

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

MISSION No. **208**

Date: **15 FEB. 45**

TO: **DRESDEN, GERMANY**

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

I. MISSION SUMMARY REPORT

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

II. STATISTICAL SUMMARY OF OPERATIONS

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

401ST BOMBARDMENT GROUP (H)

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

D A Y

MISSION SUMMARY REPORT

MISSION # 208

Date 15 February 1945

ASSIGNMENT

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

EXECUTION

1. Target Bombed: DRESDEN, GERMANY (PFF Secondary)
2. a. Group Leader: Major W. C. GARLAND (Thompson)
 Lead Navigator: 1st Lt. F. W. RICKS (Dresbach - MO)
 Extra Navigator: Capt. C. M. SMITH
 Lead Bombardier: Capt. W. P. FULGIM
- b. Low Squadron Leader: 1st Lt. J. W. Mc GOLDRICK
 Lead Navigator: 1st Lt. L. E. LEWIS (Eaton - MO)
 Lead Bombardier: 1st Lt. G. W. PEEK
- c. High Squadron Leader: Capt. J. W. GOODMAN
 Lead Navigator: 1st Lt. N. W. HYMAN (Munt - MO)
 Lead Bombardier: 1st Lt. C. R. BURGE

3. Flight Over England:

a. Takeoff:

Bad visability was experienced before takeoff was completed but it caused no trouble. All ships took off successfully.

b. Squadron and Group Assemblies:

Slow, but all ships were in formation as Group departed Buncher. Cottessmore was departed on time, on course.

Mission Summary Report (Cont'd)

3. c. Route Over England:

94th "A" received a call at point "A" from "Beggarmaid" to reach control point 1, three minutes early. It then cut across to point 1, arriving there as requested. 94th "A" was then instructed by Cycle Relay to fall in Division column on reaching point 1 -- this made Group 3rd instead of 7th in column. The coast was departed in such fashion.

4. Attack:

a. Flight to Target:

The only deviations made were to avoid prop wash and to remain in column. The primary target was completely overcast, hence course was set to bomb the secondary in group formation.

b. Bombing Run:

Cloud cover over the primary target was 10/10's so we proceeded to the secondary where the same conditions prevailed. We made a straight PFF run on the target. The mickey operator did all the work on course and rate. The target disintegrated, somewhat, in the mickey man's scope, making it very difficult for him to kill rate so he believes he may have hit over, but no strikes were observed to verify this. The lead salvoed; all others used a 40 foot intervalometer setting. The AFCE was o. K. Bombing was done in group formation. The high squadron dropped on the Lead's smoke marker but the low squadron leader had an accidental release, 4 minutes before the proper point of release, and all the rest of the squadron dropped on him.

c. Flight from Target:

94th "A" was forced south of course by another group near 11° E, otherwise it stuck to course. Letdown was ~~as~~ briefed over Belgium. No flak was experienced.

d. Return to Base:

Individual return from English coast as advised by cycle relay. Low ceiling and bad visibility makes this type return very hazardous. Return uneventful due to good airmanship on pilots' part and a lot of luck in avoiding midair collisions. A/C 43-38425 landed on continent, all others returned. All crews are safe.

e. Weather:

Weather was described as 10/10's with occasional breaks over Zuider Zee area, Erfurt and Frankfurt. Weather over target was 10/10's under-cast. No contrails were reported.

Mission Summary Report (Cont'd)

4. f. Fighter Support:

Fighter support was excellent.

g. Comments on Formation:

Good from control point 1 until let down on return. A little loose on let down.

h. Conclusions and Recommendations:

Unless absolutely necessary advise against individual return from English Coast. In this case all ships could have returned to base at 1500 feet, and let down on tower call. All over England ships were letting down on every conceivable heading.

5. Aircraft Not Attacking:

A/C 43-37706 - No credit. Returned early because of broken cylinder on # 4 engine. Excessive oil coming out - feathered and returned.
(Mech)

6. Enemy Opposition:

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

7. Battle Damage:

None.

8. Casualties:

None

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

10. Bombing Data:

a. Observations:

Due to complete undercast results were unobserved.

b. Disposition of Bombs:

Lead Squadron:

All 12 scheduled A/C of the lead squadron attacked the secondary target, dropping 216 X 250# GP bombs. The spare returned 18 GP to base.

Mission Summary Report (Cont'd)

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

Low Squadron:

Of the 12 scheduled A/C EET, eleven attacked the secondary target dropping 197 X 250# GP. A/C 072 having release troubles selected an unknown target of opportunity at 5020 - 1241 E, dropping 18 GP's. Aborting A/C 706 returned 18 bombs to base.

High Squadron:

All 12 scheduled A/C attacked the secondary target, dropping 215 X 250# GP. The spare returned 18 bombs to base.

c. Tabulary Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over</u> <u>Target</u>	<u>Bomb-</u> <u>ing</u>	<u>Num-</u> <u>ber</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u>	
						<u>Nose</u>	<u>Tail</u>
Main Bombfall	36	35	628	250#	GP	1/10	1/40
Other Attacks (Unknown T/O)	(1)	1	18	250#	GP	1/10	1/40
Total Bombs on Target			646	250#	GP	1/10	1/40
Other Expenditures			-	-	-	-	-
Bombs Returned			54	250 #	GP	1/10	1/40
Total (Loaded on A/C Taking Off)			700	250#	GP	1/10	1/40

11. Lost Aircraft:

None.

Submitted By:

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

Lead Sq 94 A Gp - 401st

Combat Sq. Leader: MAJ GARLAND

15 Feb 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN

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

GARLAND

653(pff)

AYRE

981
981

SEDER

259(pff)

SQDN

SQDN

THOMPSON

646

JONES

869

RICHARDSON

161

FONDREN

478

JORDAN

758

MERAN

425

ST AUBYN

322

WHITE

330

SORENSEN

395

SPARES

COLE

637(returned)

at takeoff
Don Jorgit.

Lo Sq 94 A Gp - 401st

Combat Sq. Leader: LT MC GOLDRICK

15 Feb 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN

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

MC GOLDRICK

449 (pff)

MAX

187

TAUSIG

941

SQDN

SQDN

BAKER

~~706~~
706 (aborted)

DJERNES

790

MAHARICK

591

CURRAN

072

SMITH

730

C RACRAFT

983

STERLE

947

SCHILLER

862

NIELSON

588

SPARES

COX

607

at takeoff *at our target..*

Combat Squadron: CAPT GOODMAN Date: 15 February

Deputy Squadron: LT BODDIN

Deputy Gp. Leader: CAPT SEDER

SQDN

612 1st SQUADRON
613 1st SQUADRON
614 1st SQUADRON
615 1st SQUADRON

GOODMAN

947

STEIN

992

BODDIN

891

SQDN

BLONTSCHER

788

SQDN

GRIMM

810

COMER

541

HUDNALL

680

BENNETT

146

STEPHENS

113

JONES

393

FRENCH

506

LOVELL

733

SPARES

HOWARD

662 Spare Returned

High Sqdn - 94th A Group

ON TAKE-OFF AND CRUISE

1st Air Target

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

Date 15 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden, 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 _____ hours.
- b. Group formed at 0717 at _____ hours on _____ buncher.
at _____ ft. 0826 Cottesmore
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed. Sudbury

Out off Knettishall, flew direct to Sudbury, due to change in timings by Division. Leader.

- e. Methods of navigation over England.

See, Pilotage, D.R., Radio

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

xxx

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

See, Mickey, Pilotage, D.R.

1. Bomb run.

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

xxx

- (2) True heading over target _____.
- (3) Actual drift 111.
- (4) Altitude over target 11,000.
- (5) Time bombs away 25,000.
- (6) Wind used for bombing 1250.
- (7) Method of target identification 700/55.

Instrument

(8) Difficulties on bomb run.

Mickey difficulties

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 235 TH.

- j. Group rally was accomplished at _____ at _____ hrs.
k. Wing rally was accomplished at 50-17N 12-32E at 1223 hrs.
l. Division rally was accomplished at 50-17N 12-37E at 1223 hrs.
m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Gee, Mickey, D.R., Pilotage, Radio

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

q. Performance of equipment.

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

/s/ C. M. Smith

C. M. SMITH
Capt., A. C.

Lead Navigator, Lead Sq.

