

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

MISSION No. **206**

Date: **10 FEB. 45**

TO: **DULMEN, GER.**

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 # 206

DATE 10 February 1945

ASSIGNMENT

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

EXECUTION

1. Target Bombed: DULMEN, GERMANY (Micro-H)
2. a. Group Leader: Major D. W. MC CREE (Christensen)
 Lead Navigator: Capt. W. E. HABERER (Fraiole-M-H Opr)
 Extra Navigator: 1st Lt. P. J. KING
 Lead Bombardier: Capt. W. T. HUTSON
 b. Low Sqdn Leader: Capt. S. J. LOZINSKI
 Lead Navigator: 1st Lt. L. R. RUSH (Walters*MO)
 Lead Bombardier: 1st Lt. H. E. HUGHES
 c. High Sqdn Leader: Capt. W. S. HARB (Utter)
 Lead Navigator: 1st Lt. E. DAMP (Dresbach- MO)
 Lead Bombardier: 1st Lt. J. F. HOPE, Jr.
3. Flight Over England:
 - a. Takeoff:

Takeoff delayed 3 hours. Finally took off at 0945. Notice of new take off time came late which delayed taxiing, but all ships got off okay. Climbed to briefed assembly altitude of 21,000' over Cottesmore buncher. Just before take off, orders were received that the primary target was to be hit visually, and that we were to circle in the target area from 1300 to 1400 if necessary to hit the primary visually.

MISSION SUMMARY REPORT: (cont)

3. b. Squadron and Group Assemblies:

Squadron and Group assembly accomplished in good time as sky was cloudless at assembly altitude and visibility was good. 94th "C" was completely formed before briefed time to depart buncher. However, 94th "A" group was scattered all over at their departure time so decided to stay at their assembly buncher until last possible time and lead directly to control point #1. Accordingly our group was to stay at our buncher and circle until 94th "A" left and then flew in formation with them directly to control point #1.

c. Route Over England:

Just prior to control point #1 the 94th "B" group filled in between 94th "A" and 94th "C". Thus the wing approached the first point of Division assembly line in good formation. The Division leader crossed out just ahead of 94th "A" completing the Division column. Our group crossed control point #1 on time.

4. Attack:

a. Flight to Target:

Our group formation was good on the flight to the target. While crossing the channel "Buckeye Red" advised climbing to 1000' over briefed altitude to avoid high clouds near target. This put the lead at 27,000'. Just as we reached the Holland coast at the Scheldt Estuary the Division was advised to circle until the clouds broke over the target. Accordingly, each group circled in place for about an hour. While waiting we made a couple of dry runs on Walcheren Island on the same heading as our briefed bomb run so as to absolutely check the drift we would use in case we were able to see the target. Finally we were running low on Oxygen and gas so the Division leader decided we would go in and try to attack the primary visually, but failing that would attack the secondary by Micro-H and continue on the briefed route home.

b. Bombing Runs:

Lead and High Squadron:

The group attempted a visual run on the Primary target but it was covered with clouds so it proceeded to the secondary. The lead squadron made a strictly Micro-H run on it, for the undercast was still 10/10ths. Course was killed by Mickey and his rate checked very well with the bomb-sight. Bombs were salvoed by the lead and dropped with a 100' intervalometer setting by all others. Results were unobserved. All the equipment functioned properly. Bombing was done in squadron formation. The high squadron leader had an accidental release when he opened his doors at the IP so the deputy took over. They followed in trail of the Lead and Low squadrons and bombed on their smoke markers. Results unobserved.

Low Squadron:

The low squadron turned over the IP and headed for the primary target with the 3 squadrons in trail, attempting a visual run.

MISSION SUMMARY REPORT: (cont)

4. b. The cloud cover was 8-10/10ths. The bombardier was able to get on a pretty good course to the target, and thinks they passed right over the target. He couldn't synchronize because he saw too little of the ground. The mickey operator took over and made a 6 minute Micro-H run of the secondary target. It was entirely covered with clouds. The dropping angles checked out very well with the bombsight. The leader salvoed when the indices met. All others dropped with 100' intervalometer setting. Results were unobserved. The AFCE was okay on the bomb run.

c. Flight to Target:

At bombs away a left turn was made and the group rallied quickly. No flak was encountered nor were enemy fighters seen. Fighter support was present. Route out to the channel was as briefed.

d. Return to Base:

Near the English coast we encountered a solid line of Cumulo-Nimbus clouds. The group was forced down to 1500' to get under them and then returned to the base on the deck. Landing was normal in good visibility- all ships but one landing safely at home base.

e. Weather:

Weather was described as clear over channel enroute out to the target, becoming 3/10ths to 5/10ths after continental coast was penetrated, tops to 27,000'. Became 10/10ths, tops 26,000' to 27,000' when IP was reached. Cumulo-nimbus building up rapidly over channel enroute back.

