREMBERG, GERMANY
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "B" 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: NUREMBERG, GERMANY (PFF)
2. a. Group Leader: Major E. T. DE JONCKHEERE (Reigler)  
Lead Navigator: Capt. H. O. WOOD (Strong-MO)  
Extra Navigator: 1st Lt. J. D. HURLEY  
Lead Bombardier: Capt. H. W. MEADVILLE
- b. Low Sqdn Leader: 1st Lt. G. S. SCHAUNAMAN  
Lead Navigator: 1st Lt. R. E. PURRIER (Munt-MO)  
Lead Bombardier: 1st Lt. K. E. SANDOE
- c. High Sqdn Leader: Capt. R. M. DEMPSEY  
Lead Navigator: 1st Lt. A. C. WILHELM (Tharpe@MO)  
Lead Bombardier: Capt. W. W. DOLAN
3. Flight Over England:
  - a. Takeoff:

Made in darkness and as briefed. No difficulties encountered as visibility was very good. Ships took off in good order and proceeded to assembly buncher.



MISSION SUMMARY REPORT: (ont)

3. b. Squadron and Group Assemblies:

Group assembled at briefed altitude on Cottesmore buncher in normal manner. Visibility and coming daylight were just right for good assembly and it was accomplished well within the allotted time.

c. Route Over England:

Group formation left buncher on course, on time and proceeded to point B. Course over England was as briefed and on time at turning points. This group was 94th "B" and was to be directly behind 94th "A" but the 1st CBW arrived late at CP I and cut between 94th "A" and 94th "B" which caused 94th "B" to fly on right of Division column abreast of 1st "C" and 94th "A" which was on left side of Division column.

4. Attack:

a. Flight to Target:

Flight to target was essentially as briefed except that 94th "A" (94th "B" directly behind) was abreast of 1 B and 1 C GPs for three-fourths of flight from coast to IP. Also moderate persistent contrails at first turning point from coast caused 94th "A" and 94th "B" to swing to the North a mile or so. 94th "B" was in Division column remainder of flight to target.

b. Bombing Run:

We uncovered at the IP and bombed by Squadrons. All runs were made by PFF over 10/10ths cloud coverage. The lead squadron made a wrong correction at the beginning of the bomb run and then had to double correct to get back on course. This allowed the low squadron to get in a minute earlier than the lead and high. Otherwise, all three runs were good PFF runs. Returns came in on the scope very well making it easy to kill rate so the check points matched very well. When the iddices met the leader salvoed. All others used a 140' intervalometer setting. No equipment malfunctions were reported. Results were unobserved.

c. Flight From Target:

Bombing was done by individual squadrons but group formation was regained shortly after leaving target. Group followed 94th "A" and was in Division column until English channel was reached. Route followed was as briefed.

d. Return to Base:

Return to base was without incident, however, group broke up at Wing break-up point instead of group break-up point. Lead squadron continued to base and high and low squadrons, less leaders, proceeded to stand off points. All aircraft returned safely to home base.



MISSION SUMMARY REPORT: (mt)

4. e. Weather:

Weather enroute was 4/10ths to 6/10ths becoming 10/10ths strata cumulus over target, tops approximately 8,000'. Moderate persistent contrails were reported enroute as well as over target.

f. Fighter Support:

Fighter support was as briefed-not too concentrated, but it was very good.

g. Comments on Formation:

The group formation as a whole was very good. The lead and low squadrons were very good, including the bombing run. The high squadron was a little strung out the entire route.

h. Conclusions and Recommendations:

It is believed that the mission was very nearly as briefed except for times from first turning point inside coast until base was reached. No recommendations.

5. Aircraft Not Attacking:

A/C 42-31077 - Credit. The bombardier hit the toggle switch accidentally and released bombs just after the IP.

A/C 44-6146 - Credit. Bombardier saw deputy (#077) drop bombs so released on him- just after the IP.

6. Enemy Opposition:

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

7. Battle Damage:

| <u>Major</u> | <u>Minor</u> | <u>To Flak</u> |
|--------------|--------------|----------------|
| 0            | 7            | 7              |

8. Casualties:

None.

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

10. Bombing Data:

a. Observations:

Due to complete undercast results were unobserved.

MISSION SUMMARY REPORT: (oncd)

10. b. Disposition of Bombs:

Lead Sqdn: A/1 12 scheduled A/C bombed the secondary target, dropping 10 X 500# GP, 47 X 500# RDX and 58 X 500# IB bombs. A/C 458 released 3 RDX and 2 IB's one minute late. The spare returned 5 RDX and 5 IB bombs to base.

Low Sqdn: All 12 scheduled A/C bombed the secondary target, dropping 58 X 500# RDX and 60 X 500# IB bombs. A/C 662 jettisoned 2 RDX bombs a few minutes early. The spare returned 5 RDX and 5 IB bombs to base.

High Sqdn: Of the 12 A/C over the target, only 10 bombed - dropping 20 X 500# GP, 30 X 500# RDX and 50 X 500# IB bombs. Two A/C, #077 and # 146 released 10 GP's and 10 IB's just after IP. The spare returned 5 RDX and 5 IB bombs to base.

c. Tabular Summary of Disposition of Bombs:

|                                  | Aircraft    |         | Bombs                |                      |                 |                     |                     |
|----------------------------------|-------------|---------|----------------------|----------------------|-----------------|---------------------|---------------------|
|                                  | Over Target | Bombing | Number               | Size                 | Type            | Fusing<br>Nose Tail |                     |
| Main Bombfall                    | 36          | 34      | ( 30<br>(135<br>(168 | 500#<br>500#<br>500# | GP<br>RDX<br>IB | 1/10<br>1/10<br>-   | 1/100<br>1/100<br>- |
| Other Attacks                    | -           | -       | -                    | -                    | -               | -                   | -                   |
| Total Bombs on Target            |             |         | ( 30<br>(135<br>(168 | 500#<br>500#<br>500# | GP<br>RDX<br>IB | 1/10<br>1/10<br>-   | 1/100<br>1/100<br>- |
| Other Expenditures               |             |         | ( 10<br>( 5<br>( 12  | 500#<br>500#<br>500# | GP<br>RDX<br>IB | 1/10<br>1/10<br>-   | 1/100<br>1/100<br>- |
| Bombs Returned                   |             |         | ( 15<br>( 15<br>40   | 500#<br>500#<br>500# | RDX<br>IB<br>GP | 1/10<br>-<br>1/10   | 1/100<br>-<br>1/100 |
| Total (Loaded on A/C Taking Off) |             |         | 155<br>195           | 500#<br>500#         | RDX<br>IB       | 1/10<br>-           | 1/100<br>-          |

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer



Ld Sq 24 B Gp - 401st

Combat Sq. Leader: MAJOR DEJONCKHEERE Date: 21 Feb 45

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

SQDN

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

on takeoff &  
over target

DE JONCKHEERE

449(pff)

MAY

TAUSIG

132

648(pff)

SQDN

SQDN

STEELE

ST AUBYN

947

322

MAHARICK

COX

JAMES

WHITE

791

607

395

330

NIELSON

588

BRADLEY

SHEPHERD

313

458

SPARES

KELSO

391(returned)

Ld Sq  
24



Lo Sq 94 B Gp - 401st

Combat Squadron: Lt Schaumann Date: 21 Feb 45

Deputy Squadron: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

SQDN

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

SCHAUNAMAN

153(pff)

HARVISON

992

BODDIN

891

SQDN

COX

662

SQDN

TORTIN

602

LONG

657

SCHLIMANN

733

VIERMAN

565

AYRE

931

JONES

393

NOLAN

993

SPARES

MARTIN

039

FRENCH

506(returned)

Lo 38

H1 Sq 94 B Gp - 401st

Combat Sq. Leader: CAPT DEMPSEY Date: 21 Feb 45

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

SQDN  
612 SC JABWOCK  
613 IN MACRO  
614 IW GOLFCUB  
615 IY BUZZARD

at takeoff +  
over Target

DEMPSEY  
947 (pff)

BERNBERG  
730

GERBER  
077

SQDN

JONES  
160

SQDN

THOMPSON, R  
646

BENNETT  
146

CALLAHAN  
425

STAWTER  
398

RICHARDSON  
738

DJERNES  
468

STEPHENS  
113

MORAN  
758

SPARES

MAIRE  
551 (returned)

H1 Sp



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

Date 21 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Munberg, 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 0714 hours.
- b. Group formed at 0827 hours on Cottagers buncher.  
at 7000 ft.
- c. Wing assembly was completed at 0908 hours at Felixstone.
- d. Route over England was (~~not~~) flown as briefed.

- e. Methods of navigation over England.

Geo. Pilotage, Radio, D.R.

- f. Division formation was joined at 0908 hrs. at Felixstone.
- g. Flight to I.P. was (~~not~~) as briefed.

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

Geo. Mickey, D.R.

- i. Bomb run.

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

49-29N 09-47E

- (2) True heading over target 110.
- (3) Actual drift 12 Right.
- (4) Altitude over target 25,000.
- (5) Time bombs away 1200.
- (6) Wind used for bombing 10/41K.
- (7) Method of target identification.

Instrument

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

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 245.

j. Group rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.  
k. Wing rally was accomplished at 49-10N 10-55E at 1207 hrs.  
l. Division rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.  
m. Flight home was (not) as briefed. ~~xxx~~

n. Methods of navigation on return route.

~~xxx~~ Gee, Mickey, D.R., some Pilotage.

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

q. Performance of equipment.

(1) Mickey  
(2) Gee **Good**  
(3) Radio Compass **Good**  
(4) Fluxgate **Good**  
(5) Other equipment: **Good**

/s/ H. D. Wood

H. D. WOOD

Captain, A. C.

Lead Navigator, Lead Sq.



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

Date 21 Feb. 1945SUBJECT: Lead Navigator's Narrative of Raid on Burnberg, 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 0813 hours.
- b. Group formed at 0815 hours on Cottesmore buncher.  
at 7000 ft.
- c. Wing assembly was completed at 0900 hours at Polixstone.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

Geo, D.R., Pilotage, Radio

- f. Division formation was joined at 0908 hrs. at Polixstone.
- g. Flight to I. P. was (not) as briefed.

h. Methods of navigation to the I. P.

Geo, D.R., Mickey

i. Bomb run.