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

Date 15 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden, 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 0722 hours.
- b. Group formed at 0826 hours on Cottesmore buncher.
at 7,000 ft.
- c. Wing assembly was completed at 0855 hours at Sudbury.
- d. Route over England was (not) flown as briefed.

**Cut off Knettishall, flew direct to Sudbury, due
to change in timings by Division Leader.**

- e. Methods of navigation over England.

See, Radio

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

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

See, Mickey, D.R.

- i. Bomb run.

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

- (2) True heading over target 123.
- (3) Actual drift -1.
- (4) Altitude over target 24,400.
- (5) Time bombs away 1152.
- (6) Wind used for bombing 299/52.
- (7) Method of target identification.

Instrument

(8) Difficulties on bomb run.

Accidental release of bombs 3½ min before rest of group. All Low Sq. dropped with us.

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 285.

j. Group rally was accomplished at _____ at _____ hrs.
k. Wing rally was accomplished at 50-17N 12-32E at 1223 hrs.
l. Division rally was accomplished at Same at _____ hrs.
m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Mickey, D.R., Pilotage, Gee

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

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

q. Performance of equipment.

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

/s/ 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 15 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden, 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 0710 hours.
- b. Group formed at 0826 hours on Cottesmore buncher.
at 7,000 ft.
- c. Wing assembly was completed at 0855 hours at Sudbury.
- d. Route over England was (not) flown as briefed.

**Cut off Knettishall; flew direct to Sudbury, due
to change in timings by Division Leader.**

- e. Methods of navigation over England.

See, Radio, D.R., Pilotage

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

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

Mickey, D.R.

- i. Bomb run.

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

- (2) True heading over target 112.
- (3) Actual drift 0.
- (4) Altitude over target 25,000.
- (5) Time bombs away 1156.
- (6) Wind used for bombing 300/55.
- (7) Method of target identification.
10/10ths cover.

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths cover

(10) Axis of withdrawal 237 TH.

j. Group rally was accomplished at _____ at _____ hrs.
k. Wing rally was accomplished at 50-17N 12-32E at 1223 hrs.
l. Division rally was accomplished at Same at _____ hrs.
m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

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

/S/ Nathan W. Hyman
NATHAN W. HYMAN
1st Lt., A. C.

Lead Navigator, High Sq.

Major W. G. Garland
PILOT Lt. Tompkins NAVIGATOR Captain C. K. Smith DATE 15 February 1945

FLIGHT PLAN 94th A. Seventh. F.O. 640

HYAICVJON

STATIONS	0550	ENGINES	0650	TAXI	0705	T.O.	0720
LEAVE BASE	Cottesmore		0826				
COAST OUT			0911				
ENEMY COAST			0956				
I.P.			1143				
TARGET			1158				
ENEMY COAST			1516				
English Coast			1552				WFO 1641

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 0900
Ref alt - 26000
Bomb alt - 25000
Oxygen - 5:15

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

At.....G.M.T. Div assembly - Clacton to Continental Coast

Letdown Cottesmore Puncher. Normal 010 Mag.

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 (read)	cott (r) puncher	UESD		MPH /K	(K)		FT	HDNG.		HDNG.					TIME	BODY	ALT.	AZI.
52-44N 00-39N Donington (A)		260/25	7000	150 -2	144	056	-4	052	10	062	166	20	07	0826 0833	Depart			
52-55N 00-12N Knottishall (C)		"	"	"	144	129	-7	136	10	146	159	49	10 1/2	0853				
52-24N 00-52N Gudbury (D)		"	"	"	144	195	-9	204	10	214	191	22	10	0903				
52-03N 00-43N Clacton (GP 1)		"	7000	"	144	136	-8	144	10	154	156	23	09 -1	0911	Eng Coast, CP 1 0911			
51-47N 01-09N		265/27	12500	150	158	066	-3	063	9	072	183	141	46 -1	0956	Coast CP 2, 0956			
52-15N 04-37N		-226	230/39	19500	150	178	-3	092	7	099	215	51 12 1/2	15 3/4	1030	CP 3, 1030			
52-35N 08-00N		-26	290/40	21000	150	182	-3	092	6	098	220	70 12 1/2	19 3/4	1030				
"			290/40	21500	150	184	126	-3	129	6	195	223	17	5	1035			
52-25N 08-22N				22000	-27													
"				23500	150	189	139	-1	140	6	146	241	57	14 1/2	1050			
51-42N 09-23N		317/53		25000	-33													
"			320/55	25000	150	193	127	-4	123	5	128	245	76	19	1109	CP 4, 1109		
50-57N 11-00N		"	"	"	-38	193	140	0	140	4	144	248	26	6 1/2	1116			
50-37N 11-26N		"	"	"		193	089	-13	076	4	080	223	67	18	1134			
50-35N 13-11N		"	"	"		193	356	-10	346	4	350	146	18	7 1/2	1143	IP		
IP 50-56N 13-09N																		
TAB. 51-11N 12-33N		320/60	25000	150	192	298	-7	305	4	309	135	32	11 1/2	1158	TARGET			
"			24000	170	215	069	-15	054	4	058	225	14	1 1/2	1203				
51-16N 12-44N			23000	-37														
"				170	207	133	-2	131	4	135	259	23	6 1/2	1210				
51-00N 13-11N		320/53	21500	170														
"			20000	-30														
50-36N 13-11N		311/50	20000	150	179	180	-12	192	4	196	206	22	7	1217				
"		"	"	150	179	230	-16	246	4	250	164	33	12	1229				
50-17N 12-32N		"	"	"	179	274	-9	289	4	287	136	136	1:00 -1	1328	CP 5, 1328			
50-25N 09-00N		"	"	"	179	249	-14	263	6	269	150	51	21	1349				
50-06N 07-45N		"	"	"	179	249	-14	263	6	269	150	51	21	1349				
"																		
50-25N 06-20N		310/50	20000	150	179	290	-6	296	6	302	191	57	26 1/2	1416				

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	
0717					Take Off										
0735					Circling Puncher. CAVU		150	7000 A	145						
0755		255/25			VHF Wind		150	7000	145						
0800					Unable to get DD wind (APCH)		150	7000	145						
0810		A	310				150	7000	145				166	20	08
0826	256	-4	052		Op. Formed. Depart Cottesmore to Donington		150	7000 A	145				166	20	07 0833
0826	052	0	052		Bomb drift	1	150	7000	145						
0830	047	0	047		52-48N 00-25N, Pilotage		150	7000	145	10	04	150	09 1/2	09 1/2	0833 1/2
0833	047	0	047		Donington		150	7000	145	20	07	166			
0833	129	-2	131		Division calls to subtract 3 min. A/c to Knottishall. Bomb drift wind 230/8		150	7000	145						
0842		-2	131		52-41N 00-19N		150	7000	145						
0842	158	A	162		A/c Direct to Pt. D. Pilotage 281/11		150	7000	145				150	42	17 0859
0846	158	A	162		52-35N 00-20N, G. Fog.		150	7000	145						
0846	165	-5	170		52-27N 00-35N, G		150	7000	145				140	34	13 1/2 0859 1/2
0852	165	-5	170		52-13N 00-38N, G		150	7000	145						