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation:

Very good.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

- A/C 43-37706 - Not Sortie. Pilot unable to keep up with formation. Pilot checked everything, except loading. Upon landing mal-distribution of flak suits indicated that perhaps loading was the responsible factor. (Pers-Other)
- A/C 44-8033 - Sortie. When doors were opened the electrical impulse accidentally released the bomb load about fifteen minutes before the target. (Mech)

MISSION SUMMARY REPORT: (c)

6. Enemy Opposition:

No air nor ground opposition encountered.

7. Battle Damage:

None.

8. Casualties:

None.

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

10. Bombing Data:

a. Observations:

Due to complete undercast, no observations could be made.

b. Disposition of Bombs:

Lead Squadron: All 13 aircraft airborne (incl spare which filled in high squadron) attacked the target, dropping 77 X 1000# RDX. A/C 132 had one bomb hang up which it released 1 minute past target.

Low Squadron: All 12 scheduled A/C attacked the target dropping 48 X 1000# RDX and 22 X 1000# GP bombs. A/C 947 had 1 RDX hang up which it released 4 minutes past target - A/C 425 also had 1 RDX hang up which it jettisoned 2 minutes past target. The spare returned 6 RDX bombs to base.

High Squadron: Of the 11 A/C EET, ten bombed the target, dropping 40 X 1000# RDX and 18 X 1000# GP bombs. PFF A/C 033 accidentally released 2 RDX and 4 GP bombs out at 5139-0538E in an open field when the bomb bay doors were open. Aborting A/C 706 jettisoned 6 RDX at Pt. "A" in the channel, and A/C 313 had 2 bombs hang up which it jettisoned at 5238-0700E past the target. The spare returned 6 RDX bombs to base.

c. Tabular Summary of Disposition of Bombs:

(see next page)

MISSION SUMMARY REPORT: (consolid)

10. c.

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Main Bombfall	36	35	(165 (40	1000# 1000#	RDX GP	1/10 1/10	None None
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			(165 (40	1000# 1000#	RDX GP	1/10 1/10	None None
Other Expenditures			(15 (2	1000# 1000#	RDX GP	1/10 1/10	None None
Bombs Returned			(12	1000#	RDX	1/10	None
Total (Loaded on A/C Taking Off)			192 42	1000# 1000#	RDX GP	1/10 1/10	None None

11. Lost Aircraft:

None.

Submitted by:

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

Ld Sq 94 C Gp - 401st

Combat Sq. Leader: MAJ MC CREE Date: 10 FEB 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN

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

MC CREE

947(pff)

HUDNALL

398

BODDIN

449(pff)

SQDN

SQDN

ROAD MAN

393

BAKER

132

CAMPBELL

733

COMER

541

COX

607

GARNEY

862

HOWARD

506

LONG

637

LOVELL

788

SPARES

SMITH

628

Takeoff & Over Target

Flew with high of our target.

Lo Sq 94 C Gp - 401st

Combat Sq. Leader: Capt Lozinski Date: 10 Feb 8

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN

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

LOZINSKI

371 (pff

MAIRE

GERBER

664

077

SQDN

SQDN

MC KAY

SCHELLER

779

947

SMITH

CALLAHAN

MAHARICK

KELSO

758

425

591

187

GRIMM

810

STEPHENS

BENNETT

7113

146

at takeoff *E. D. J. J. J.*

SPARES

KNOWLES

983 (returned

Hi Sq 94 CGp - 401st

Combat Sq. Leader: CAPT HARB Date: _____

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN

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

HARB

033(pff

at takeoff

& One target.

STAUFFER

677

SPUHLER

780

SQDL

SQDN

ST AUBYN

322

CURRAN

072

WHITE

330

COLE

602

BRADLEY

313

MAY

706(abort

PONDREN

565

*(Smith - 6 x 8
 one target)*

SORENSEN

395

RICHARDSON

012

SPARES

HARTSOCK

869(returned

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

Date 10 February 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dulmen, 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 0950 hours.
- b. Group formed at 1145 hours on Cottesmore buncher.
at 20000 ft.
- c. Wing assembly was completed at 1156 hours at 21000.
- d. Route over England was (~~not~~) flown as briefed.

**Direct from cottesmore to GP#1 because 94th A was not formed on time
Air commander decided to wait till 94th A departed and follow them out**

- e. Methods of navigation over England.

Gee Pilotage

- f. Division formation was joined at 1214 hrs. at Felixstowe.
- g. Flight to I. P. was (not) as briefed.

See Lead Narrative

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

Gee Pilotage and D.R.

- i. Bomb run.

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

- (2) True heading over target 083.
- (3) Actual drift 15 left.
- (4) Altitude over target 26400.
- (5) Time bombs away 1409.
- (6) Wind used for bombing 205/75.
- (7) Method of target identification.

Micro-H (Gee Check)

(8) Difficulties on bomb run.

None

(9) Weather over Target.

9-10/10ths

(10) Axis of withdrawal 330.