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

49-35N 09-45E

- (2) True heading over target 106.
- (3) Actual drift 2 right.
- (4) Altitude over target 21,300.
- (5) Time bombs away 2159.
- (6) Wind used for bombing 251/257.
- (7) Method of target identification.

PTT

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

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 230.

- j. Group rally was accomplished at 49-10N 10-55E at 1207 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, 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 Good
- (2) Gee Good
- (3) Radio Compass Good
- (4) Fluxgate Good
- (5) Other equipment. Good

/s/ Robert E. Purrier  
ROBERT E. PURRIER  
1st Lt., A. G.  
Lead Navigator, Low Sq.



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

Date 21 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Munberg, 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 0716 hours.
- b. Group formed at 0815 hours on Cottesmore buncher.  
at 0815 ft.
- c. Wing assembly was completed at 0900 hours at Felixstowe.
- d. Route over England was (not) flown as briefed. xxx

e. Methods of navigation over England.

- f. Division formation was joined at 0900 hrs. at Felixstowe.
- g. Flight to I.P. was (not) as briefed. xxx

h. Methods of navigation to the I. P.

Mickey, Gee, Pilotage

1. Bomb run.

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

North of I.P.

- (2) True heading over target 120.
- (3) Actual drift 4 R.
- (4) Altitude over target 25900.
- (5) Time bombs away 1940.
- (6) Wind used for bombing 270/20.
- (7) Method of target identification.

PTF

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

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal

195

j. Group rally was accomplished at 49-10-10-553 at 1207 hrs.  
k. Wing rally was accomplished at            at            hrs.  
l. Division rally was accomplished at            at            hrs.  
m. Flight home was (not) as briefed. ~~xxx~~

n. Methods of navigation on return route.

Gee, Mickey, Pilotage

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

q. Performance of equipment.

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

OK  
OK  
OK  
OK  
OK

/s/ A. C. Wilhelm  
A. C. WILHELM  
1st Lt., A. C.

Lead Navigator. , High Sq.



Air Commander Major De Jonckheere  
PILOT Captain Reigler  
NAVIGATOR Capt. H. D. Wood

FIGHT PLAN Plan B

9th P. 11th

DATE 21 Feb. 1945

STATIONS 0535 ENGINES 0635 TAXI 0700 T.O. 0715  
LEAVE BASE 0827  
COAST OUT 0908  
ENEMY COAST 0940  
I.P. 1121  
TARGET 1132  
ENEMY COAST 1225  
ENEMY COAST 1446

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

2. Hr - 0830  
Ref alt - 24000  
Bomb alt - 25000  
Oxygen - 3 1/2 hr.

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

At..... G.M.T. Div. Assembly - Felixstowe to 51-13N  
Letdown Cottesmore Puncher - Normal 010 Mag. 02-55E.

| FROM                | TO                | W/V    | HEIGHT | I.A.S. | T.A.S. | COURSE | DRIFT | TRUE  | VAR. | MAG.  | C.S. | DIST. | TIME   | E.T.A. | CELESTIAL DATA   |      |      |
|---------------------|-------------------|--------|--------|--------|--------|--------|-------|-------|------|-------|------|-------|--------|--------|------------------|------|------|
| Ass. 7000 Lead      | Cott. (Y) Puncher | USED   |        | MPH /K | (K)    |        | FT    | HDNG. |      | HDNG. |      |       |        |        | TIME             | BODY | ALT. |
| Cott. 52-41N 00-39E | Donnington (E)    | 248/17 | 7000   | 150    | 143    | 056    | -2    | 054   | 110  | 064   | 159  | 20    | 08     | 0827   | Depart           |      |      |
| 52-55N 00-12E       | Sp1 16 (D)        | 254/18 | 9000   | 150    | 147    | 124    | 45    | 129   | 110  | 139   | 197  | 59    | 22 1/2 | 0858   |                  |      |      |
| 52-22N 01-08E       | Felixstowe (GP 1) | 258/19 | 10000  | 150    | 150    | 161    | 47    | 168   | 110  | 178   | 151  | 25    | 25 10  | 0908   | Eng. Coast, CP 1 | 0908 |      |
| 51-20N 01-40E       |                   | 270/20 | 10000  | 150    | 151    | 162    | 47    | 169   | 110  | 178   | 156  | 40    | 15 1/2 | 0923   |                  |      |      |
| 51-13N 02-55E       |                   | 276/23 | 15000  | 150    | 159    | 099    | 0     | 099   | 110  | 188   | 182  | 48    | 16 1/2 | 0940   | Coast, CP 2      | 0940 |      |
| 50-07N 06-51E       |                   | 300/29 | 25000  | 170    | 178    | 114    | -2    | 112   | 110  | 207   | 207  | 164   | 47 1/2 | 1033   | CP 3             | 1033 |      |
| 50-09N 07-45E       |                   | 300/30 | 25000  | 194    | 194    | 087    | -6    | 081   | 110  | 087   | 215  | 35    | 10     | 1043   |                  |      |      |
| 50-22N 09-17E       |                   | 310/30 |        | 194    | 194    | 077    | -7    | 070   | 110  | 076   | 210  | 61    | 17 1/2 | 1100   |                  |      |      |
| 49-42N 09-30E       |                   |        |        | 194    | 194    | 167    | 45    | 172   | 110  | 177   | 217  | 98    | 10 1/2 | 1111   |                  |      |      |
| IP 49-23N 10-11E    |                   |        |        | 194    | 194    | 130    | 0     | 130   | 110  | 135   | 224  | 35    | 9 1/2  | 1121   | IP               |      |      |
| TAB 49-26N 11-05E   |                   | 340/25 | 25000  | 150    | 193    | 085    | -7    | 078   | 110  | 083   | 198  | 35    | 11     | 1132   | TARGET           |      |      |
| 49-11N 11-00E       |                   | 340/24 | 23000  | 170    | 215    | 193    | 43    | 196   | 110  | 200   | 234  | 16    | 4 1/2  | 1137   |                  |      |      |
| 48-37N 09-28E       |                   | 340/23 | 23000  | 150    | 188    | 240    | 47    | 247   | 110  | 252   | 190  | 70    | 22 1/2 | 1200   |                  |      |      |
| 48-13N 07-39E       |                   | 314/28 | 23000  | 150    | 188    | 252    | 48    | 260   | 110  | 266   | 173  | 75    | 26 1/2 | 1227   | CP 4             | 1227 |      |
| 50-33N 04-00E       |                   | 280/20 | 10000  | 150    | 152    | 314    | -4    | 310   | 110  | 317   | 135  | 126   | 200    | 1309   | Div. Break up    |      |      |
| 51-11N 02-50E       |                   | 270/20 | 10000  | 150    | 152    | 311    | -5    | 306   | 110  | 314   | 136  | 58    | 26     | 1415   | Coast            |      |      |
| Felixstowe          |                   | 226/16 | 6000   | 170    | 162    | 311    | -5    | 306   | 110  | 315   | 155  | 41    | 73     | 1446   | Eng. Coast       |      |      |
| 51-58N 01-21E       | New Market        | 228/12 | 2000   | 150    | 133    | 296    | -5    | 291   | 110  | 301   | 128  | 39    | 18     | 1504   |                  |      |      |
| 52-15N 00-24E       | Hiscock           |        |        |        |        | 342    | -5    | 337   | 110  | 347   | 137  | 27    | 12     | 1516   | Wing Break up    |      |      |
| 52-40N 00-10E       | Base              |        |        |        |        | 250    | -2    | 248   | 110  | 258   | 122  | 30    | 15     | 1531   | ETH              |      |      |

From Felixstowe 240/15 0 to 150 138 114 45 119 146 78 32 0836 LITTO.

| TIME                                       | COURSE | W/V USED &/OR D.R. DRIFT | 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     |        |
| Flares: Normal Low & 25 R Lead FY High - C |        |                          |            |            | VHF - Authentication - "Hot rock" Abandon mission - "Baker - Uncle - Mike" Chaff - Discharge 13 min before TAB. Continue 18 min. |                     |               | Last resort - 09-40N 48-42E |        |       |      |        |        |          |        |
| 0713                                       |        |                          |            |            | Take Off                                                                                                                         |                     |               |                             |        |       |      |        |        |          |        |
| 0732                                       | 303/22 | Weather ship             |            |            | Cottesmore. Bean circling                                                                                                        |                     | 146           | 7000                        |        |       |      |        |        |          |        |
| 0827                                       |        |                          | 54         |            | Group formed. Depart, on time, on course.                                                                                        |                     | 146           | 7000                        |        |       |      |        |        |          |        |
| 0828                                       |        |                          | 50         |            |                                                                                                                                  |                     |               |                             |        |       |      |        |        |          |        |
| 0831 1/2                                   |        |                          | 50         |            |                                                                                                                                  |                     |               | 7000                        |        |       |      |        |        |          |        |
| 0835                                       |        |                          | 60         |            | Point B. On time, on course                                                                                                      |                     | 147           | 7600                        |        |       |      |        |        |          |        |
| 0836 1/2                                   |        |                          | 130        |            |                                                                                                                                  |                     |               |                             |        |       |      |        |        |          |        |
| 0841 1/2                                   |        |                          | 130        |            |                                                                                                                                  |                     |               |                             | 14     | 5     | 168  | 41 1/2 | 15     | 0856 1/2 |        |
| 0845 1/2                                   |        |                          | 130        |            | 52-38N 00-27E                                                                                                                    |                     | 148           | 9000                        | 24 1/2 | 9     | 164  | 30 1/2 | 11     | 0856 1/2 |        |
| 0849 1/2                                   |        |                          | 105        |            |                                                                                                                                  |                     |               |                             |        |       |      |        |        |          |        |
| 0852 1/2                                   | COLBSE | 105                      |            |            | OBSERVATION                                                                                                                      | OBSERVATION         |               |                             |        |       |      |        |        |          |        |
| 0858                                       |        |                          | 168        |            | Pl. "P". On time, on course                                                                                                      |                     | 148           | 9000                        |        |       |      |        |        |          |        |