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0856	165	45	170		52-09N 00-42E, G. wing formed		150	7000	145						
0859 1/2	160	7 253/18	167		52-02N 00-45E, pilotage. 253/18K		150	7000	145	42	17 1/2	144			
0859 1/2	136	43	139		A/C to CP 1		150	7000	145			154	23	09	0908 1/2
0904	136	43 251/18	139		51-52N 00-58E. wind 251/18			7000	145						
0908	136	49	139		CP 1, on course, on time			7000	145	23	08 1/2	162			
0908	066	0	066		A/C to CP 2		150	7000 18000	158			176	141	48	0956
0915	066	0	066		50-57N 01-41E to left. to get in Div. line		150	7500							
0918	066	0	066		52-02N 01-52E, G. wing formed	35	150	8000							
0920	066	0	066				150	8300							
0922	066	0	066		In Div. line. #3 in Div.	150	150	8700							
0923	066	0	066		52-03N 02-11E		150	8600							
0925	066	0	066		V-2 at 0130. T.O. somewhere around the Hague		150	10000							
0931	056	42	058		52-14N 02-41E, Gee		150	11600 -5							
0935			058		52-19N 02-58E, G		150								
0940	063	-5 335/15	058		52-26N 03-17E wind 335/15K, Gee		150	14800 -11	Av. 161	24	09	160	53	24	1000
0946			064		52-34N 03-42E, Gee		150								
0949			064		52-37N 03-57E, Gee		150	16500 -14		26	09 1/2	176	26	09	0958
0953	067	-3	064		52-41N 04-15E, Gee		150	17500 -17	av. 169	39	13	180			
0957		295/14	064		52-45N 04-34E, Gee 295/14		150								
0958	067	-3	064		CP 2. 5 min late, on course			19000	158	141	50	170			
1058	095	-5 295/25	090		A/C to CP 3 Drift by bomb site 295/25		150	19000 -20	180			204	124	36 1/2	1034 1/2
1000			095				150	19300							
1009			095		52-41N 05-40E, Mickey		150	21200 -25							
1010	097	-2	095		52-39N 05-44E, Gee		150	21700 -26	180	41	12	204	83	24 1/2	1034 1/2
1017			095		52-36N 06-22E, Mickey		150	22000 -26							
1024			088		52-33N 07-02E		150	23000 -29							
1028			090		52-33N 07-28E, Gee		150	23500		64	18	213	20	05 1/2	1033 1/2
1030			075		Gee jammed. A/C to get on course		150								
1034			075		CP 3, 7 min late, on course		150	23500 -30							
1034	126	42	128		Est. wind 295/32		150	23500	190			222	17	04 1/2	1038 1/2
1038 1/2	126	42	128		52-25N 08-20E, Mickey		150	24000	190						
1038 1/2	139	44	143		A/C		150	24000	190			220	57	15	1054
1040			137		52-16N 08-36E, Mickey			24200							
1043 1/2			137		52-10N 08-47E, M			24400							
1046 1/2	136	44	137		52-04N 08-56E, M.			24700	192	18	06 1/2	166	27	09 1/2	1056
1050 1/2			137		51-50N 09-17E, M.			25000 -23							
1052	135	305/48 42	137		Mickey wind 51-42N 09-30E			25000	194	48	12	240			
1052	130	42	131		A/C to CP 4			25000	155			240	72	18	1110
1056			120		51-32N 09-42E, M		150	25000							
1100	122	-2	130		51-20N 10-10E			25000							
1104			130		51-16N 10-25E, Mickey		150	25000	194						

SIGNED

NAVIGATOR

PILOT

Lt. Tompkins

NAVIGATOR

Capt. C. E. Smith

DATE 15 February 1945

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

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
50-25N 06-20E	-13	290/35	15000	170	187	291	0	291	298	152	50	20	1458	Div. Break up			
50-50N 04-00E	-6	290/30	10000	150	152	291	-2	289	296	122	35	18	1458				
51-10N 03-07E	-4	260/25	10000	150	152	302	-6	296	304	133	40	18	1516	Coast			
51-10N 03-07E	-4	260/25	6000	170	161	302	-6	296	305	112	38	16	1552	English Coast			
51-10N 03-07E	-4	260/20	2000	150	133	302	-5	296	305	118	39	20	1612				
51-50N 01-21E	-4	260/20	2000	150	133	296	-5	291	301	116	39	20	1612				
52-15N 00-24E	-4	260/20	2000	150	133	342	-9	333	343	129	27	13	1625	Wing Break up			
52-10N 00-10E	-4	260/20	2000	150	133	250	-2	252	262	113	30	16	1641	Wing Break up			
Base																	
Clacton	260/24	0 to 7000	150	137	124	-7	131	10	141	154	78	31	0840	Wing Break up			
Cottismore	260/25	7000	150	144	131	-8	139	10	149	158	88	34	0837	Wing Break up			
Clacton													0911	Wing Break up			

FLIGHT RECORD

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.
1110	128	-2	130		10 mi. n 07h, Coth. Wind 300/55		150	25000	194	DIST.	TIME		DIST.	TIME	
1111		300/55	130		CP 4, 5 min late, on course										
1111	140	-5	145		A/C			25000					246	26	06 1117 1/2
1115			145												
1118 1/2			143		50-30N 11-26E										
1118 1/2	089	-8	081		A/C PFF Target								240	35	09 1127 1/2
1123			079		11 mi. e 300 eleven										
1126	45	-15	30		28 mi. e 254 Chemnitz								199	49	15 1143 1/2
1132					50-50N 12-25E										
1134 1/2			16				150	25000	194						
1138			360		51-06N 12-43E								199	20	06 1144
1144	124		125		I. A. 51-20N 13-00E		150	25000	194				250	26	06 1150
1156	-4	111			BOMBS AWAY Bombs dropped 2 - 3 miles over.		150	25000							
1156	218	-17	235		A/C to rally point		150	25000	194				178	33	11 1207
1203 1/2			300		26 mi e 170 Dresden. Flew on left			29000							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1208			290		22 mi e 194 Dresden		170	23000							
1211			290		A/C 50-43N 13-22N, Mickey		170								
1211	230	A14	244		18 mi. e 110 Chemnitz		170								
1212	230	A14	244		16 mi. e 116 Chemnitz		170	22000 -26				190	39	10 1/2	1224 1/2
1214		A8	243		20 mi S Chemnitz		170	21000							
1219			243		23 mi e 188 Chemnitz			20000							
1220 1/2			243		26 mi e 110, Wilson 50-21N 12-45E			20000 -22							
1223			243		34 mi e 205, Chemnitz										
1223	274	A3	277		50-17N 12-32E. A/C 255/30K		155	20000 -22	180			150	136	54	1317
1227			285		50-12N 12-21E										
1230			285		50-11N 12-12E, Mickey		150	20000	180						
1230 1/2			285		50-15N 11-49E		150	20000	180						
1236			285		22 mi. e 216 Flawn		150	20000	180						
1237	274	A3 305/44	285		50-15N 11-40E. Wind 335/44		150	20000	180	27 1/2	10 1/2	156	102	39	1316 1/2
1245			285		wind changed		150	20000	180						
1250			295		50-15N 10-58E. Wing on left is keeping us left.		150	20000	180						
1253			292		50-14N 10-42E		150	20000	180						
1256			285		50-16N 10-27E, Mickey		150	20000	180						
1301			290		27 mi. e 132 Fulda		150	20000	180						
1303			295		Crossed over behind to left rim of wing.		150	20000	180						
1305 1/2			290		50-19N 09-59E		150	20000	180	37	15 1/2	145			
1311 1/2	280	A5 305/40K	285		13 mi e 204 Fulda 50-22N 09-31E		150	20000	180	16	19 1/2	142	21	09	1320 1/2
1320			288		09 5, on course, 5 min early		150	20000	180	136	57	143.			
1326	249	A10	259		A/C wind 305/40		150	20000	180			152	51	20	1340
1327			265		50-22E 08-33E. Right of course to prevent prop wash		150	20000	180						
1335	251	A9	260		50-08N 07-53E, Pilotage		150	20000	180						
1340	251	A9	260		50-06N 07-45E A/C		150	20000	180	51	20	152			
1340	290	A10	300		wind 305/40K, Mickey		150	20000	180			147	57	23	1409
1347	290	A1.	300		50-11N 07-10E, Pilotage		150	20000	180						
1353			310		following other group ahead		150	20000	180						
1400	300	A10	310		50-30N 06-16E		150	20000	180						
1402	300	A10	310		wind used 305/40K, A/C		150	20000	Start let down						
1402	291	A1	292		wind 295/25		170	20000				160	51	19	1421
1408			292		50-32N 06-06E		170	16300							
1412	283	A7	290		over flags. drift by bomb		150	15000							
1420	291	A7	290				170								
1439			292		50-58N 01-00E			6000							
1442 1/2			292		51-02N 03-43E			5000 A8							
1448 1/2			292		51-07N 03-20E. Left again to keep out of prop wash.			5000							
1452			292		51-15N 03-06E										
1457					Coast out at Ostend										
1502					51-24N 02-33E										

SIGNED

NAVIGATOR

FLIGHT RECORD

[illegible]

TRACK CHART

DATE Feb. 15, 1945

TARGETS

PRIMARY

Secondary Dresden, Germany

Blue
Red

ROUTE FOLLOWED BY

Briefed
401st B. C. ()

401st B. G. U.