- j. Group rally was accomplished at 52 16N 07 06E at 1415 hrs.
k. Wing rally was accomplished at none at hrs.
l. Division rally was accomplished at none at hrs.
m. Flight home was (~~not~~) as briefed.

See lead

n. Methods of navigation on return route.

Gee Mickey

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

q. Performance of equipment.

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

/s/ L.S. Rush

L.S. RUSH

1st Lt., Air Corps

Lead Navigator. **Low Sqd**

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

Date 10 February 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dulmen, 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 1012 hours.
- b. Group formed at 1145 hours on Cottesmore buncher.
at 22000 ft.
- c. Wing assembly was completed at 1156 hours at 23000.
- d. Route over England was (not) flown as briefed.

See Lead

- e. Methods of navigation over England.

Pilotage Gee D.R.

- f. Division formation was joined at 1214 hrs. at Felixstow.
- g. Flight to I.R. ~~was (not)~~ as briefed.

was not

See Lead

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

Pilotage H2X Gee D.R.

- i. Bomb run.

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

- (2) True heading over target 082.
- (3) Actual drift 40.
- (4) Altitude over target 28000.
- (5) Time bombs away 1410.
- (6) Wind used for bombing 210/75.
- (7) Method of target identification.

(8) Difficulties on bomb run.

Bombardier had Malfunction Premature release just beyond I.P.
Bomb Run to target by Deputy

(9) Weather over Target.

(10) Axis of withdrawal 330 True.

- j. Group rally was accomplished at 52 16N 07 06E at 1415 hrs.
k. Wing rally was accomplished at None at hrs.
l. Division rally was accomplished at None at hrs.
m. Flight home was (not) as briefed.

Seas Lead

n. Methods of navigation on return route.

Gee ~~H2X~~ Pilotage D.R.

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

q. Performance of equipment.

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

/S/ Edward Damp

EDWARD DAMP

1st Lt., Air Corps

Lead Navigator. High Box

HEADQUARTERS
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H)
Office of the Navigation OfficerDate 10 February 1945SUBJECT: Lead Navigator's Narrative of Raid on Dulmen, GermanyTO : 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 0947 hours.
- b. Group formed at 1145 hours on Cottesmore buncher.
at 21000 ft.
- c. Wing assembly was completed at 1156 hours at 22000.
- d. Route over England was (not) flown as briefed.

Direct from Cottesmore to CP #1 because 94th "A" was not formed on time. Air commander decided to wait till 94th "A" departed and follow them out.

- e. Methods of navigation over England.

Gee Radio Pilotage DR

- f. Division formation was joined at 1214 hrs. at Felixstowe.
- g. Flight to I.P. was (not) as briefed.

North of course across channel to stay in Wing formation

Four (4) 360's over continental coast to await weather report on primary target

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

Gee Pilotage D.R.:

- i. Bomb run.

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

- (2) True heading over target 083.
- (3) Actual drift 15 left.
- (4) Altitude over target 27000.
- (5) Time bombs away 1408.
- (6) Wind used for bombing 190/70.
- (7) Method of target identification.

Wing Micro-H Gee

(8) Difficulties on bomb run.

NONE

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal **320 TH**.

- j. Group rally was accomplished at **52 16N 07 06E** at **1415** hrs.
k. Wing rally was accomplished at **None** at hrs.
l. Division rally was accomplished at **None** at hrs.
m. Flight home ~~was~~ (not) as briefed.

Just before reaching English Coast weather caused us to go North of course.

n. Methods of navigation on return route.

GEE Mickey D.R. Radio

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

q. Performance of equipment.

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

/S/ Walter E. Haberer
WALTER E. HABERER
Captain, Air Corps

Lead Navigator. **Lead Sqd.**

PILOT Major McGree (Air Commander)

COPILOT Capt Walter E. Haberer

DATE 10 Feb 1945

STATIONS	051	ENGINES	0615	TAXI	0630	T.O.	0645
LEAVE BASE	Cott		0834				
COAST OUT			0914				
ENEMY COAST			0933				
I.P.			0955				
TARGET			1006				
ENEMY COAST			1106				
Eng Coast			1207	ETA	1249		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