## FLIGHT RECORD

| TIME     | COURSE | W/V<br>USED<br>&/OR<br>D.R. DRIF. | TRUE<br>HDNG. | MAG.<br>HDNG. | NAVIGATIONAL<br>OBSERVATION      | GENERAL<br>OBSERVATION | IAS<br>MPH.<br>/K | HEIGHT<br>&<br>AIR<br>TEMP. | T.A.S. | RUN    |        | C. S. | TO RUN  |        | E.T.A.   |
|----------|--------|-----------------------------------|---------------|---------------|----------------------------------|------------------------|-------------------|-----------------------------|--------|--------|--------|-------|---------|--------|----------|
|          |        |                                   |               |               |                                  |                        |                   |                             |        | DIST.  | TIME   |       | DIST.   | TIME   |          |
| 0908     |        |                                   | 168           |               | CP 1, On time, on course         |                        | 150               | 10000                       |        |        |        |       |         |        |          |
| 0916     |        |                                   | 168           |               | 51-49N 01-22E                    |                        | 150               | 10000                       |        |        |        |       |         |        |          |
| 0917     |        |                                   | 140           |               |                                  |                        |                   |                             |        |        |        |       |         |        |          |
| 0924     |        |                                   | 145           |               | 51-18N 01-39E                    |                        | 150               | 10000                       |        |        |        |       |         |        |          |
| 0926     |        |                                   | 99            |               | 51-18N 01-37E                    |                        | 150               | 1000                        |        |        |        |       |         |        |          |
| 0927     |        |                                   | 99            |               |                                  |                        | 150               | 10000                       |        |        |        |       |         |        |          |
| 0937 1/2 |        |                                   | 80            |               | 51-14N 02-07E                    |                        | 150               | 13500                       |        | 17 1/2 | 6 1/2  | 162   | 31      | 11 1/2 | 0943     |
| 0939 1/2 |        |                                   | 99            |               |                                  |                        |                   |                             |        |        |        |       |         |        |          |
| 0942     |        |                                   | 120           |               | C.P. #2, 2 min late. On course   |                        | 150               | 16000                       |        |        |        |       |         |        |          |
| 0944     |        |                                   | 120           |               | 51-08N 02-58E                    |                        | 146               |                             |        |        |        |       |         |        |          |
| 0948 1/2 |        |                                   | 110           |               |                                  |                        | 147               | 17500                       |        | 16     | 4 1/2  | 210   |         |        |          |
| 0952 1/2 | 15/34  |                                   | 105           |               | 50-52N 03-34E 15/35K             |                        | 147               | 18400                       |        | 25     | 0 1/2  | 192   | 134     | 42     | 1034 1/2 |
| 0959     | 113    | -3                                | 110           |               | 50-48N 04-03E                    |                        | 148               | 19000                       | 174    | 30     | 10 1/2 | 192   | 113     | 39 1/2 | 1038 1/2 |
| 1005 1/2 |        |                                   | 100           |               | 50-43N 04-35E                    |                        | 148               | 21000                       |        | 42     | 13     | 194   | 75      | 23     | 1034 1/2 |
| 1011 1/2 |        |                                   | 100           |               | 50-37N 05-02E                    |                        |                   |                             |        |        |        |       |         |        |          |
| 1021     | 118    | 10/44K<br>-13                     | 105           |               | 50-19N 05-45E 10/44K             |                        | 145               | 21500                       | 186    | 51 1/2 | 15 1/2 | 196   |         |        |          |
| 1029     |        |                                   | 60            |               |                                  |                        | 145               | 25000                       |        |        |        |       |         |        |          |
| 1034     |        |                                   |               |               | 50-09N 06-13E                    |                        |                   | 25000                       |        |        |        |       |         |        |          |
| 1045     |        |                                   | 50            |               | 50-05N 07-32E                    |                        | 150               | 25000                       |        |        |        |       |         |        |          |
| 1052     |        |                                   | 50            |               | 50-09N 07-45N                    |                        | 150               | 25000                       |        |        |        |       |         |        |          |
| 1104     |        | 44                                | 40            |               | 50-18N 08-19E                    |                        | 143               | 25000                       | 190    |        |        |       |         |        |          |
| 1111 1/2 |        |                                   |               |               | 50-23N 08-40E                    |                        | 147               | 25000                       |        |        |        | 170   | 18      | 7      | 1118 1/2 |
| 1120     |        |                                   | 185           |               | 50-22N 09-24E, pilotage          |                        | 145               | 25200                       |        |        |        |       |         |        |          |
| 1130     |        |                                   | 200           |               | P. 50-00N 09-28E                 |                        | 147               | 25000                       |        |        |        |       |         |        |          |
| 1136     |        |                                   | 200           |               | 49-36N 09-37E                    |                        | 143               | 25000                       |        |        |        |       |         |        |          |
| 1137 1/2 |        |                                   | 200           |               |                                  |                        |                   |                             |        |        |        |       |         |        |          |
| 1143     |        |                                   | 75            |               | I.P. 49-29N 09-47E               |                        | 145               | 25000                       |        |        |        |       |         |        |          |
| 1200     |        | 10/44K                            | 110           |               | BOMBS AWAY                       |                        | 163               | 25000                       |        |        |        |       |         |        |          |
| 1207     |        |                                   | 245           |               | N. 49-20N 10-55E                 |                        | 147               | 25000                       |        |        |        |       |         |        |          |
| 1219     | 255    | -10<br>107/65                     | 245           |               | 107/65K                          |                        |                   |                             |        | 23 1/2 | 6      | 236   |         |        |          |
| 1218     | 248    | -6<br>103/40K                     | 242           |               | 48-53N 10-25E 103/40K            |                        |                   |                             | 190    | 39 1/2 | 11     | 218   | 27      | 7 1/2  | 1225 1/2 |
| 1226     |        |                                   | 230           |               | Turn pt. 48-37N 09-31E           |                        | 143               | 25000                       |        |        |        | 218   | 77      | 21     | 1247     |
| 1235     |        |                                   | 270           |               | 48-23N 08-50E                    |                        | 162               | 23600                       |        |        |        |       |         |        |          |
| 1243     |        |                                   | 270           |               |                                  |                        |                   |                             |        |        |        |       |         |        |          |
| 1249     |        |                                   | 270           |               | C.P. #4. 22 min. late, on course |                        | 165               | 22600                       |        |        |        |       |         |        |          |
| 1255 1/2 |        |                                   | 320           |               | 48-12N 07-20E                    |                        | 165               | 21000                       |        |        |        |       |         |        |          |
| 1301     | 301    | 49<br>80/60K                      | 320           |               | 80/60K                           |                        | 165               | 20000                       | 199    | 21 1/2 | 5 1/2  | 234   |         |        |          |
| 1312     |        |                                   | 340           |               | 48-53N 06-24E                    |                        | 166               | 15400                       |        | 29     | 11     |       |         |        |          |
| 1325 1/2 |        |                                   | 325           |               |                                  |                        |                   |                             |        | 29     | 12 1/2 | 140   | 173     | 1:14   | 1439 1/2 |
| 1337     | 314    | 43<br>59/40K                      | 330           |               | 49-34N 05-27E 59/40K             |                        | 165               | 12000<br>-6                 | 172    | 34     | 11 1/2 | 178   | 139 1/2 | 47     | 1424     |
| 1352     |        |                                   | 330           |               |                                  |                        |                   |                             |        |        |        |       |         |        |          |

SIGNED

NAVIGATOR



DATE \_\_\_\_\_

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

FLIGHT RECORD

| TIME          | COURSE | W/V<br>USED<br>E/OR<br>D.R. DRIF. | TRUE<br>HDNG. | MAG.<br>HDNG. | NAVIGATIONAL<br>OBSERVATION      | GENERAL<br>OBSERVATION | I.A.S.<br>MPH.<br>°K | HEIGHT<br>&<br>AIR<br>TEMP. | T. A. S. | RUN   |      | G. S. | TO RUN |      | E.T.A. |
|---------------|--------|-----------------------------------|---------------|---------------|----------------------------------|------------------------|----------------------|-----------------------------|----------|-------|------|-------|--------|------|--------|
|               |        |                                   |               |               |                                  |                        |                      |                             |          | DIST. | TIME |       | DIST.  | TIME |        |
| 1357          |        |                                   | 385           |               | 50-10N 04-47E                    |                        | 150                  | 10000                       |          | 451   | 20   | 137   | 96     | 42   | 1339   |
| 1411½         |        |                                   | 318           |               |                                  |                        | 150                  | 10000                       |          |       |      |       |        |      |        |
| 1415½         | 302    | A10                               | 312           |               | 50-40N 04-03E                    |                        | 150                  | 10000                       |          |       |      |       |        |      |        |
| 1440          |        |                                   | 312           |               | 51-13N 02-52E, Continental Coast |                        | 167                  | 10000                       |          |       |      |       |        |      |        |
| 1447          |        |                                   | 318           |               | 51-23N 02-30E                    |                        | 167                  | 7000                        |          | 19    | 07   | 169   | 53     | 19   | 1506   |
| 1452          |        |                                   | 319           |               |                                  |                        | 150                  | 6000                        |          |       |      |       |        |      |        |
| 1459          |        |                                   | 304           |               | 51-43N 02-00E                    |                        | 153                  | 6000                        |          | 26    | 12   | 130   | 28     | 13   | 1512   |
| 1505          |        |                                   | 304           |               |                                  |                        | 159                  | 6000                        |          |       |      |       |        |      |        |
| 1511          |        |                                   |               |               | 51-57N 01-22E, English Coast     |                        | 164                  | 4500                        |          |       |      |       |        |      |        |
| 1530          |        |                                   | 281           |               | New Market                       |                        | 153                  | 2000                        |          | 18    | 7    | 154   | 40     | 151  | 1515½  |
| 1553          |        |                                   | 230           |               | Fuse                             |                        |                      |                             |          |       |      |       |        |      |        |
| 1557          |        |                                   |               |               | Landed                           |                        |                      |                             |          |       |      |       |        |      |        |
|               |        | O'R DRIF                          |               |               |                                  |                        |                      |                             |          |       |      |       |        |      |        |
| TIME          | COURSE | E/OB<br>USED<br>DRIFT             | TRUE<br>HDNG  | MAG.<br>HDNG  | OBSERVATION<br>NAVIGATIONAL      | OBSERVATION<br>GENERAL | I.A.S.<br>MPH<br>°K  | HEIGHT<br>&<br>AIR<br>TEMP  | T.A.S.   | DIST  | TIME | G.S.  | DIST   | TIME | E.T.A. |
|               |        |                                   |               |               |                                  |                        |                      |                             |          |       |      |       |        |      |        |
| FLIGHT RECORD |        |                                   |               |               |                                  |                        |                      |                             |          |       |      |       |        |      |        |