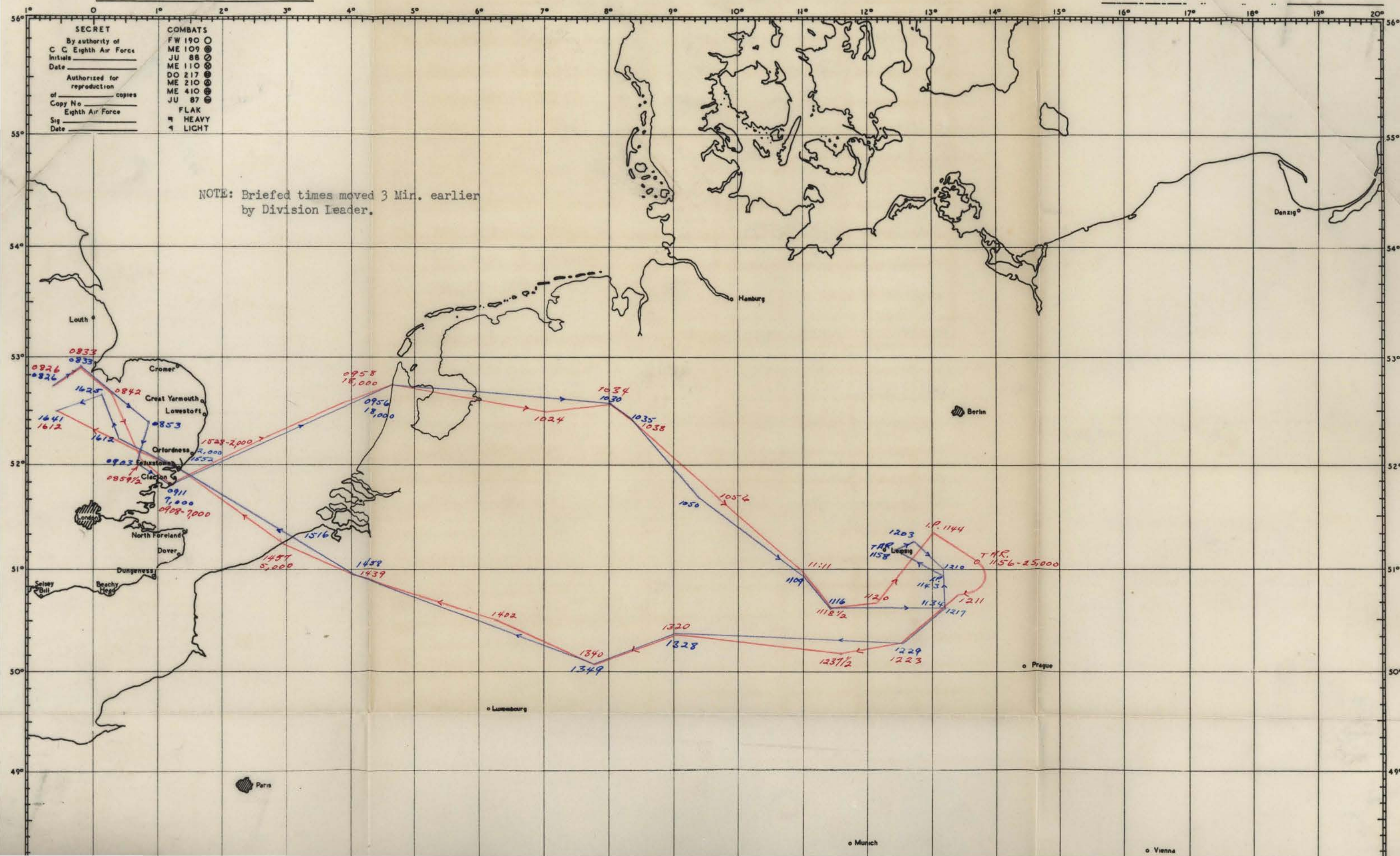
SECRET

By authority of
C G Eighth Air Force
Initials _____
Date _____

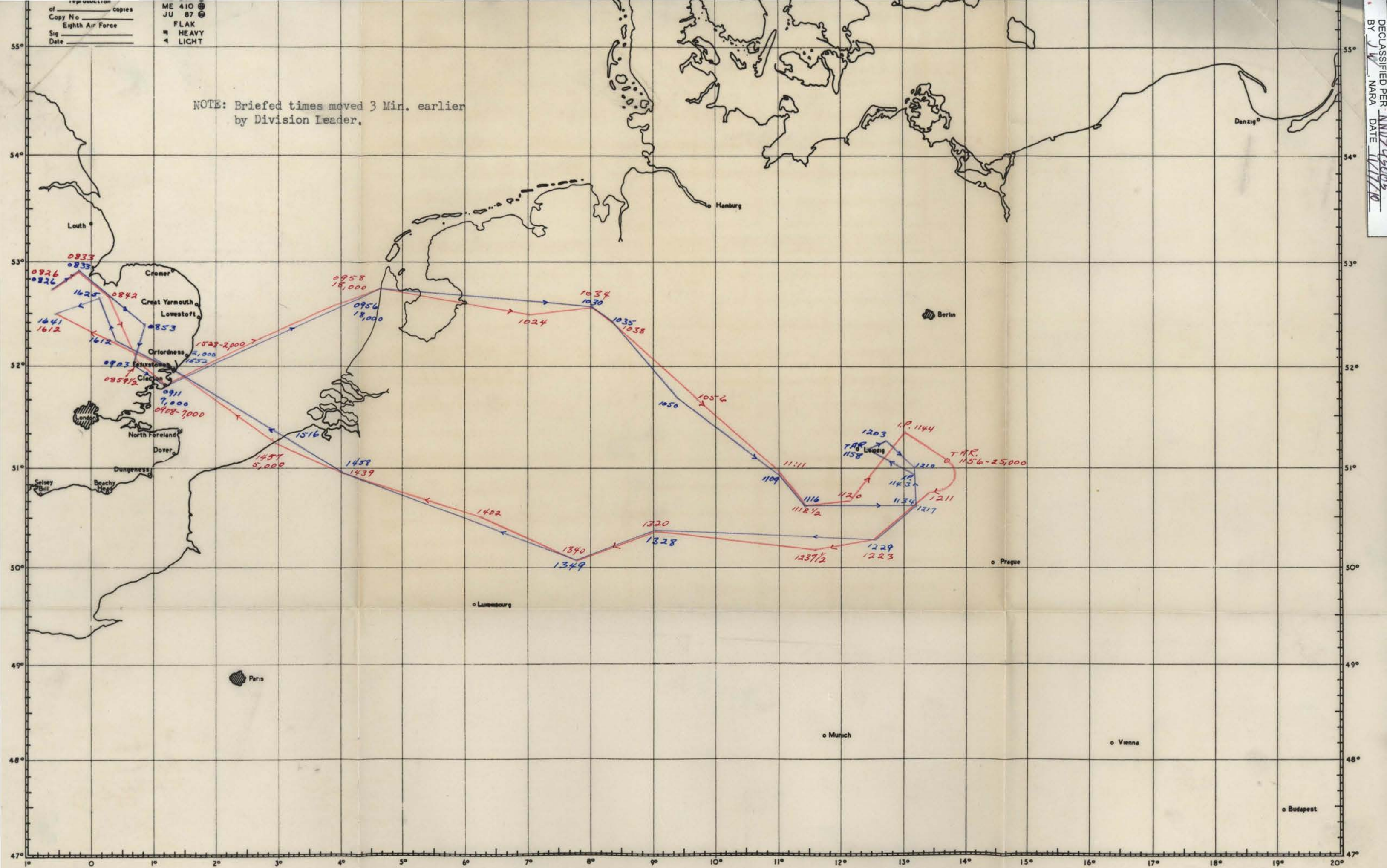
Authorized for
reproduction
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Eighth Air Force
Sig _____
Date _____

COMBATS
FW 190 ○
ME 109 ⊗
JU 88 ⊗
ME 110 ⊗
DO 217 ⊗
ME 210 ⊗
ME 410 ⊗
JU 87 ⊗
FLAK
4 HEAVY
4 LIGHT

NOTE: Briefed times moved 3 Min. earlier
by Division Leader.



NOTE: Briefed times moved 3 Min. earlier by Division Leader.



Sec. (Vis. or H2X.)