ZERO 1200
Ref Alt 22 M
Bomb Alt 26 M
Oxygen 4:15

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

Let down Normal

FROM	TO	21000 Lead Cott Y Puncher	W/V UESD	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 TIME BODY ALT. AZI.		
52 44N 00 39W	Granwell	"C"	258 61	21000	150 -37	178	017	-17	360	11	011	200	18	0514	0834 0840	Depart		
52 02N 00 30W	Wells	"D"	256 62	22000 23000	150 -39	180	095	17	102	10	112	236	49	1214	0853			
52 58N 00 51E	Bungay	"E"	252 64	24000 25000	150 -43	187	147	20	167	10	177	192	39	12-1	0904			
52 26N 01 25E	Felixstowe		250 66	26000	150 -47	194	186	18	204	9	213	156	28	11-1	0914	Eng Coast	C.P. #1	
51 58N 01 21E			250 66	"	"	"	102	11	113	9	122	245	88	211-21	0933	Coast	C.P. #2	
51 41N 03 40E			230 66	"	"	"	102	16	118	8	126	226	70	1943	0955	I.P.		
51 27N 05 29E			"	"	"	"	074	18	082	7	089	252	43	10A	1006	TARGET		
51 39N 06 35E			"	"	"	"	068	16	074	6	080	255	29	7	1013	Micro H Target		
51 50N 07 18E			"	"	"	"	347	-17	330	6	336	216	50	14A	1028			
52 38N 07 00E			begin descent															
"			232/64	24M	170	212	272	-11	261	7	268	160	13	8	1106	Div Break up		
52 40N 04 37E			236/62	22M	150	181		-12			127	127	74	35 -5		C.P. #3		
"			270/44	12M	170	174	277	-2	275	8	283	130	87	40	1207	English Coast		
Graner			290/32	2000	150	132	253	13	280	9	289	101	35	21				
52 56N 01 20E	Kings Lynn		290 32	2000	150 0	132	253	18	261	10	271	106	35	20	1227	Wing Break Up		
52 45N 00 24E	Base		"	2000	150	132	247	19	256	10	266	107	39	22	1249	ETR		

TAKE OFF DELAYED THREE (3) HOURS

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		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0930					Engine Start	(
0937					Taxi	(Primary if visual only)									
0947			330		Take Off										
1010			180		alt 53 07N 01 08W	180/7010300									
1018			120		52 53N 01 05E			14000							
1024			120		best sight of Y			15000							
1100					Leaving	Light wind persistent contrails		21000 -37	178						
1130					circling	Group formed 1145									
1145			155		Depart for Glatton			21000							
1151			120		52 35N 00 20E	Start Climb		21000							
1156			125		52 30N 00 00	Sing to let 94th "E" in formation		22000							
1204			125		52 20N 00 40E			24000							
1214			125		C.P. #1	on time 8 miles north		24000	197						
1244			115		s/c 52 06N 01 25E										
1215			115		English Coast Out	52 05N 01 32E		24000							

FLIGHT RECORD

TIME	COURSE	W/V USED E/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	
1218			110		52 04N 01 45E			26000 -40	197						
1220			116		52 02N 01 57E			26000 -43							
1226			115		52 00N 02 30E 200/65										
1232			115		51 58N 03 01 197/70			26000							
1232			145		A/C to O.P. #2										
1241			140		on course 7 minutes late at Cont Coast O.P. #2			26000							
1241			115		A/C to IP			26000							
1245					Advise to circle here to await weather report (51 36N 03 55E										
1330					Buckeye advised climbing 1000 feet		150	-45 27000	200						
1335			120		S/C for IP 51 37N 04 23E			27000							
1347			125		IP 51 27N 05 28E			27000							
1347			100		A/C to target			27000							
1357			90		51 34N 06 15E										
1408			83		BOMBS AWAY 15 left drift			27000 -45		200		240			
1408			280 330		A/C can't rally Groups too far ahead			27000							
1415		190/60	330		52 16N 07 06E Mickey			27000							
1422			330		52 40N 06 50E Mickey			27000							
1422			260		A/C to O.P. #3										
1426			255		52 41N 06 34E Mickey Start Descent										
1431			250		52 42N 06 05E Mickey			24,500							
1441		245/47	250		52 40N 05 22E Mickey			22000							
1451			250		52 37N 04 37E O.P. #3 45 minutes late on course										
1451			260		To Groner			22000							
1504			260		52 52N 03 35E Golfclub *p* has			16000							
1515			260		52 56N 03 03E Engine Trouble (thinks he can make it back)			12000							
1535			300		No of course 15 miles to go around weather			3000							
1543			210		53 10N 02 08E 53 16N 01 45E still sing around Clouds			3000							
1555			210		Groner			2000							
1555			245		To Kings Lynn			2000 2000				125			
1610			230					2000							
1618			230		Kings Lynn			2000							
1640			280		Base			2000							
1643					LANDED										
A CERTIFIED TRUE COPY:															
WALTER E. HABERER Capt. Air Corps Asst Group Navigator															