TARGETS  
PRIMARY

Nuremberg, Germany

# TRACK CHART

DATE Feb. 21, 1942

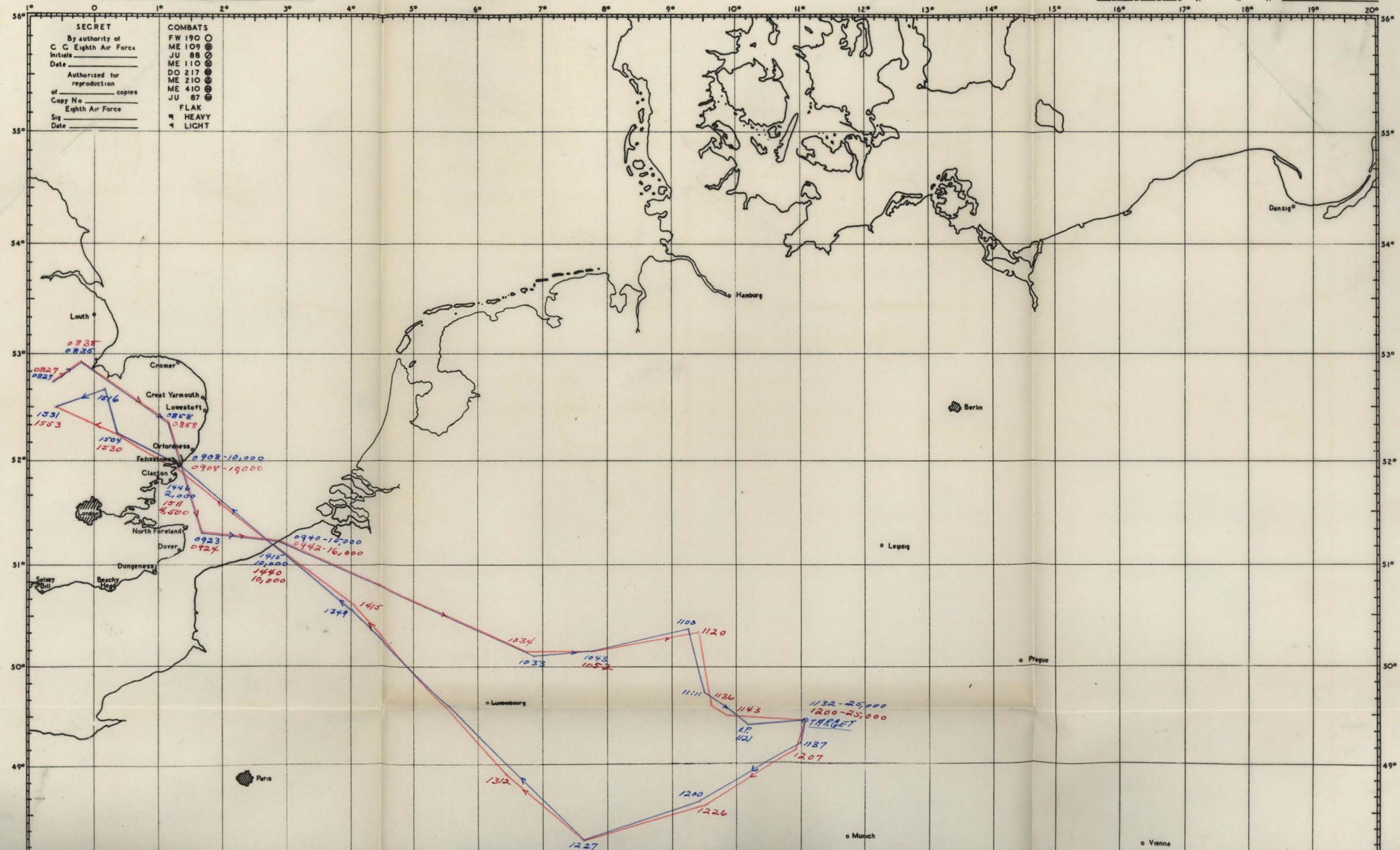
Blue  
Red

ROUTE FOLLOWED BY

Briefed  
401st B.G.(H)

SECRET  
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COMBATS  
FW 190 ○  
ME 109 ●  
JU 88 ●  
ME 110 ●  
DO 217 ●  
ME 210 ●  
ME 410 ●  
JU 87 ●  
FLAK  
□ HEAVY  
□ LIGHT

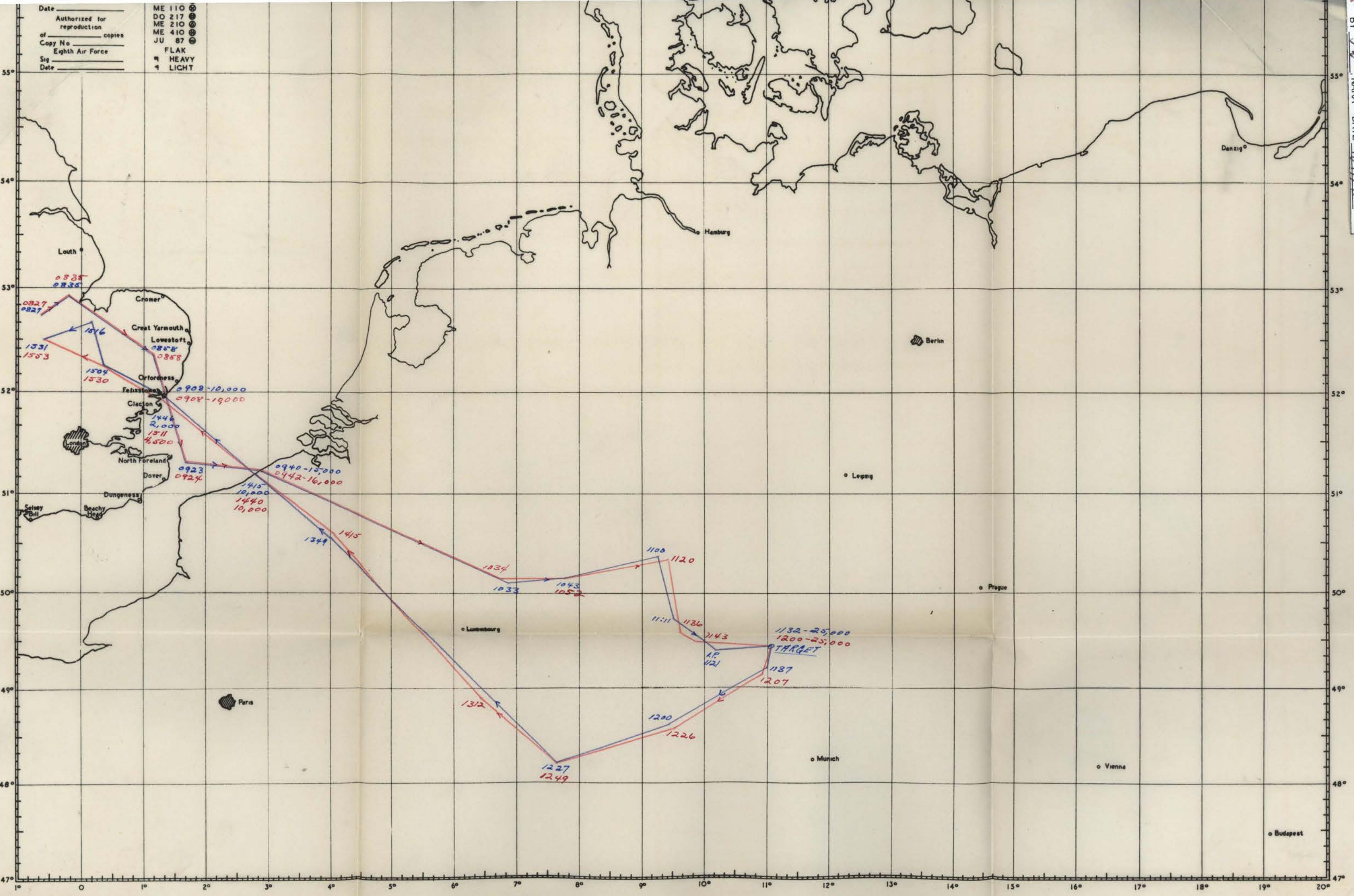




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 Date \_\_\_\_\_

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

DECLASSIFIED PER AND 245005  
 BY 11/17/10  
 NARA DATE 11/17/10





Target No.  
3 (c) 40

MASCHINENFABRIK AUGSBURG-  
NÜRNBERG A.G. (M.A.N.)

NÜRNBERG or NUREMBERG  
(GERMANY)

Illustration No.  
3 (c) 40/5

Illustration No.  
3 (c) 40/5

*Plan 3*  
*Summary & Secondary*

Photographed 1943

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

Issued April 1944



A.I.3c (1)

TYPE A



## STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 636Date of 21 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             | 9              | 1        |
| 6. No. of A/C Not Attacking        | -                        | -              | -              | -             | 2              | -        |
| (a) Early Returns Included         |                          |                |                |               |                |          |
| 7. Name of Primary Target          |                          |                |                |               |                |          |
| (a) No. of A/C Attacking           |                          |                |                |               |                |          |
| (b) No., Size & type of bombs      |                          |                |                |               |                |          |
| 8. Name of Secondary Target        | NUREMBERG, GERMANY (PFF) |                |                |               |                |          |
| (a) No. of A/C attacking           | 10                       | 2              | 11             | 1             | 9              | 1        |
| (b) No., Size & type of Bombs      | 37<br>500# RDX           | 10<br>500# RDX | 53<br>500# RDX | 5<br>500# RDX | 25<br>500# RDX | 5<br>RDX |
|                                    | 48X500#IB                | 10             | 55             | 5             | 45X500#IB      | 5        |
|                                    | 10X500#GP                | 500# IB        | 500#IB         | 500# IB       | 20X500#GP      | IB       |
| 9. Name of Last Resort Target      |                          |                |                |               |                |          |
| (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 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                 | 0714              | 0713              | 0716              |
| 19. Time of Attack                  | 1200              | 1159              | 1200              |
| 20. Average Time of Flight          | 7.7               | 7.6               | 7.6               |
| 21. Altitude of Release             | 23,450            | 22,700            | 24,950            |
| 22. Visual or PFF                   | PFF               | PFF               | PFF               |
| 23. Enemy Resistance - AA Int. Acc. | Meagre Inaccurate | Meagre Inaccurate | Meagre Inaccurate |
| 24. - Fighters                      | -                 | -                 | -                 |
| 25. - Bombers                       | -                 | -                 | -                 |
| 26. U.S. A/C Engaged by Enemy A/C   | -                 | -                 | -                 |
| 27. Degree of Success               | Unobserved        | Unobserved        | Unobserved        |