Target No.
3 (k) 116

M.T. DEPOT

— DRESDEN (Albert Hafen) (GERMANY)
Lat. 51° 04' N. Long. 13° 43' E

Illustration No.
3 (k) 116/1

Illustration No.
3 (k) 116/1

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

Photographed 7 July 1944

Issued October 1944



A.1.3c (1)

TYPE A

DECLASSIFIED PER: ANJ 4003
BY: NARA DATE: 11/17/00

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. C. 630Date of 15 Feb 45

94th "A" Group

	LEAD		HIGH		LOW	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	12	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	--	--	--	--	1	
(a) Early Returns Included					(1)	
7. Name of Primary Target	BOHLEN (Vis)					
(a) No of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	DRESDEN (PFF)					
(a) No of A/C Attacking	10	2	11	1	10	1
	180	35	198	17	180	17
(b) No., Size & type of Bombs	250# GP	250# GP	250# GP	250# GP	250# GP	250# GP
9. Name of Last Resort Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity	UNKNOWN (50-20-1241E)					
(a) No. of A/C Attacking					1	
(b) No., Size, & type of Bombs					250# GP	
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 & F/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

STAT SUMMARY (cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0717	0710	0722
19. Time of Attack	1156	1156	1152
20. Average Time of Flight	9.1	9.2	9.4
21. Altitude of Release	24,600	24,600	24,000
22. Visual or PFF	PFF	PFF	PFF
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	UNOBS	UNOBS	UNOBS

PFF A/C Borrowed from Groups as follows:

PFF A/C Loaned to Groups as follows:

NOTES:

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER FULGEN DATE 18 FEB. 45
 PILOT GARLAND TAKE OFF _____
 NAVIGATOR SMITH AIRPLANE _____
 WING 34 "A" GROUP 401ST SQDN LEAD LANDED _____
 OBJECTIVE DRUSEN, GERMANY (MPI) _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 36 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 BOMBS, TYPES AND SIZES 250# GP. FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 646x250# GP'S. RELEASED 620
 INFORMATION AT RELEASE POINT:
 Altitude of Target 380 FT. Temp Aloft: Metro -40 Actual -50
 True Altitude above target 24600 FT. Mag Head, order 114 Actual 114
 Ind. Altitude 25000 FT. True Heading 111
 Pressure alt of target -519 FT. @ S.L. Drift, Est 21 Actual 41
 Altimeter setting 29.92 True Track 107
 C.I.A.S. 150 I.A.S. 150 Actual Range 14760
 G.S. Est 160 M/H Actual 288 M/H B.S. Type H-9
 Wind Direc Metro 320 Actual 300 Time of Release 11:56
 Wind Veloc. Metro 69 M/H Actual 64 M/H Intervalometer Setting 40 FT.
 D.S. 124.5 Trail 90 ATF 42.26 Length of Bombing Run 12 MIN.
 Tan. D.A. Est .52 Actual .60 C-1 Pilot G.H. A-5 _____
 Mean Temp: Metro -13 Actual -08 Manual Pilot _____
 Type of Release: Lead A/C SALVO Type of Release: Other A/C 40 FT.

HIGH SQ.--BOMBS AWAY 11:56; FROM 24600; ON MAG. HEAD. 108.
 LOW SQ.--BOMBS AWAY 11:52; FROM 24000; ON MAG HEAD. 119.

I certify the above information to be correct.

MYLES R. BUSSE,
 1st Lt., A.C.

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

J-A- 3/1

Reference Field Order 630.

15 FEBRUARY 1945

SUBJECT: Communications Report, Operational Mission No 208.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:	2. MF/DF Fixes	<u>0</u>
Splashers	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	4. VHF/DF Homings	<u>0</u>
Bunchers, England	5. Distress Action	<u>0</u>
Bunchers, Continent	6. Total A/C using Gee	<u>39</u>

SECTION TWO - USE OF PFF

	H2X	Micro-H
1. Total A/C dispatched	<u>4</u>	<u> </u>
2. Total A/C over target	<u>4</u>	<u> </u>
3. Total sets usable for bombing	<u>4</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>13,184</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>3</u>	6. Gee	<u>0</u>
2. VHF	<u>0</u>	7. H2X, Micro-H	<u>0</u>
3. Compass	<u>0</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.
401 BOMBARDMENT GROUP (HV)

ASSIGNED.....Rohlen, Germany.....

1. TARGET: DATE OF MISSION. 15 Feb 1945..
 BOMBED.....Dresden (PTV).....

2. ROUTE AS FLOWN:
Generally as briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>10/10%</u>	<u>10/10%</u>
CONTRAILS - -	<u>None</u>	<u>None</u>
SEEN-UNSEEN -	<u>Unseen</u>	<u>Unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:

None

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

Brux - Moderate - accurate for altitude - Observed
Frankfurt area - Meager - inaccurate - Observed
Front Lines - few scattered bursts - Inaccurate
Hillesheim - Meager - Inaccurate - mixed black & white bursts - Observed*

6. CHAFF; HOW DISCHARGED:.....As Briefed.....

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

8. DETAILS:-

SQDN. POS.	NO. A/C	DAMAGE MAJ. MIN.		A/C LOST TO				AXIS OF ATTCK WITH		TIME OVER TARGET	HEIGHT
				AA	EA	ACC	UK				
<u>Lead</u>	<u>12</u>							<u>115°M</u>	<u>235°M</u>	<u>1136</u>	<u>25,000</u>
<u>High</u>	<u>12</u>							<u>116°M</u>	<u>240°M</u>	<u>1136</u>	<u>25,000</u>
<u>Low</u>	<u>12</u>							<u>127°M</u>	<u>285°</u>	<u>1152</u>	<u>24,400</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:-

* Bursts were reported to be both black & white.

Lt. P. R. Myers.

S E C R E T

*Sp Engineering
Sp Document*

OFFICE OF THE INTELLIGENCE OFFICER
STATION 126 - APO 857
U. S. ARMY

D-X-1

14 February 1945

SUBJECT: Crew Comments and Suggestions on Mission to Pruden, 14 Feb 45.

TO : Commanding Officer, Station 126, APO 857, U.S. Army.

1. Lt. Alfred R. Grimm, Pilot A/C 8610, stated that High Squadron was too close in altitude and Low Section of his High Squadron could not get in proper formation.

2. Lt. Frederick H. Babcock, Pilot A/C 7760, stated that he took off and had to return for a ground spare. Had to call tower twice for landing instructions and circled twice before landing causing him to almost miss formation on account of delay.

3. Lt. John S. Cole, Jr., Pilot A/C 7602, reported that flux gate compass on his aircraft has been "out" on last 7 missions.

4. Lt. E.A. Baker, Pilot A/C 8458, reported that ball turret on A/C IN B (6132) was not operating from 1315 to 1430 hours.

5. Lt. Charles J. Tarr, Navigator A/C 8637, stated that he has found briefing room passes on two occasions. Turned in a 613th Sq. pass found on Navigators briefing room table.

6. The following criticisms on transportation were reported:

- a. Lt. Ralph S. Hayes, Pilot A/C 1891 and crew - Squadron transportation before mission has been exceedingly bad for last 7 missions.
- b. Lt. Allen D. Aschenbach, Pilot A/C 8832 and crew - Could not get transportation this morning. Has been bad every morning.

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

12042

LOW SQ 94TH A GROUP

Combat LT HAYES

14 Feb 45

Deputy LT ASCHENBACH

Deputy Gp. Leader LT HASKETT

612 SQDN

612 SC JACOBSON
 613 IW HALL
 614 IW GILBERT
 615 IW BULLARD

HAYES

SC P 1891

CAMPBELL

SC K 8733 *

ASCHENBACH

SC D 6992 *Heat Tire*
 INN 862

612 SQDN

614 SQDN

COX

SC B 1662

THOMPSON R

IW T 8646

NOLAN

STEIN

WHITE

STAUFFER

SC C 9993

SC L 8637

IW Z 8330

IW K 8677

BLOETSCHER

SC T 8788 *

LOVELL

SMITH

SC N 6506

SC A 7628

SPARES

MARTIN

SC M 7039

SPARE LEAD (PFF) SC U 7947 Disp 20
 (VIS) IW R 7780 Disp 4

GND SPARES IW N 8862 Disp 45
 IW K 8425 Disp 28

WX SHIP IW L 0001 Disp 7

HI SQ 94TH A GROUP

Combat Sq. Leader: LT HASKETT 14 Feb 45
 Deputy Sq. Leader: LT GERBER
 Deputy Gp. Leader: LT HASKETT