SIGNED

NAVIGATOR

TRACK CHART

DATE Feb. 10, 1945

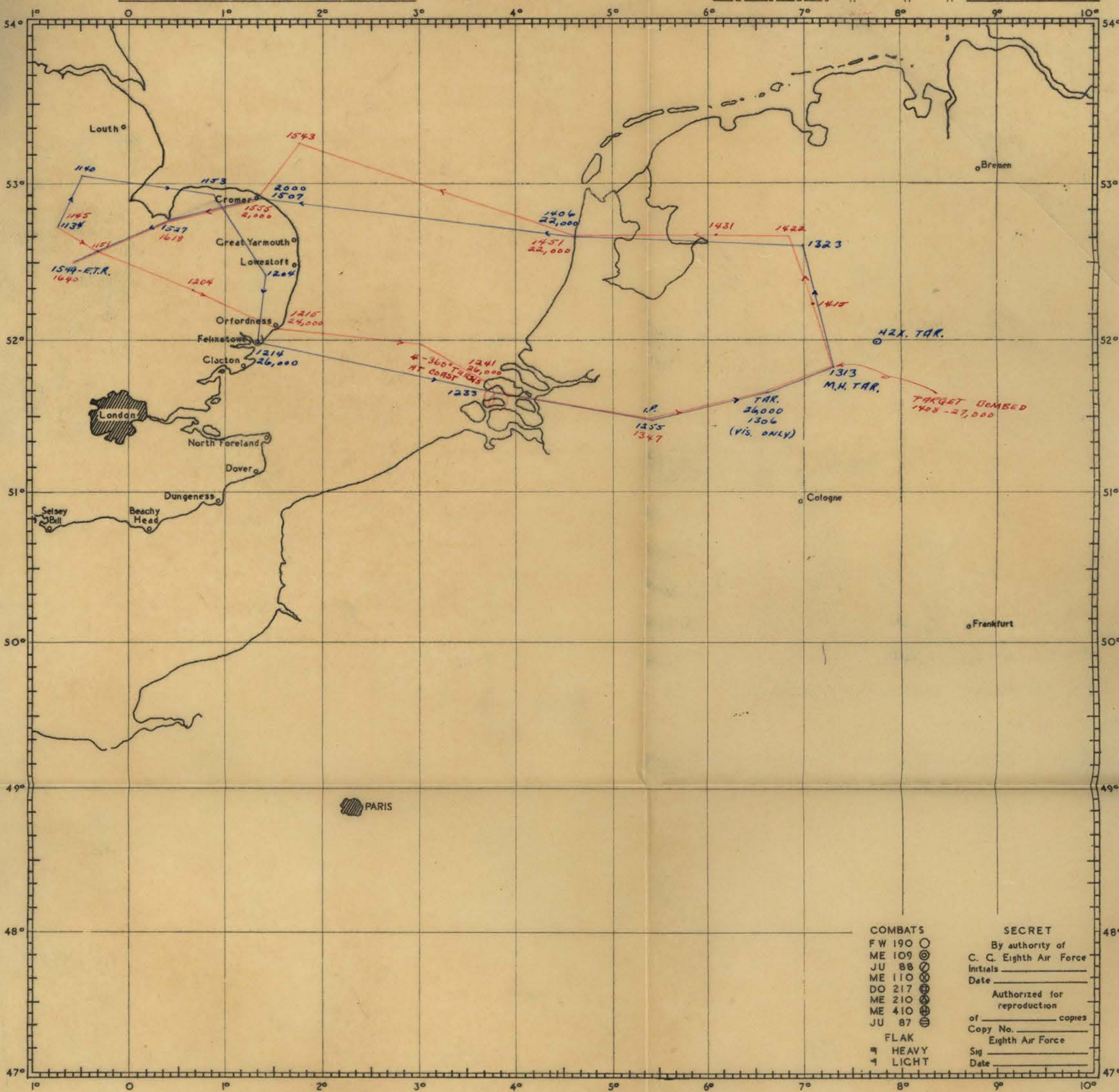
TARGETS
PRIMARY

Secondary - Dulmen, Germany

Blue
Red

ROUTE FOLLOWED BY

Briefed
1st Lt. B. G. H.



Target No.
I (a) (v) 17

G. A. F. FUEL DEPOT — DULMEN near MUNSTER (GERMANY)

Illustration No.
I (a) (v) 17/1

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

Photographed 29 May 1944

Issued June 1944



A.1.3c(1)