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 BG APO 557

## COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT NEWVILLE DATE 21 Feb 1945  
PILOT CAPT RIEGLER (BEJONCKHEERE) TAKE OFF 0714  
NAVIGATOR CAPT WOOD AI RPLANE \_\_\_\_\_  
WING 342nd B GROUP 401st SQDN Lead LANDED 1653  
OBJECTIVE MUNSTER, GERMANY (MPI) \_\_\_\_\_  
METHOD OF ATTACK 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# GP FUSING: NOSE 1/10 TAIL 1/100  
500# RDX 1/10 1/100  
BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE -- TAIL --  
NUMBER OF BOMBS LOADED 10GP - 50 RDX - 60 IB RELEASED 10GP-47RDX-50 IB  
INFORMATION AT RELEASE POINT:  
Altitude of Target 1050 Temp Aloft: Metro -41 Actual -41  
True Altitude above target 23450 Mag Head, order 084 Actual 115  
Ind. Altitude 25000 True Heading 110  
Pressure alt of target -6903SL Drift, Est 62 Actual 128  
Altimeter setting 29.92 True Track 122  
C.I.A.S. 150 I.A.S. 150 Actual Range 12,638  
G.S. Est 246 Actual 242 B.S. Type H-9  
Wind Direc Metro 310 Actual 010 Time of Release 1200  
Wind Veloc. Metro 35 Actual 51 Intervalometer Setting 140ft  
D.S. 181.5 Trail 48 ATF 40.22 Length of Bombing Run 4min  
Tan. D.A. Est .558 Actual .54 C-1 Pilot OK A-5 --  
Mean Temp: Metro -15 Actual -15 Manual Pilot --  
Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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. SANDOE DATE 21 Feb 1945  
 PILOT LT. SCHAUMANN TAKE OFF 0713  
 NAVIGATOR LT. PURDIE AI RPLANE \_\_\_\_\_  
 WING 94th B GROUP 401st SQDN Low LANDED 1851  
 OBJECTIVE NUREMBERG, GERMANY (MPI) \_\_\_\_\_  
 METHOD OF ATTACK 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: 2A/C  
 BOMBS, TYPES AND SIZES 500# RDX FUSING: NOSE 1/10 TAIL 1/100  
 BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE --- TAIL ---  
 NUMBER OF BOMBS LOADED 50 RDX - 50 IB RELEASED 50 RDX - 50 IB  
 INFORMATION AT RELEASE POINT:  
 Altitude of Target 1050 Temp Aloft: Metro -41 Actual -40  
 True Altitude above target 22,700 Mag Head, order 084 Actual 111  
 Ind. Altitude 24530 True Heading 100  
 Pressure alt of target -396 GEL Drift, Est GR Actual 3R  
 Altimeter setting 29.92 True Track 111  
 C.I.A.S. 150 I.A.S. 150 Actual Range 12,790  
 G.S. Est 246 Actual 220 B.S. Type M-9  
 Wind Direc Metro 310 Actual 354 Time of Release 11:59  
 Wind Veloc. Metro 35 Actual 20 Intervalometer Setting 140ft  
 D.S. 130.6 Trail 65 ATF 40.40 Length of Bombing Run 6 min  
 Tan. D.A. Est .542 Actual .54 C-1 Pilot OK A-5 ---  
 Mean Temp: Metro -15 Actual -15 Manual Pilot ---  
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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 557COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT DOLAN DATE 21 Feb 1945  
PILOT CAPT DEMPSEY TAKE OFF 0716  
NAVIGATOR LT. WELSH AIRPLANE \_\_\_\_\_  
WING 94th B- GROUP 40th SQDN High LANDED 1649  
OBJECTIVE MUNICH, 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# GP FUSING: NOSE 1/10 TAIL 1/100  
500# RDX FUSING: NOSE 1/10 TAIL 1/100  
BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE --- TAIL ---  
NUMBER OF BOMBS LOADED 300# -30 RDX - 60IB RELEASED 20 GP -30RDX - 50 IB  
INFORMATION AT RELEASE POINT:  
Altitude of Target 1050 Temp Aloft: Metro -41 Actual -42  
True Altitude above target 24950 Mag Head, order 084 Actual 115  
Ind. Altitude 25900 True Heading 110  
Pressure alt of target -326 @ SL Drift, Est 62 Actual 42  
Altimeter setting 23.92 True Track 114  
C.I.A.S. 150 I.A.S. 150 Actual Range 13,000  
G.S. Est 240 Actual 220 B.S.Type M-2  
Wind Direc Metro 310 Actual 250 Time of Release 1200  
Wind Veloc. Metro 35 Actual 23 Intervalometer Setting 140ft  
D.S. 129.5 Trail 57 ATF 41.73 Length of Bombing Run 10min  
Tan. D.A. Est .584 Actual .52 C-1 Pilot OK A-5 ---  
Mean Temp: Metro -15 Actual -21 Manual Pilot ---  
Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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-3

Reference Field Order 636.

21 FEBRUARY

1945

SUBJECT: Communications Report, Operational Mission No 211.

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>1</u>  |
| Splashers              | <u>6</u>  | 3. HF/DF Bearings      | <u>0</u>  |
| Fixed Beacons          | <u>0</u>  | 4. VHF/DF Homings      | <u>0</u>  |
| Bunchers, England      | <u>37</u> | 5. Distress Action     | <u>0</u>  |
| Bunchers, Continent    | <u>5</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>1</u>   | <u>      </u>  |
| 2. Total A/C over target         | <u>1</u>   | <u>      </u>  |
| 3. Total sets usable for bombing | <u>1</u>   | <u>      </u>  |

SECTION THREE - USE OF RCM

|                                   |               |
|-----------------------------------|---------------|
| 1. Total A/C using Carpet         | <u>35</u>     |
| 2. Total A/C releasing Chaff      | <u>32</u>     |
| 3. Total number of units released | <u>13,821</u> |

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*Harold M. Kennard Jr.*  
 HAROLD M. KENNARD, JR.  
 Capt, Air Corps,  
 Gp Com O.

**CONFIDENTIAL**



S E C R E TREPORT ON A.A. GUNFIRE.  
401st BOMBARDMENT GROUP (HV)ASSIGNED.....Nuremberg, Germany  
1. TARGET:.....Nuremberg, Germany DATE OF MISSION.....21 Feb 1945  
BOMBED.....

## 2. ROUTE AS FLOWN:

As generally as briefed.

| 3.            | AT TARGET                     | ENROUTE                      |
|---------------|-------------------------------|------------------------------|
| WEATHER - - - | <u>10/10 - strata cumulus</u> | <u>4/10 - 10/10</u>          |
| CONTRAILS - - | <u>Moderate - persistent</u>  | <u>Moderate - persistent</u> |
| SEEN-UNSEEN - | <u>Unseen</u>                 | <u>Seen</u>                  |

## 4. DESCRIPTION OF FLAK AT TARGET:

Approximately 20 bursts, inaccurate.

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

NE of Frankfurt - Meagre, accurate, tracking.6. CHAFF; HOW DISCHARGED: As briefed.7. POSITION OF GROUP: 94th "B"

## 8. DETAILS:-

| SQDN.<br>POS. | NO.<br>A/C | DAMAGE<br>MAJ. MIN. |          | A/C LOST TO |    |     |    | AXIS OF<br>ATTK WITH |              | TIME<br>OVER<br>TARGET | HEIGHT        |
|---------------|------------|---------------------|----------|-------------|----|-----|----|----------------------|--------------|------------------------|---------------|
|               |            |                     |          | AA          | EA | ACC | UK |                      |              |                        |               |
| <u>Lead</u>   | <u>12</u>  | <u>0</u>            | <u>5</u> |             |    |     |    | <u>114°M</u>         | <u>197°M</u> | <u>1159½</u>           | <u>25,000</u> |
| <u>High</u>   | <u>12</u>  | <u>0</u>            | <u>1</u> |             |    |     |    | <u>115°M</u>         | <u>195°M</u> | <u>1200</u>            | <u>25,500</u> |
| <u>Low</u>    | <u>12</u>  | <u>0</u>            | <u>1</u> |             |    |     |    | <u>106°M</u>         | <u>192°M</u> | <u>1200</u>            | <u>24,600</u> |
|               |            |                     |          |             |    |     |    |                      |              |                        |               |
|               |            |                     |          |             |    |     |    |                      |              |                        |               |
|               |            |                     |          |             |    |     |    |                      |              |                        |               |
| TOTALS        | <u>36</u>  | <u>0</u>            | <u>7</u> |             |    |     |    |                      |              |                        |               |

## 9. COMMENTS - PHENOMENA:-

Lt. P.R. MyersS E C R E T



SECRET NOTES

DATE: 21 Feb

DUTY OFFICER: Dr Sutherland

BRIEFING OFFICER: Capt Hamrick

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary:

Nurnberg - Naval Armament

(4926-1905) - B/Gp - 066058/5

Plan B

Bombing good yesterday - but important movements  
and important targets make it worthy of another consideration.

✓ Secondary: Nurnberg - RR MPI 4/7

MPI is station in center

Last Resort: Marshalling Yard at Goettingen  
4840 - 0942 - 1

(2) Other Groups in 94th CBW:

Same PT - MPI - 06350535/5

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

b. 2nd AD:

c. 3rd AD:

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast:

b. Fighter Support:

SECRET



3. ANTICIPATED ENEMY OPPOSITION:

a. Flak:

40 MPH wind from 350°

161 Guns all in range

b. Enemy Fighters:

c. Smoke Screens:

d. Camouflage:

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly:

b. Air Commanders:

c. Zero Hour and Date:

d. General Instructions Pertinent to Entire Task Force:

5. SUPPLY:

a. Gas Load:

b. Bomb Load (and Intervalometer Settings)

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

d. Screening Force:

6. COMMUNICATIONS:

a. Flares and Lamps:

SECRET



Fighters 10 Gp - 1 for B & C Gp

Flak - 30 MPH wind 320°

385 Guns

#7 in range going in  
67 " " out

Sharp left turn is to avoid  
additional guns

94 CBW Co - Maj Spencer

401 Co Maj Dinkus

Gas - 2780 gal

Spurs back at 0400

Be sure to test fire guns as per reg.