615 SQR

615 SC 130000K
 615 IW 130000R
 615 IW 130000UB
 615 IW 130000D

HASKETT

IY S 8653 PFF

HANSEN

GERBER

IY J 7113

IY Q 8077

615 SQR

614 SQR

MC KAY

ST AUBYN

IY O 8779 *

IW D 7322

JORDAN

SMITH

COLE

SORENSEN

IY L 7551

IY B 1730

IW O 7602

IW F 7395

GRIMM

IY N 8810 *

KNOWLES

BENNETT

IY C 2463

IY F 7664

SPARES

CRACRAFT

IY G 1983

SPARE LEAD (PFF) SC U 7947 Disp 20
 (VIS) IW R 7780 Disp 4

GND SPARES

IW N 8862 Disp 45
 IY K 8425 Disp 28

WX SHIP IW L 9001 Disp 7

LEAD SQDN 94 A GROUP

Gas load 2780

Combat Sq. Leader: LT COL BROWN

14 Feb 45

Deputy Sq. Leader: LT TAUSIG

Deputy Gp. Leader: LT HASKETT

*Eng
6x500 GP 1/10-1/40
4x7117 loaded as
per chart IV*

613 SQDN

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

REIGLER (BROWN)

SU Y 8008 GH (PLAN A)
IN P 8449 PTF (PLAN B)

MAY

IN C 8187

TAUSIG

BK Z 8211 GH (PLAN A)
IN M 8648 PTF (PLAN B)

613 SQDN

614 SQDN

SCHELLER

IN F 8313

BABCOCK

IN B 7151

GEREN

* IN C 8791

STEELE

IN K 1072

JAMES

IN N 8738

PONDREN

IN Q 7478

BAKER

IN A 8458

NIELSON

* IN D 6588

COX

IN H 8607

SPARES

MAHARICK

IN B 6132

PTF SPARE LEAD SC U 7947 disp 20

VIS SPARE LEAD IW R 7780 disp 4

GROUND SPARES IN N 8862 disp 45

IY K 8425 disp 23

WX A/C IW L 0001 Capt HARB disp 7

1756

DATE: 15 FEB 45DUTY OFFICER: CAPT COITBRIEFING OFFICER: LT REA

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group: BÖHLEN (N. LEIPZIG) (5111-1223E) 425'Primary: Zone visual Primary is the center of the gas generating plant of this synthetic (brown coal) oil production plant. It will be attacked from 25000 feet. This complex is capable of a 300,000 tons per annum output.Destruction of this unit will halt all production. Remember the Luftwaffe and the Wehrmacht cannot operate without oil, and this is one of the last remaining links in the chain of production.Secondary (Visual or H2X) The mission is to cripple this transport center which will be of great value to the Red Army as well as to the Western Allies in preventing the redistribution of troops and material.

Last Resort:

PLAUER (5129-1209) - cellulose plant(2) Other Groups in 94th CBG: Composite 457 (lead & low); 351(his) comprising 94B to same Target.

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

1. 41A 440A 2. 94A (401) 10. 1B.2. B 5. B 8. B (457-351)3. C 6. C 9. 1A} BÖHLENb. 2nd AD: 360 g/c to MAGDEBURG (5211-1140)c. 3rd AD: 12 g/c to RUHLAND (5129-1353)2 g/c to DÜSSELDORF AREAMisc. 1 g/c P-47's will dive-bomb all Division primary targets. 0+105 (a little over one hour ahead of 1 Div)

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: 1 AD - CLACTON 0+052 AD - GT YARMOUTH at 0+39; 3 AD Southwold at 0-18b. Fighter Support: 2 groups of P-51's in close support of Division effort.

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: Stay on briefed course, especially between

IP and T

b. Enemy Fighters: _____

c. Smoke Screens: There is a most effective screen at the Primary
and probably one at the Secondary.

d. Camouflage: None known

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: _____

b. Air Commanders: 94A MAJ GARLAND.

c. Zero Hour and Date: 0900 15 Feb 44.

d. General Instructions Pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: 2780

b. Bomb Load (and Intervalometer Settings) 18 X 250 GP 1/10 - 1/40

Primary Viz: Salvo, 2nd Viz: salvo - H2X 40'

c. Chaff Load (Point and Time of Commencing Discharge) 2 minutes before IP

() continue for 15 minutes. 412 units

d. Screening Force: 3 Mosquitoes

6. COMMUNICATIONS:

a. Flares and Lamps: _____

b. VHF and Other Radio (possibly Force Information)

40 CBW operating
relay (5230-0300) @ 20,000 ym hours to recall
Base signs 94A (401) ringtone 2-7
B (452-351) " 2-8

10 P-51's Buckeye Red 30 minutes prior (5037-1220)
IP (5118-1308)
5038-1311

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous:

If land away ^{on continent} beware of Butterfly Bombs!!
Battle-damaged a/c to B-53 only. Russian C-47's marked with
Red Star may be seen. A/c with French markings (including
JV 88 and DO 24) may be seen.

d. Security: be wary of talk in equipment rooms

→ If close to Russian Lines: cross lines at as high an
altitude as practicable and land as far east as possible.
Do not do east unless unable to 1. Get Home; 2. Land on
west continent bases; 3. Go to Sweden.

SECRET

Stat

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

15 February 1945
Mission No. 208

SUBJECT: Loading List

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

A/C 43-37947

P	Goodman, James F.	Captain	612th.
CP	McBain, George III	2nd Lt.	"
N	Hyman, Nathan W.	1st Lt.	"
B	Burge, Charles R.	1st Lt.	"
RO	Huskey, Curtis O.	T/Sgt.	"
TTG	Azevedo, Philbert B.	T/Sgt.	"
BSA MO	Munt, Donald	F/O	"
TG	Graupman, Richard C.	T/Sgt.	"
XXS. WO	O'Neal, Hayes B., Jr.	S/Sgt.	"

A/C 43-38541

P	Comer, Jack P.	1st Lt.	612th.
CP	Matthes, Francis R.	2nd Lt.	"
N	Weinstein, Byron	2nd Lt.	"
B	Smith, Alvie L.	2nd Lt.	"
RO	Hulse, Harold A.	Sgt.	"
TTG	Bixby, Joseph Jr.	T/Sgt.	"
BTG	Erland, Cletus M.	S/Sgt.	"
TG	Kirkhuff, Leonard M.	S/Sgt.	"
WG	Mainprize, Jack E.	S/Sgt.	"

A/C 43-38680

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

A/C 42-102393

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

A/C 43-38733

P	Lovell, Morris H.	1st Lt.	612th.
CP	Gerant, John M.	2nd Lt.	"
N	Price, George B.	2nd Lt.	"
B	Phinney, Roderick T.	2nd Lt.	"
RO	Stevens, Edgar H.	Sgt.	"
TTG	Knower, Russell S.	Sgt.	"
BTG	Balfe, James	Sgt.	"

A/C 43-35733 (Cont'd)

TG	Broadbooks, Ray	Sgt.	612th.
WG	Martineau, Emile R.	Sgt.	"
RCM	Swanson, Theodore K.	Sgt.	"

A/C 43-38788

P	Elletscher, Andrew F.	1st Lt.	612th.
CP	McElvain, Wilbert H.	2nd Lt.	"
N	Threlkeld, Mercer L.	2nd Lt.	"
B	McMahon, John F.	2nd Lt.	"
RO	Kobinsky, Charles J.	T/Sgt.	"
TTG	Richards, Carl R.	T/Sgt.	"
BTG	Eames, Duane H.N.	S/Sgt.	"
TG	Skaggs, Irl R.	S/Sgt.	"
WG	Giles, Otto N.	S/Sgt.	"
RCM	Deaner, Charles E.	S/Sgt.	"

A/C 42-31891

P	Hodgin, Frederick R.	1st Lt.	612th.
CP	Devlin, James H.	2nd Lt.	"
N	Uhrain, Andrew	2nd Lt.	"
B	Miller, Donald A.	2nd Lt.	"
RO	XXXXXXXX Kornegay, Ryan G.	T/Sgt.	"
TTG	Richardson, Paschal	T/Sgt.	"
BTG	Hobbs, Chester C.	S/Sgt.	"
TG	Elindworth, Louis O.	S/Sgt.	"
WG	Langham, Theodore E.N.	S/Sgt.	"