TYPE A

Illustration No.
I (a) (v) 17/1

STATISTICAL SUMMARY OF OPERATIONS

201st Group

1st BD F. C. 626Date of 10 Feb45

	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	11	2	11	1	11	1
4. No. of A/C Sorties	11	2	11	1	10	1
5. No. of A/C Attacking	11	2	11	1	10	-
6. No. of A/C Not Attacking	-	-	-	-	1	1
(a) Early Returns Included					(1)	
7. Name of Primary Target	WESEL (VIS)					
(a) No. of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	DULMEN (M-H)					
(a) No. of A/C Attacking	11	2	11	1	10	
(b) No., Size & type of Bombs	55	12	16	6	18	
	500# RDX	500# RDX	500# GP	500# GP	500# GP	
			48		40	
			500# RDX		500# RDX	
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	0947	0950	1012
19. Time of Attack	1408	1409	1410
20. Average Time of Flight	7.2	7.3	7.2
21. Altitude of Release	26,100	24,800	27,100
22. Visual or PFF	M - H	M - H	M - H
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	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 MISSION DATE 10 Feb 45
PILOT CHRISTIAN (100000) TAKE OFF _____
NAVIGATOR HARRISON AIRPLANE _____
WING 94th BG GROUP 401st SQDN Lead LANDED _____
OBJECTIVE DULANE, GERMANY (MPI) _____
METHOD OF ATTACK 2 Squadron
Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 23 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
BOMBS, TYPES AND SIZES 500# RDX FUSING: NOSE 1/10 TAIL _____
BOMBS, TYPES AND SIZES 500# GP FUSING: NOSE 1/10 TAIL -
NUMBER OF BOMBS LOADED 124 RDX - 20 GP RELEASED 117 RDX - 18 GP
INFORMATION AT RELEASE POINT:
Altitude of Target 250' Temp Aloft: Metro -47 Actual -45
True Altitude above target 26,100 Mag Head, order 087 Actual 090
Ind. Altitude 27,000 True Heading 083
Pressure alt of target 254 @ S.L. Drift, Est 20 L Actual 15L
Altimeter setting 29.92 True Track 098
C.I.A.S. 150 I.A.S. 150 Actual Range 14616
G.S. Est 296 M/H Actual 276 M/H B.S. Type B-9
Wind Direc Metro 280 Actual 200 Time of Release 14:08
Wind Veloc. Metro 76 M/H Actual 83 M/H Intervalometer Setting 100'
D.S. 125.5 Trail 45 ATF 42.30 Length of Bombing Run 7 Minutes
Tan. D.A. Est 332 .61 Actual 332 .56 C-1 Pilot Gray A-5 -
Mean Temp: Metro -22 Actual -22 Manual Pilot -
Type of Release: Lead A/C Salvo Type of Release: Other A/C 100'

High sq: bombs away at 14:10 from a true altitude of 27,100' on a Mag heading of 089°.

I certify the above information to be correct:

WILLIAM R. DUNN
1st Lt, Air Corps

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER HUGHES DATE 10 Feb 45
PILOT LOZUSKI TAKE OFF _____
NAVIGATOR RENN AIRPLANE _____
WING 84th "C" Gp GROUP 401st SQDN Low LANDED _____
OBJECTIVE DULMEN, GERMANY (MPI) _____
METHOD OF ATTACK _____
Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
BOLBS, TYPES AND SIZES 500K HIX FUSING: NOSE 1/10 TAIL -
BOMBS, TYPES AND SIZES 500 GP FUSING: NOSE 1/10 TAIL -
NUMBER OF BOLBS LOADED 50 HIX - 22 GP RELEASED 48 HIX - 22 GP
INFORMATION AT RELEASE POINT:
Altitude of Target 250' Temp Aloft: Metro -47 Actual -45
True Altitude above target 24,800 Mag Head, order 037 Actual 038
Ind. Altitude 26,400 True Heading 081
Pressure alt of target 254' @ S.L. Drift, Est 14 L Actual 15L
Altimeter setting 29.92 True Track 086
C.I.A.S. 150 I.A.S. 150 Actual Range 13,908
G.S. Est 300 Actual 278 B.S. Type H-9
Wind Direc Metro 230 Actual 205 Time of Release 14:09
Wind Veloc. Metro 76 M/H Actual 87 M/H Intervalometer Setting 100'
D.S. 150.3 Trail 42.5 ATF 41.09 Length of Bombing Run 6 Waves
Tan. D.A. Est .97 Actual .57 C-1 Pilot OK A-5 -
Mean Temp: Metro -22 Actual -23 Manual Pilot -
Type of Release: Lead A/C Salvo Type of Release: Other A/C 100'

I certify that the above information is correct:

WILLIAM R. BUSSE
1st Lt, Air Corps

CONFIDENTIAL

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

J-A-3

Reference Field Order 626.

10 FEBRUARY 194 5

SUBJECT: Communications Report, Operational Mission No 206.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		2. MF/DF Fixes	<u>2</u>
Splashes	<u>0</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>4</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>33</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>0</u>	6. Total A/C using Gee	<u>39</u>

SECTION TWO - USE OF PFF

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

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>35</u>
2. Total A/C releasing Chaff	<u>31</u>
3. Total number of units released	<u>8,928</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>1</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

	<u>AIRBORNE</u>	<u>USED</u>
GEE	<u>39</u>	<u>39</u>
CARPET	<u>35</u>	<u>35</u>
MICRO-H	<u>4</u>	<u>4</u>

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

CONFIDENTIAL

S E C R E T

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

ASSIGNED... Wesol, Germany
 1. TARGET: DATE OF MISSION. 10 Feb. 45 ...
 BOMBED... Bulson, Germany

2. ROUTE AS FLOWN:

generally as briefed over Continent. (Four 360°
 turns at coast, waiting for weather to break.)