Interval set for LR target salvo

Intense E/A to be expected



94B

612th Bombardment Squadron (H)  
 401st Bombardment Group (H)  
 Office of the Operations Officer

Mission # 211  
 21 February 1945

SUBJECT : Loading List

TO : Operations Officer, 401st Bombardment Group (H), APO 557.

Plane # 44-3153

|      |                       |         |       |
|------|-----------------------|---------|-------|
| P    | Schaumaman, George S. | 1st Lt. | 612th |
| CP   | Hobgood, James R.     | 1st Lt. | "     |
| N    | Purrier, Robert E.    | 1st Lt. | "     |
| B    | Sandoe, Kenneth E.    | 1st Lt. | "     |
| M.O. | Munt, Donald          | F/O     | "     |
| RO   | Hoffman, William H.   | T/Sgt   | "     |
| TTG  | Morris, Thomas P.     | T Sgt   | "     |
| TG   | Williams, Clarence P. | S Sgt   | "     |
| PG   | Curry, Edward A. Jr.  | S Sgt   | "     |

Plane # 42-31691

|     |                         |         |       |
|-----|-------------------------|---------|-------|
| P   | Boddin, Fred H.         | 1st Lt. | 612th |
| CP  | Devlin, James H.        | 2nd Lt. | "     |
| N   | Uhrain, Andrew          | 2nd Lt. | "     |
| B   | Miller, Donald A.       | 2nd Lt. | "     |
| RO  | Kornegay, Ryan G.       | T Sgt   | "     |
| TTG | Richardson, Paschal     | T Sgt   | "     |
| BTG | Noble, Chester C.       | S Sgt   | "     |
| TG  | Klindworth, Louis O.    | S Sgt   | "     |
| PG  | Langham, Theodore E. H. | S Sgt   | "     |

Plane # 42-31662

|      |                      |         |       |
|------|----------------------|---------|-------|
| P    | Cox, Walter E.       | 1st Lt. | 612th |
| CP   | Amundson, Glenn R.   | 2nd Lt. | "     |
| N    | Tiffany, Raymond L.  | 2nd Lt. | "     |
| Tog. | Ankron, Lowell J.    | S Sgt   | "     |
| RO   | Lawson, Harry C.     | T Sgt   | "     |
| TTG  | Gabhardt, Charles R. | S Sgt   | "     |
| BTG  | Pope, LeRoy G.       | S Sgt   | "     |
| TG   | Lambeth, Benson W.   | S Sgt   | "     |
| PG   | Dunn, Dale D.        | S Sgt   | "     |

Plane # 43-38637

|        |                      |         |       |
|--------|----------------------|---------|-------|
| P      | Long, Robert L.      | 1st Lt. | 612th |
| CP     | Watterson, Stuart E. | F/O     | "     |
| N      | Crick, Lawrence A.   | 2nd Lt. | "     |
| B      | Watson, Reynolds S.  | 2nd Lt. | "     |
| RO     | York, Dennis A.      | T Sgt   | "     |
| TTG    | Hovezak, Henry       | T Sgt   | "     |
| BTG    | Cherubini, Peter J.  | S Sgt   | "     |
| TG     | Iles, Earl L.        | S Sgt   | "     |
| PG     | Willick, Edward L.   | Cpl     | "     |
| RCM Op | Martin, James G.     | Sgt     | "     |



## Plane # 42-102393

|     |                     |         |       |
|-----|---------------------|---------|-------|
| P   | Jones, Dale G.      | 1st Lt. | 612th |
| CP  | Siepak, Stanley J.  | 2nd Lt. | "     |
| N   | Wishmoff, Aaron     | 2nd Lt. | "     |
| B   | Moran, Robert E.    | 2nd Lt. | "     |
| RO  | Madrysk, Chester P. | T Sgt   | "     |
| TTG | Serafino, Ernest A. | T Sgt   | "     |
| BTG | Rogers, Charles G.  | Sgt     | "     |
| TG  | Watters, Kenneth O. | S Sgt   | "     |
| FG  | Wallace, Robert W.  | Pvt     | "     |

## Plane # 42-107039

|      |                     |         |       |
|------|---------------------|---------|-------|
| P    | Martin, William F.  | 1st Lt. | 612th |
| CP   | Matthisen, Rex A.   | 2nd Lt. | "     |
| N    | Hill, Ben F. Jr.    | 2nd Lt. | "     |
| Tog. | Milhorne, Robert J. | S Sgt   | "     |
| RO   | Hague, Kenneth A.   | T Sgt   | "     |
| TTG  | Delawder, Joseph A. | S Sgt   | "     |
| BTG  | Borror, Norwood E.  | S Sgt   | "     |
| TG   | Bacon, Charlie M.   | S Sgt   | "     |
| FG   | Becker, Alex A.     | S Sgt   | "     |

## Plane # 42-39993

|      |                        |         |       |
|------|------------------------|---------|-------|
| P    | Nolan, James A.        | 2nd Lt. | 612th |
| CP   | Twiggs, Calvin N.      | 2nd Lt. | "     |
| N    | Hoffman, Lloyd G.      | 1st Lt. | "     |
| Tog. | Delledonne, Charles L. | S Sgt   | "     |
| RO   | Rathaway, Stanley R.   | S Sgt   | "     |
| TTG  | Siconolfi, Patrick     | S Sgt   | "     |
| BTG  | Feldman, Warren H.     | Sgt     | "     |
| TG   | Stewart, Jack C.       | Sgt     | "     |
| FG   | Giles, Otho H.         | Sgt     | "     |

## Plane # 43-38733

|        |                       |         |       |
|--------|-----------------------|---------|-------|
| P      | Schliemann, Donald M. | 1st Lt. | 612th |
| CP     | Mayrowitz, Irving     | 2nd Lt. | "     |
| N      | Schneck, David        | 2nd Lt. | "     |
| B      | Swatosh, Kenneth J.   | 2nd Lt. | "     |
| RO     | Pendley, Garland E.   | T Sgt   | "     |
| TTG    | Kelly, John C.        | T Sgt   | "     |
| BTG    | Eames, Duane H. N.    | S Sgt   | "     |
| TG     | Madden, Ted H.        | S Sgt   | "     |
| FG     | Zabel, Bruce H.       | S Sgt   | "     |
| REM Op | Deaner, Charles E.    | S Sgt   | "     |



## Plane # 44-6506

P French, Millard H.  
 CP McKale, William L.  
 N Cannon, Thomas P.  
 Tog. Johnson, Jerry M.  
 RO Allcroft, James W.  
 TTG Hansen, Arthur W.  
 BTG Deck, Floyd J.  
 TG LaGrange, Wesley  
 FG DeVore, Arthur D.

1st Lt. 612th  
 2nd Lt. "  
 F/O "  
 S Sgt "  
 S Sgt "  
 S Sgt "  
 Sgt "  
 Sgt "  
 Sgt "

## Plane # 42-106992

P Harveson, Lloyd C.  
 CP McElvain, Ailbert H.  
 N Zaccary, John R.  
 Tog. Moore, Kenneth V.  
 RO Hall, Jewel L.  
 TTG Brookway, Glenn L.  
 BTG Crosby, Lewis A.  
 TG Smith, Charles E.  
 FG Jeter, Kenneth A.

2nd Lt. 612th  
 2nd Lt. "  
 2nd Lt. "  
 Cpl. "  
 Cpl. "  
 Cpl. "  
 Cpl. "  
 Cpl. "  
 Cpl. "

- End -



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

21 FEBRUARY 1945.

L-O-A-D-I-N-G L-I-S-T.

| PLANE NO. | DUTY   | RANK     | LAST NAME   | FIRST NAME | MI    |
|-----------|--------|----------|-------------|------------|-------|
| 42-31591  | 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     | SGT.     | BOND        | JACK       | D     |
| WG        | S/SGT. | GRUMANN  | JAMES       | F          |       |
| 44-8648   | P      | 1st LT.  | TAUSIG      | HERMAN     | (NMI) |
|           | CP     | 2nd LT.  | BURDICK     | RICHARD    | (NMI) |
|           | N      | 1st LT.  | WALKER      | DENSON     | F     |
|           | B      | 1st LT.  | BUCHANAN    | ALLEN      | S     |
|           | V      | 1st LT.  | PETERSON    | GEORGE     | W     |
|           | RO     | T/SGT.   | FITZSIMMONS | JAMES      | J     |
|           | TT     | T/SGT.   | JOHNSTON    | DONALD     | C     |
|           | TG     | S/SGT.   | BUCKSBAUM   | ELMER      | (NMI) |
| WG        | S/SGT. | KATZ     | ALVIN       | C          |       |
| 43-38458  | 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     | T/SGT.   | GIESKEN     | GEORGE     | J     |
|           | TT     | SGT.     | DAVIS       | ARNOLD     | L     |
|           | BT     | SGT.     | MARGOLIES   | MALCOLM    | A     |
|           | TG     | SGT.     | HERROLD     | DAN        | E     |
| WG        | S/SGT. | EWEN     | DONALD      | L          |       |
| 43-38791  | P      | 1st LT.  | MAHARICK    | MATT       | (NMI) |
|           | CP     | 2nd LT.  | ROBERSON    | WENDELL    | W     |
|           | N      | 2nd LT.  | ROWLEY      | RONALD     | E     |
|           | B      | S/SGT.   | ROBERSON    | ROBERT     | E     |
|           | RO     | SGT.     | REED        | WILLIAM    | H JR. |
|           | TT     | SGT.     | LANIER      | LESLIE     | H     |
|           | BT     | SGT.     | MOORE       | WILLIAM    | F     |
|           | TG     | SGT.     | WEBB        | WENDELL    | R     |
| WG        | SGT.   | MOULTON  | GEORGE      | L          |       |
| RCM       | SGT.   | FOGLEMAN | JAMES       | (NMI)      |       |
| 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.     | DEFEBAGH    | NORMAN     | (NMI) |
| WG        | SGT.   | MATLACK  | WILLIAM     | W          |       |
| 42-102947 | P      | 1st LT.  | STEELE      | RICHARD    | H     |
|           | CP     | 1st LT.  | ZEMAN       | ROGER      | R     |
|           | N      | 1st LT.  | MOORE       | CARLTON    | R     |
|           | B      | SGT.     | VALDEZ      | RAYMOND    | (NMI) |
|           | RO     | T/SGT.   | STROMBERG   | ALEXANDER  | (NMI) |
|           | TT     | S/SGT.   | STACHURA    | FREDERICK  | (NMI) |
|           | BT     | S/SGT.   | MYERS       | ERROL      | A     |
|           | TG     | S/SGT.   | LUTZ        | LEO        | B     |
| WG        | S/SGT. | WOWAK    | CHESTER     | A          |       |