A/C 42-106992

P	Stein, William T.	1st Lt.	612th.
CP	Strauss, Joseph D.	Major	"
N	Tarr, Charles Jr.	1st Lt.	"
B	McGlendon, Marion E.	1st Lt.	"
RO	Lawson, Harry C.	T/Sgt.	"
TTG	Himmans, Alston H.	T/Sgt.	"
BTG	Norris, Robert V.	Pvt.	"
TG	Lambeth, Benson W.	S/Sgt.	"
WG	Giese, Carlton F.	S/Sgt.	"

A/C 42-31682

P	Howard, Louis F.	2nd Lt.	612th.
CP	Wilford, Joseph E.	2nd Lt.	"
N	Wilde, Earl R.	2nd Lt.	"
B	Rossok, Michael R.	Sgt.	"
RO	Carson, Edward N.	Sgt.	"
TTG	Corbo, Frank J.	Sgt.	"
BTG	Ford, Bille M.	Sgt.	"
TG	McQuison, George E.	Sgt.	"
WG	Taylor, Charles F.	Sgt.	"

A/C 44-6506

P	French, Willard H.	1st Lt.	612th.
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	LaGrance, Wesley	Sgt.	"
WG	Devore, Arthur D.	Sgt.	"

- The End -

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

15 FEBRUARY 1945

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

PLANE NO.	POST	RANK	LAST NAME	FIRST NAME	MI
43-38607	P	2nd Lt.	COX	HERBERT	P.
	CP	P/O	CHAS	MARVIN	S.
	H	2nd Lt.	SCHEP	KENNETH	H.
	B	S/SGT.	LOCKE	LESLIE	E.
	RO	S/SGT.	SITTON	WILLIAM	C.
	TT	S/SGT.	STEWART	LEONARD	C.
	BT	S/SGT.	TAMATSEVICH	ALEXANDER	(MIL)
	TO	S/SGT.	SCOWIE	LAMON	(MIL)
VO	S/SGT.	RAYMOND	LEOYD	A.	
43-37706	P	1st Lt.	BAKER	KAY	A.
	CP	2nd Lt.	LYND	KENNETH	H.
	H	1st Lt.	KOWITSKY	HARRY	S.
	B	1st Lt.	BOONE	CARLTON	R.
	RO	T/SGT.	YONIO	FRANCIS	P.
	TT	T/SGT.	BACCHES	GEO.	B.
	BT	S/SGT.	CLOYD	SHIRLEY	E.
	TO	S/SGT.	SLATER	HAROLD	H.
	VO	S/SGT.	WORMISON	JULIUS	J.
NCM	SGT.	KARL	WILLIAM	H.	
43-31187	P	2nd Lt.	KAY	JAMES	H.
	CP	2nd Lt.	COLLINS	EUGENE	B.
	H	2nd Lt.	ANDERSON	WALTER	R.
	B	S/SGT.	TIGMAN	WILLARD	D.
	RO	SGT.	PAULX	ALBERT	L. JR.
	TT	S/SGT.	MEANEY	ANTHONY	J.
	BT	SGT.	SMITH	ELMER	(MIL)
	TO	SGT.	WATKE	WILLIAM	J.
	VO	SGT.	KROTEL	JOSEPH	A.
42-31591	P	2nd Lt.	MARSHALL	MATT	(MIL)
	CP	2nd Lt.	ROBINSON	WENDELL	D.
	H	2nd Lt.	BOWLEY (HOWLEY)	DONALD	E.
	B	S/SGT.	LITTLE	JAMES	O.
	RO	SGT.	REED	WILLIAM	H. JR.
	TT	SGT.	LANIER	LESLIE	H.
	BT	SGT.	MOORE	WILLIAM	P.
	TO	SGT.	WEBB	WENDELL	B.
VO	SGT.	MOULTON	ORO.	L.	
44-38941	P	1st Lt.	TAUSTG	HERMAN	(MIL)
	CP	2nd Lt.	MACKIN	PETER	D.
	H	1st Lt.	WALKER	DENSON	P.
	B	1st Lt.	RICHMAN	ALLEN	S.
	RO	T/SGT.	FITZGERALD	JAMES	J.
	TT	T/SGT.	JOHNSON	DONALD	C.
	BT	S/SGT.	NICKERBAUM	ELMER	(MIL)
	TO	S/SGT.	KATE	ALVIN	C.
	VO	S/SGT.	JOHNSON	WARREN	B.

42-10297

P	1st Lt.	STEELE	RICHARD	H.
CP	2nd Lt.	HEMAN	ROGER	H.
N	1st Lt.	HURLEY	JIM	D.
B	SGT.	VALLEE	PATRICK	(NMI)
NO	S/SGT.	STROMBERG	ALEXANDER	(NMI)
TT	S/SGT.	STACHERA	FREDERICK	(NMI)
BT	S/SGT.	MEERS	ERROL	A.
TO	S/SGT.	LOTE	LEO	B.
VO	S/SGT.	MCRAE	CHESTER	A.

44-6588

P	1st Lt.	NIELSEN	HANS	V.
CP	2nd Lt.	THOMAS	JAMES	A.
N	2nd Lt.	TUMMELSON	HERNOLD	G.
B	S/SGT.	VIGNETTI	ARMILLO	J.
NO	S/SGT.	HARGRE	EMANUEL	(NMI)
TT	S/SGT.	GRINLE	FRANK	G.
BT	S/SGT.	EVANS	CAHL	E.
TO	S/SGT.	STAPKA	FRANCIS	S.
VO	S/SGT.	DE PRA	ARTHUR	R.
NCH	SGT.	STITT	JOHN	J.

42-31072

P	1st Lt.	CUNNAN	EDWARD	E.
CP	2nd Lt.	HEILIX	DONALD	J.
N	2nd Lt.	BAUTE	JOHN	J.
B	2nd Lt.	JONES	SEN	F.
NO	S/SGT.	GIBBERN	OPC.	J.
TT	S/SGT.	JOHNSON	BLANCH	E.
BT	S/SGT.	ZINOR	HOGLD	H.
TO	S/SGT.	CLIFTON	JAMES	R.
VO	S/SGT.	HARDIN	RAY	(NMI)

43-38862

P	1st Lt.	SCHILLER	RICHARD	E.
CP	2nd Lt.	VIGHS	WALLACE	V.
N	2nd Lt.	HOUSTON	RICHARD	D.
B	P/O	HOLLER	JOHN	E.
NO	S/SGT.	HOWELL	THOMAS	E.
TT	S/SGT.	HARTY	WILLIAM	G.
BT	S/SGT.	BLACK	RICHARD	D.
TO	S/SGT.	SEVERSON	NORMAN	A.
VO	S/SGT.	NEUBY	CLIFFORD	C.

44-3449

P	1st Lt.	McCOLLICK	JOHN	V.
CP	2nd Lt.	MILLER	HARRY	C.
N	1st Lt.	LEWIS	LESTER	G.
B	1st Lt.	PEEK	OSG.	V.
V	2nd Lt.	RATON	HARRY	H.
NO	S/SGT.	HECK	GERALD	L.
TT	S/SGT.	SHLECH	JAMES	R.
TO	S/SGT.	ST LEDGER	ROBERT	E.
VO	S/SGT.	LINSAY	JAMES	R.

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

AAF Station # 128
 15 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 44-8653

P	1st Lt.	THOMPSON, HARRY L.	614th Sq
CP	Maj.	GARLAND, WILLIAM C.	"
N	1st Lt.	RICKS, FRANK W.	"
H	Capt.	SMITH, CHARLES M.	"
B	Capt.	FULGIN, WILLIAM P.	"
MO	1st Lt.	DRESBACH, JOHN T.	"
RO	T/Sgt.	Mitchell, Joseph G.	"
TT	T/Sgt.	Dickson, Beattie B.	"
TG	1st Lt.	HAYES, LELAND R.	"
WG	S/Sgt.	Kilgore, Edmund W.	"

Plane 44-8259

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

Plane 42-97931

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

Loading List, Cont'd.