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)

None

6. CHAFF; HOW DISCHARGED:

7. POSITION OF GROUP: 94th Wg

8. DETAILS:-

SQDN: POS.	NO. A/C	DAMAGE		A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	ACC	UK	ATTK	WITH		
<u>Lead</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>92°</u>	<u>330°</u>	<u>1408</u>	<u>27,000</u>
<u>High</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>88°</u>	<u>330°</u>	<u>1410</u>	<u>28,000</u>
<u>Low</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>87°</u>	<u>330°</u>	<u>1408</u>	<u>26,400</u>
TOTALS											

9. COMMENTS - PHENOMENA:-

None

Lt. D. V. McCallum.

S E C R E T

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

D-E-1

10 February 1945

SUBJECT: Crew Comments and Suggestions on Mission of 9 February 1945.

TO : Commanding Officer, Station 128, APO 887, U.S. Army.

1. Lt. Robert E. Jordan, Pilot A/C 7551, reported that A/C 7602 (Colts, Pilot) failed to echelon to right on approach to field for peel-off.
2. Lt. Robert L. Long, Pilot A/C 8637, and his crew, state that mints issued in candy ration caused them to become ill.
3. The crew of Lt. Richard H. Steele, Pilot A/C 2947, reported that Ball Turrets of a number of A/C were not in operation on the way back. They did not name any specific A/C.
4. The crew of Lt. John S. Cole, Jr. would like more food in lunches. This comment seconded by crew of Lt. Herbert James, Pilot A/C 9012.

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

Combat Sq. Leader: MAJ. CHAPMAN Date: 9 Feb 1945

Deputy Sq. Leader: CAPT SEDER

Deputy Sp. Leader: CAPT SEDER

LEAD SQDN: 94 "C" Gp:

614th SQDN
THOMPSON, H.L.
612 SC JEDWOCK
613 IN MACRO
614 IN GOLFCLUB
615 IY BUZZARD

✓ M 371
IN G 6259 (PFF)

RICHARDSON SEDER

IN N 8738 * IN C 8033 (PFF)

614th SQDN 615th SQDN

ST. AUBYN DJERNES

IN D 7322

IN A 458
IN C 2433 - Tail shearing & hyd. sys.

WHITE COLE CALLAHAN JORDAN

IN Z 8530 IN O 7602 IY P 8758 IY L 7551

HARTSOCK

IN F 7395

FONDREN JAMES

IN X 8565 * IN P 2012

SP LD (PFF) IY M 8371 Disp 31
SP LD (VIS) IN R 7780 Disp 4
GRND SP: IN A 8453 Disp 46
SC B 1662 Disp 19

SPANES
STAUFFER

IN K 8677

10X500 GP
1/10 - 1/40

LOW SQ 94TH C GROUP

Combat Sq. Leader: LT MC GOLDRICK Date: 9 Feb 45

Deputy Sq. Leader: LT JENNINGS

Deputy Co. Leader: CAPT SEDER

613 SQDL
 612 SQ JALOCK
 613 IN MACRO
 614 IN GOLFCLUB
 615 IY BOZZARD

MC GOLDRICK

IN M 8548 PFF

SCHELLER

JENNINGS

IN R 6113

IN L 8941

613 SQDL

615 SQDL

STEELE

MAIRE

IN S 2947

IY F 7864

NIELSEN

BRADLEY

CRACRAFT

BENNETT

IN D 6588*

IN F 6313

IY A 7869

IY R 6146

CURRAN

IN K 1072

MAHARICK

MAY

IN G 8791*

IN G 8187

SPARES

CAREY

IN N 8862

SPARE LEAD (PFF) IY M 8371 Disp 31
 (VIS) IY R 7780 Disp 4

GND SPARES

IN A 8458 Disp 48
 SC B 1662 Disp 19

Combat Sq. Leader: LT SCHAUMANN Date: 9 Feb 1945

Deputy Sq. Leader: LT ASCHENBACH

Deputy Gp. Leader: CAPT SEIDER

HIGH SQIN: 94 "C" Gp:

612th SQDN

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

SCHAUMANN

SC U 7947 (PFF)

FRENCH

ASCHENBACH

SC N 6506

SC P 1891

612th SQDN

BLOETSCHER

615th SQDN

GRIM

SC T 8788 *

IY N 8810

COMER

HUDNALL

KNOWLES

STEPHENS

SC F 8541

SC S 8680

IY B 1730

IY J 7113

SCHLISMANN

SC J 7790

SMITH

LONG

SC C 9993

SC L 8637 *

SP LD (PFF) IY M 8371 Disp 31

SP LD (VIS) IW R 7730 Disp 4

GRND SP IN A 8458 Disp 46

SC B 1662 Disp 13

SPARES

LOVELL

SC R 2893

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 # ABANDONED

DATE 7 February 1945

ASSIGNMENT

1. Assigned Target: Not Bombed
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group. Two PFF were included in both lead and high squadrons, one in the low squadron. A spare accompanied the lead squadron.