# 43-38607

|    |         |             |           |       |
|----|---------|-------------|-----------|-------|
| P  | 1st LT. | COX         | HERBERT   | P     |
| CP | F/O     | SHAW        | MARVIN    | W     |
| N  | 2nd LT. | SCEPER      | KENNETH   | M     |
| B  | S/SGT.  | LOCKE       | LESLIE    | E     |
| RO | S/SGT.  | GIANINNI    | JOSEPH    | (NMI) |
| TT | S/SGT.  | STEWART     | LEONARD   | C     |
| BT | S/SGT.  | TANAZEVIICH | ALEXANDER | (NMI) |
| TG | S/SGT.  | NORRIS      | LAMON     | (NMI) |
| WG | S/SGT.  | RAYMOND     | LLOYD     | A     |

44-6132

|    |         |         |          |       |
|----|---------|---------|----------|-------|
| P  | 2nd LT. | MAY     | JAMES    | H     |
| CP | 2nd LT. | COLLISS | EUGENE   | B     |
| N  | 2nd LT. | ANDERS  | WALTER   | R     |
| BO | S/SGT.  | NEWBY   | CLIFFORD | C     |
| RO | SGT.    | PAULK   | ALBERT   | L JR  |
| TT | SGT.    | SMITH   | ELMER    | (NMI) |
| BT | S/SGT.  | MEANEY  | ANTHONY  | J     |
| TG | SGT.    | MC KEE  | WILLIAM  | J     |
| WG | SGT.    | KROZEL  | JOSEPH   | A     |

44-6588

|     |         |           |         |       |
|-----|---------|-----------|---------|-------|
| P   | 1st LT. | NIELSEN   | HANS    | V     |
| CP  | 2nd LT. | THOMAS    | JAMES   | A     |
| N   | 2nd LT. | TUMMELSON | HURSHAL | G     |
| B   | S/SGT.  | VIGNETTI  | ANGELO  | J     |
| RO  | S/SGT.  | HARROWE   | EMANUEL | (NMI) |
| TT  | S/SGT.  | SWINDLE   | FRANK   | G     |
| BT  | S/SGT.  | EVANS     | CARL    | E     |
| TG  | S/SGT.  | STEPKA    | FRANCIS | S     |
| WG  | S/SGT.  | DE PRA    | ARTHUR  | R     |
| RCM | SGT.    | KARRE     | WILLIAM | E     |

44-3449

|    |         |             |          |       |
|----|---------|-------------|----------|-------|
| P  | CAPT.   | RIEGLER     | WILLIAM  | (NMI) |
| CP | MAJOR   | DE JOHNNERE | ERIC     | T     |
| N  | CAPT.   | WOOD        | HORACE   | O     |
| N  | 1st LT. | HURLEY      | JIM      | D     |
| B  | CAPT.   | MEADVILLE   | HARRY    | W     |
| V  | 1st LT. | STRONG      | WILLIAM  | Q     |
| RO | T/SGT.  | MOLLAR      | THEODORE | H     |
| TT | T/SGT.  | SEELY       | EARL     | W     |
| TG | 1st LT. | GARTON      | FRED     | M     |
| WG | S/SGT.  | QUIST       | HAROLD   | (NMI) |



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

AAF Station # 128.  
 21 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 42-98322

|     |         |                           |           |
|-----|---------|---------------------------|-----------|
| P   | 1st Lt. | ST AUBYN, GLENN H.        | 614th Sq. |
| CP  | 1st Lt. | THOMPSON, WALLACE         | "         |
| N   | P/O     | KAHN, CHARLES             | "         |
| CTG | S/Sgt.  | Buckley, John F.          | "         |
| RO  | T/Sgt.  | Tompkins, Harry A.        | "         |
| TT  | S/Sgt.  | Dearborn, Harry, R.       | "         |
| BT  | S/Sgt.  | Lichtenberger, Gustave W. | "         |
| TG  | S/Sgt.  | Hickey, Harold J.         | "         |
| WG  | S/Sgt.  | Gurnicki, Sigmund A.      | "         |

Plane 43-38330

|     |         |                       |   |
|-----|---------|-----------------------|---|
| P   | 1st Lt. | WHITE, WYLIE K.       | " |
| CP  | 2nd Lt. | POTTER, FRED R.       | " |
| N   | 2nd Lt. | AUFBRANCE, RUSSELL L. | " |
| CTG | S/Sgt.  | Falkowitz, Irving     | " |
| RO  | S/Sgt.  | Mc Commis, Max I.     | " |
| TT  | S/Sgt.  | Whitney, Paul A.      | " |
| BT  | S/Sgt.  | Viescas, Arturo B.    | " |
| TG  | S/Sgt.  | Mc Quade, John B.     | " |
| WG  | S/Sgt.  | Cranz, Edwin R.       | " |

Plane 42-97395

|     |         |                    |   |
|-----|---------|--------------------|---|
| P   | 2nd Lt. | JAMES, HERBERT W.  | " |
| CP  | 2nd Lt. | PARKER, VICTOR E.  | " |
| N   | 2nd Lt. | PACKRELL, JESSE L. | " |
| CTG | Sgt.    | Branch, Willard A. | " |
| RO  | Sgt.    | Kent, Donald R.    | " |
| TT  | Sgt.    | Parker, Robert S.  | " |
| BT  | Sgt.    | Toloso, Melvin H.  | " |
| TG  | Sgt.    | Mc Callon, Lynn G. | " |
| WG  | Sgt.    | Baumann, Archie M. | " |

Plane 42-97602

|     |         |                      |   |
|-----|---------|----------------------|---|
| P   | 1st Lt. | TOBIN, WILLIAM L.    | " |
| CP  | 1st Lt. | GOULET, AMBROSE F.   | " |
| N   | 2nd Lt. | TURNER, CECIL L.     | " |
| CTG | Sgt.    | Orlando, Peter       | " |
| RO  | Cpl.    | Kantor, Walter J.    | " |
| TT  | Cpl.    | Bertram, Joseph N.   | " |
| BT  | Cpl.    | Erzar, William J.    | " |
| TG  | Cpl.    | Van Camp, Oliver H.  | " |
| WG  | Cpl.    | Mc Alister, Jesse J. | " |



Loading List Continued

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.   | 614th Sq. |
| SCHOCK, NORMAN R.   | "         |
| LEASE, GERALD H.    | "         |
| De Lorie, George A. | "         |
| Mandle, Louis I.    | "         |
| Brass, Forrest A.   | "         |
| Gilbert, Luther F.  | "         |
| Myers, John E.      | "         |
| Iuni, Andrew E.     | "         |

Plane 43-58565

|    |         |
|----|---------|
| P  | 2nd Lt. |
| CP | 2nd Lt. |
| N  | F/O     |
| B  | 2nd Lt. |
| RO | Cpl.    |
| TT | Sgt.    |
| BT | Cpl.    |
| TG | Cpl.    |
| WG | Cpl.    |

|                      |   |
|----------------------|---|
| VIEHMAN, EUGENE A.   | " |
| COUTTS, HAROLD K.    | " |
| DOUIS, VICTOR J.     | " |
| STALZER, JAMES J.    | " |
| Retzlaff, James A.   | " |
| Schwarz, Edwin D.    | " |
| Hobson, Kenneth E.   | " |
| Rutkowski, Joseph E. | " |
| Hay, David M.        | " |

Plane 43-38846

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

|                           |           |
|---------------------------|-----------|
| THOMPSON, RUSSELL B.      | "         |
| CASSIDY, CLARENCE         | "         |
| LJPOWITZ, HYMAN J.        | "         |
| Ellis, James              | "         |
| Bode, Robert E.           | "         |
| Willson, Rodney V.        | "         |
| Christensen, James P. Jr. | "         |
| Heikes, Dale L.           | "         |
| Dana, Edward G.           | "         |
| Fritsch, Homer            | 615th Sq. |

Plane 43-38738

|     |         |
|-----|---------|
| P   | 1st Lt. |
| CP  | 1st Lt. |
| N   | F/O     |
| CTG | S/Sgt.  |
| RO  | S/Sgt.  |
| TT  | T/Sgt.  |
| BT  | S/Sgt.  |
| TG  | S/Sgt.  |
| WG  | S/Sgt.  |

|                        |           |
|------------------------|-----------|
| RICHARDSON, RICHARD B. | 614th Sq. |
| ODEN, EDWARD C.        | "         |
| BLADES, LEO L.         | "         |
| Raciok, John           | "         |
| Massa, Attilio         | "         |
| Walsh, Arthur G.       | "         |
| Lamm, Berlyle J.       | "         |
| Patterson, Donald D.   | "         |
| Paluso, Joseph J.      | "         |

Plane 42-102398 (612th)

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

|                       |   |
|-----------------------|---|
| STAUFFER, DAVID H.    | " |
| HAAKE, EDWARD C.      | " |
| BURNS, THOMAS R.      | " |
| Eidemiller, Wilmer F. | " |
| Tuchin, Howard        | " |
| Smith, Howard J.      | " |
| Wright, Arthur L.     | " |
| Dobson, William J.    | " |
| Laura, Libero L.      | " |



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

21 February 1945

SUBJECT: Loading List.

TO: Operations Officer, 401st Bomb Gp (H), Station 128, APO 567.