Plane	<u>43-38646</u>		
P	1st Lt.	THOMPSON, RUSSELL B.	614th Sq
CP	2nd Lt.	CASSIDY, CLARENCE	"
N	2nd Lt.	LUPOWITZ, HYMAN J.	"
CTG	S/Sgt.	Clark, Charles E.	"
RO	T/Sgt.	Bede, Robert E.	"
TT	T/Sgt.	Willson, Rodney V.	"
BT	S/Sgt.	Christensen, James P. Jr.	"
TG	S/Sgt.	Heikes, Dale L.	"
WG	S/Sgt.	Dana, Edward G.	"
RCM	S/Sgt.	Richey, Leland H.	"
Plane	<u>42-97478</u>		
P	1st Lt.	FONDREN, JOHN E.	"
CP	2nd Lt.	SCHOCK, NORMAN R.	"
N	2nd Lt.	COYNE, JOHN T.	"
CTG	Connors, Robert A.	S/Sgt.	"
RO	S/Sgt.	Wensel, John W.	"
TT	S/Sgt.	Brobst, Clyde J.	"
BT	S/Sgt.	Wickline, John H.	"
TG	S/Sgt.	Wilbers, Herman E.	"
WG	S/Sgt.	Yousans, Henry A.	"
Plane	<u>42-107151</u>		
P	1st Lt.	RICHARDSON, RICHARD B.	"
CP	1st Lt.	HAPLEY, WILLIE J.	"
N	P/O.	BLADES, LEO L.	"
CTG	S/Sgt.	Racick, John	"
RO	S/Sgt.	Massa, Attilio	"
TT	S/Sgt.	Walsh, Arthur G.	"
BT	S/Sgt.	Lunn, Berlyle J.	"
TG	S/Sgt.	Patterson, Donald D.	"
WG	S/Sgt.	Paluso, Joseph J.	"
Plane	<u>42-97322</u>		
P	1st Lt.	ST. AUBYN, GEENE H.	"
CP	1st Lt.	THOMPSON, WALLACE	"
N	P/O.	KAHN, CHARLES	"
CTG	S/Sgt.	Felkowitz, 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.	"
Plane	<u>42-97395</u>		
P	2nd Lt.	SORENSEN, MELVIN H.	"
CP	2nd Lt.	TROUPE, JOHN T.	"
N	2nd Lt.	ZNEIMER, JOHN T.	"
CTG	S/Sgt.	Lee, William J.	"
RO	S/Sgt.	Collins, John G.	"
TT	S/Sgt.	Senorio, Steve S.	"
BT	S/Sgt.	Leppanen, Calvin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"

Leading List Cont'd.

Plane 43-38330

P	1st Lt.	WHITE, WYLIE K.	614th Sq
CP	2nd Lt.	POTTER, FRED R.	"
N	2nd Lt.	CRAWFORD, ALLEN H. JR.	"
CTG	S/Sgt.	Harris, John C.	"
RO	S/Sgt.	McCommis, Max I.	"
TT	S/Sgt.	Whitney, Paul A.	"
BT	S/Sgt.	Viescas, Arturo B.	"
TG	S/Sgt.	McQuade, John B.	"
WG	S/Sgt.	Cranz, Edwin R.	"

Plane 43-38637

P	1st Lt.	COLE, JOHN S. JR.	"
CP	2nd Lt.	SPELLMAN, JOHN W.	"
N	2nd Lt.	HANSON, CLIFFORD M.	"
B	P/O.	BUTLER, THOMAS H.	"
RO	Sgt.	Crespi, Ralph M.	"
TT	Sgt.	Allex, Marvin L.	"
BT	Sgt.	Griggs, Crawford F.	"
TG	Sgt.	Smith, Ralph H.	"
WG	S/Sgt.	McClure, James R.	"

Sgt. Genauer flying with Lt. Gordon 615th Sq.
 Sgt. Robinson flying with Lt. Cracraft 615th Sq.

For the Squadron Commander:

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

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

15 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 #43-38425

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt	Moran	Joseph	P.	615th
GP	2nd Lt	Geaten	Jerry	A.	"
N	2nd Lt	Dobrowolsky	Michael	(MHI)	"
B	Pvt	Donald	Robert	H.	"
RO	Cpl	Kalogeras	Chris	G.	"
TF	Cpl	Barnor	Edwin	L.	"
BT	Cpl	Addisson	Cecil	F.	"
TG	Cpl	Youmans	Paul	L.	"
FG	Cpl	Ross	William	(MHI)	"

PLANE #42-108118

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt	Stephens	Lloyd	J.	615th
GP	2nd Lt	Wilt	Elmer	L.	"
N	2nd Lt	Harper	Robert	F.	"
B	Sgt	Whitlock	Howard	D.	"
RO	Sgt	Huzinec	Andrew	(MHI)	"
TF	Sgt	Graham	James	D.	"
BT	Sgt	Widom	Kent	B.	"
TG	Sgt	Brennan	William	J.	"
FG	Sgt	Lewalling	Fred	B.	"

PLANE #44-6146

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt	Bennett	Clifton	S.	"
GP	2nd Lt	Stevenson	Joseph	G.	"
N	2nd Lt	Hamilton	Charles	W.	"
B	Sgt	Ely	Calvin	P.	"
RO	Pfc	Kanen	Billy B	B.	"
TF	Pfc	Henley	James	H.	"
BT	Sgt	Speer	Richard	A.	"
TG	Sgt	Hartwick	Frederick	W.	"
FG	Sgt	Joyner	Oliver	H.	"

PLANE # 43-38479

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt	Djernes	Carl	P.	615th
GP	2nd Lt	Spive	Raymond	H.	"
N	2nd Lt	Canale	John	P.	"
NR B	Sgt	Reiher	Gordon	A.	"
RO	S/Sgt	Lacourse	Lucien	(MHI)	"
TF	S/Sgt	Chiu	Donald	(MHI)	"
BT	Sgt	Bill	Richard	H.	"
TG	S/Sgt	Smith	Charles	B.	"
FG	Sgt	Brins	Gra	H.	"

PLANE #42-61955

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt	Cracraft	George	K.	615th
GP	2nd Lt	Mages	E.	H.	"
N	2nd Lt	King	Jack	L.	"
B	S/Sgt	Guerin	Roland	L.	"
RO	S/Sgt	Robinson	Jerome	J.	"
TF	T/Sgt	Jacquart	Robert	B.	"
BT	Sgt	Schewel	Paul	J.	"
TG	S/Sgt	Hudson	Leonard	L.	"
FG	S/Sgt	Allen	Lewis	(MHI)	"

PLANE # 42-58768

Duty	RANK	LAST (NAME)	FIRST	(MID)	SQUADRON
P	1st Lt.	Jordan	Robert	E.	615th
CP	1st Lt.	Denn	Robert	H.	"
N	F/O	Braslowsky	Max	(MID)	"
B	Sgt.	Carlson	Vernor	A.	"
RO	Pvt.	Mauldin	Harold	M.	"
TY	T/Sgt.	Anderson	Howard	E.	"
BT	Sgt.	Garuth	Merton	A.	"
TG	Pvt.	Corwin	Clarence	P.	"
FG	S/Sgt.	Sehlay	Dunne	F.	"

PLANE # 42-31780

P	2nd Lt.	Smith	Samuel	E.	615th
CP	2nd Lt.	Herodith	Robert	G.	"
N	F/O	Andler	Lyle	B.	"
B	Sgt.	Reckers	Russell	R.	"
RO	Sgt.	Herchenrother	Raymond	A.	"
TY	Sgt.	Dils	Reinhold	J.	"
BT	Sgt.	Melton	Helen	J.	"
TG	Sgt.	Hootman	Robert	J.	"
FG	Sgt.	Hood	Clyde	L.	"

PLANE # 42-33810

P	1st Lt.	Griss	Alfred	R.	615th
CP	2nd Lt.	Hogan	John	J.	"
N	F/O	Coates	Alvin	B.	"
B	S/Sgt.	Boyer	William	G.	"
RO	S/Sgt.	Kapson	George	D.	"
TY	S/Sgt.	Georn	Louis	J.	"
BT	S/Sgt.	Cox	Clyde	H.	"
TG	S/Sgt.	Chambers	Arthur	R.	"
FG	S/Sgt.	Hempferger	Henry	(MID)	"

PLANE # 42-27869

P	1st Lt.	Jones	Robert	S.	615th
CP	2nd Lt.	Dunigan	Maurice	(MID)	"
N	F/O	Steinman	Philip	B.	"
B	S/Sgt.	Garr	Richard	R.	"
RO	S/Sgt.	DeLong	Billie	D.	"
TY	S/Sgt.	Kozysa	Joseph	J.	"
BT	S/Sgt.	Brunson	Wade	T.	"
TG	S/Sgt.	Foutch	James	H.	"
FG	S/Sgt.	Nelson	Howard	H.	"