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

| PLANE #43-58758 | DUTY   | RANK        | LAST (NAME) | FIRST | (MI)  | SQUADRON |
|-----------------|--------|-------------|-------------|-------|-------|----------|
| P               | 2nd Lt | Moran       | Joseph      | P.    | 615th |          |
| CP              | 2nd Lt | Meredith    | Robert      | C.    | "     |          |
| N               | 2nd Lt | Dobrowolsky | Michael     | (NMI) | "     |          |
| B               | Sgt    | Donald      | Robert      | W.    | "     |          |
| RO              | Sgt    | Kalogeras   | Chris       | G.    | "     |          |
| TT              | Sgt    | Barnes      | Edwin       | L.    | "     |          |
| BT              | Sgt    | Adkinson    | Cecil       | F.    | "     |          |
| TG              | Sgt    | Younans     | Paul        | L.    | "     |          |
| PG              | Sgt    | Rose        | William     | (NMI) | "     |          |
| S/J             | S/Sgt  | Allaire     | Joseph      | S.    | "     |          |

| PLANE #42-51730 | DUTY   | RANK           | LAST (NAME) | FIRST | (MI)  | SQUADRON |
|-----------------|--------|----------------|-------------|-------|-------|----------|
| P               | F/O    | Berneburg      | Laverne     | L.    | 615th |          |
| CP              | 2nd Lt | Coats          | Jerry       | A.    | "     |          |
| N               | F/O    | Beuscher       | Clinton     | J.    | "     |          |
| B               | Cpl    | Bailey         | Frank       | W.    | "     |          |
| RO              | Sgt    | Herchenroether | Raymond     | A.    | "     |          |
| TT              | Cpl    | Dush           | Wilbur      | R.    | "     |          |
| BT              | Cpl    | Backus         | Marvin      | L.    | "     |          |
| TG              | Cpl    | Key            | James       | W.    | "     |          |
| PG              | Cpl    | Dick           | Charles     | B.    | "     |          |

| PLANE #42-108118 | DUTY   | RANK      | LAST (NAME) | FIRST | (MI)  | SQUADRON |
|------------------|--------|-----------|-------------|-------|-------|----------|
| P                | 2nd Lt | Stephens  | Lloyd       | J.    | 615th |          |
| CP               | 2nd Lt | Wilt      | Elmer       | L.    | "     |          |
| N                | 2nd Lt | Harper    | Robert      | P.    | "     |          |
| B                | Sgt    | Whitlock  | Howard      | D.    | "     |          |
| RO               | Sgt    | Ruzinec   | Andrew      | (NMI) | "     |          |
| TT               | Sgt    | Graham    | James       | D.    | "     |          |
| BT               | Sgt    | Wisdom    | Kent        | B.    | "     |          |
| TG               | Sgt    | Brennan   | William     | J.    | "     |          |
| PG               | Sgt    | Lewelling | Fred        | E.    | "     |          |

| PLANE #43-57551 | DUTY   | RANK      | LAST (NAME) | FIRST | (MI)  | SQUADRON |
|-----------------|--------|-----------|-------------|-------|-------|----------|
| P               | 1st Lt | Maire     | Frederick   | H.    | 615th |          |
| CP              | 1st Lt | Deen      | Robert      | M.    | "     |          |
| N               | 2nd Lt | Monberger | 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.    | "     |          |
| PG              | S/Sgt  | Nowak     | Frank       | P.    | "     |          |

| PLANE #44-6146 | DUTY   | RANK      | LAST (NAME) | FIRST | (MI)  | SQUADRON |
|----------------|--------|-----------|-------------|-------|-------|----------|
| 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    | Speer     | Richard     | A.    | "     |          |
| TG             | Sgt    | Hartswick | Frederick   | W.    | "     |          |
| PG             | Sgt    | Joyner    | Oliver      | H.    | "     |          |



PLANE #42-1026 68

| DUTY | RANK   | NAME (LAS) | FIRST    | (MI)  | SQUADRON |
|------|--------|------------|----------|-------|----------|
| P    | 1st Lt | Djernes    | Carl     | P.    | 615th    |
| CP   | 2nd Lt | Spiva      | Raymond  | H.    | "        |
| 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    | Alcins     | Ora      | R.    | "        |

PLANE #43-38077

| DUTY | RANK   | NAME (LAS) | FIRST    | (MI) | SQUADRON |
|------|--------|------------|----------|------|----------|
| P    | 1st Lt | Gerber     | John     | D.   | 615th    |
| CP   | 2nd Lt | Gentry     | James    | H.   | "        |
| N    | 1st Lt | Lowry      | Lawrence | E.   | "        |
| B    | 2nd Lt | Biasella   | Armond   | R.   | "        |
| RO   | S/Sgt  | Freitas    | Daniel   | D.   | "        |
| TT   | Sgt    | Dila       | Reinhold | J.   | "        |
| BT   | Sgt    | McKenna    | James    | P.   | "        |
| TG   | Sgt    | Atchinson  | Alfred   | E.   | "        |
| FG   | Sgt    | Geierman   | Edward   | F.   | "        |

PLANE #43-38160

| DUTY | RANK   | NAME (LAS) | FIRST   | (MI)  | SQUADRON |
|------|--------|------------|---------|-------|----------|
| P    | 1st Lt | Jones      | Robert  | S.    | 615th    |
| CP   | 2nd Lt | Dunigan    | Maurice | (NMI) | "        |
| N    | P/O    | Steinman   | Philip  | B.    | "        |
| B    | S/Sgt  | Garr       | Richard | W.    | "        |
| RO   | S/Sgt  | DeLong     | Billie  | D.    | "        |
| TT   | S/Sgt  | Kosyra     | Joseph  | J.    | "        |
| BT   | S/Sgt  | Grenillion | John    | E.    | "        |
| TG   | S/Sgt  | Foutch     | James   | W.    | "        |
| FG   | S/Sgt  | Geiger     | Lewis   | O.    | "        |

PLANE #43-38425

| DUTY | RANK   | NAME (LAS) | FIRST   | (MI)  | SQUADRON |
|------|--------|------------|---------|-------|----------|
| P    | 1st Lt | Callahan   | Raymond | J.    | 615th    |
| CP   | 2nd Lt | Cosden     | Byran   | L.    | "        |
| N    | 2nd Lt | Connell    | Hall    | T.    | "        |
| B    | S/Sgt  | Feltz      | Chester | C.    | "        |
| RO   | S/Sgt  | Weinstein  | Bernard | B.    | "        |
| TT   | T/Sgt  | Luchfeld   | Macvin  | (NMI) | "        |
| BT   | Sgt    | Dunn       | Donald  | R.    | "        |
| TG   | S/Sgt  | Swatski    | Edward  | F.    | "        |
| FG   | Sgt    | Ward       | Charles | A.    | "        |

PLANE #43-39947

| DUTY | RANK   | NAME (LAS) | FIRST    | (MI)  | SQUADRON |
|------|--------|------------|----------|-------|----------|
| P    | Capt   | Dempsey    | Ralph    | M.    | 615th    |
| CP   | 2nd Lt | Janczek    | Walter   | (NMI) | "        |
| N    | 1st Lt | Wilhelm    | A.       | C.    | "        |
| N/O  | 1st Lt | Tharpe     | Robert   | W.    | "        |
| B    | Capt   | Dolan      | W.       | W.    | "        |
| RO   | T/Sgt  | Virgona    | A.       | J.    | "        |
| TT   | S/Sgt  | Palmer     | Edward   | W.    | "        |
| TG   | S/Sgt  | Vecchio    | Murray   | H.    | "        |
| FG   | S/Sgt  | Seaton     | Clarence | H. C. | "        |

S/J Sgt Fritsch, Homer (NMI) - flying with 614th Sq



Lead Squadron, 94th B Group

Combat Squadron Leader: Major DeJonckheere 21 Feb 45

Deputy Squadron Leader: Lt Tausig

Deputy Gp. Leader: Lt Tausig

*Eng*

613 SQDN

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

RIGLER (DE JONCKHEERE)

IN P 8449 PFF

MAY

IN B 6132

TAUSIG

IN M 8648 PFF

BREAKFAST - 0245

BRIEFING - 0345

STATIONS - 05135

GAS LOAD - 2780

613 SQDN

614 SQDN

STEELE

IN B 2947

ST AUBIN

IN D 7322

MAHARICK

IN G 8791 RCM

COX

IN H 8607

JAMES

IN P 7395

WHITE

IN Z 8330

NIELSON

IN D 8688 RCM

BRADLEY

IN F 6313

SHEPHERD

IN A 8458

SPARES

Spare Leads, PFF, IN C 8033, Disp 9  
 Vis, IN R 7780, Disp 4

KELSO

IN J 1591

Ground Spares: IN K 1072, Disp 38  
SC A 7628, Disp 15  
SC T 8788, Disp 16

Max gas load

5 X 500 GP  $\frac{1}{10}$   $\frac{1}{100}$   
 5 X M-17 IB chert 12



Low Squadron, 94th B Group

Combat Squadron Leader: Lt Schaurman 21 Feb 45  
Deputy Squadron Leader: Lt Boddin  
Deputy Gp. Leader: Lt Tausig

612 SQDN  
SCHAUMANN  
SC Q 8153 PFF

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

HARVESON  
SC D 8992  
BODDIN  
SC P 1891

612 SQDN  
COX  
SC B 1662  
614 SQDN  
TOBIN  
IW O 7602

LONG  
SC L 8637 RCM  
SCHLIMMANN  
SC K 8735 RCM  
VIERMAN  
IW X 8665  
AYRE  
IW A 7951

JONES  
SC R 2393

NOLAN  
SC C 9993  
MARTIN  
SC M 7039

Spare Leads: PFF, IW C 8033, Disp 5  
Vis, IW R 7780, Disp 4

SPARES

FRENCH  
SC N 6506

Ground Spares: IW K 1072, Disp 38  
SC A 7628, Disp 15  
SC T 8788, Disp 16

HOLD SPARE SPARECOAST ONLY  
SC S 8680 DON'T LOAD!!



# High Squadron, 94th B Group

Combat Squadron: Capt Dempsey 21 Feb 45

Deputy Squadron: Lt Gerber

Deputy Gp. Leader: Lt Tausig

615 SQDN

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

DEMPSEY

SC U 7947 FFF

BERNEBURG

IY B 1730

GERBER

IY G 8077

615 SQDN

614 SQDN

JONES

IY A 8160

THOMPSON, R

IW T 8646, RCM

BENNETT

IY R 6143

CALLAHAN

IY K 8425

STAUFFER

SC H 2398

RICHARDSON

IW N 8738

DJENNES

IY C 2468

STEPHENS

IY J 7113

MORAN

IY P 8758RCM

SPARES

Spare Leads, FFF, IW C 8033, Disp 5  
 Via, IW R 7780, Disp 4

HAIRS

IY L 7581

Ground Spares: IN K 1072, Disp 33  
 SC A 7628, Disp 15  
 SC T 8733, Disp 16