EXECUTION

1. Target Bombed: None
2. a. Division and Grp Leader: Major R. J. White (Dempsey)
Lead Navigator: Capt C. W. Sellers (Walters - MO)
Extra Navigator: Capt. R. F. Cansey
Lead Bombardier: Capt. W. W. Delan
- b. Low Squadron Leader: 1st Lt. J. W. McGeldrick
Lead Navigator: 1st Lt. L. G. Lewis (Petersen - MO)
Lead Bombardier: 1st Lt. G. W. Peek
- c. High Squadron Leader: 1st Lt. R. S. Hayes
Lead Navigator: 1st Lt. C. B. Miner (Fraieli - MO)
Lead Bombardier: 1st Lt. R. W. Murphy

3. Flight Over England:

a. Takeoff:

Takeoff was as briefed, all aircraft took off successfully. Just prior to original takeoff time, timings were set back two hours.

b. Squadron & Group Assemblies:

Assemblies were made good. The ships were somewhat slow getting into formation because altitude was raised 2000 ft. Cottesmore was departed one minute early a few miles east of the buncher.

Mission Summary Report (con't)

3. c. Route over England:

Just prior to departing the buncher 94 B flew through 94 A -- at this time it was 2-3 miles from Pt. "Y". At Pt. "A" our group was off course due to the change in course made to avoid 94 B Group. Pt. "D" was cut short to make CP 1 on time -- as a result Orderliness was reached one minute early on course. Throughout the flight 94 B was in good formation behind 94 A. The route from the assembly area to CP 1 was flown about 2000 ft. higher than briefed due to a cloud bank across the route.

4. Attack:

a. Flight:

Before reaching CP 1 the weather ship was requested to give the tops of the clouds over the channel because at this time it was apparent that a higher than briefed climb would have to be made. The weather ship was unable to reach the top of the high cloud. Just after CP 1 "Buckeye Red" was contacted and asked to give the base and tops of the clouds between CP 1 and CP 2. "Buckeye Red" sent one flight up to determine the tops and told 94 A Leader to "stand by" for ten minutes. In the meantime 94 A continued to climb and after about ten minutes the high squadron estimated that the group would break out at 28,000 ft. At this time the altitude of the lead squadron was 26,000 ft. "Buckeye Red" gave the weather at CP 2 as being clouds from about 20,000 ft. to over 30,000 ft. in layers. At several times it seemed that it would be possible to fly between the layers but each time the layers converged. This observation was also made by "Buckeye Red". At this time it was decided to abandon the mission. This message was sent by W/T around to the "Vinegrove" leaders and Cycle Relay on "B" channel, and to 94 B Group on "A" channel. At this time "B" channel became very weak and although the message was sent about 5 times some of the groups and Cycle Relay evidently did not receive the message. The W/T message was received and Cycle Relay sent the abandon ops message. 94 "A" continued on course for several minutes, then turned north and let down to 18,000 ft. The cross-in point was intended to be CP 1 but a layer of clouds forced 94 A about 12 miles south.

b. Return to Base:

Return to base was with squadrons letting down through holes. All aircraft returned safely with normal landings accomplished.

c. Weather:

Weather was described as 10/10 over England, tops 17,600 ft., continuing to 0200° E, at which point cirrus clouds were encountered at 24,300 ft; formation remained in cirrus upon climbing to 26,000 ft at approximately 0240° E. Visibility in cloud 100-250 yards. Buckeye Scouting Forces reported that cloud front extended to as high as 30,000 ft. Division Recall was received and mission abandoned at 5117-0240E, 1222 hours.

Mission Summary Report (con't)

4. Attack (con't)

d. Comments on Formation:

Good under the circumstances. High Squadron was trailing.

e. Remarks and Recommendations:

"Buckeye Red" did an excellent job on giving weather en route. His observations and recommendations were extremely valuable. It is believed that on short missions "Buckeye" should fly the route about 45 minutes before the bombers in order to recommend how the flight should be flown. On this mission if the cloud top had been 27,000 ft. it would have been impossible to climb over the top before reaching the target if the route was flown as briefed until it was apparent that a climb would be necessary. "Buckeye" could fly the route giving the weather and still have sufficient gas and time to give the target weather. On long missions the present method is good but the weather en route should be given earlier to the leaders. The length of time necessary to climb or descend in group formation is such that it is impossible to avoid clouds that could have been avoided had the recommendation been received earlier. About 45 minutes would be better than the present ~~xxx~~ 20-30 minutes.

On this mission the flight plan called for a climb between 22000 and 25000 ft. in 15 minutes. With a heavy load it is impossible to average a 200 ft/min climb between 22000 and 25000 ft. With the usual increase in wind velocity it would hardly be expected to fly the flight plan as briefed.

5. Aircraft Not Attacking:

All aircraft returned early.

6. Enemy Opposition:

None

7. Battle Damage:

None

8. Casualties:

None

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

10. Bombing Data:

All bombs were returned to base.

11. Lost Aircraft:

None

Submitted by:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

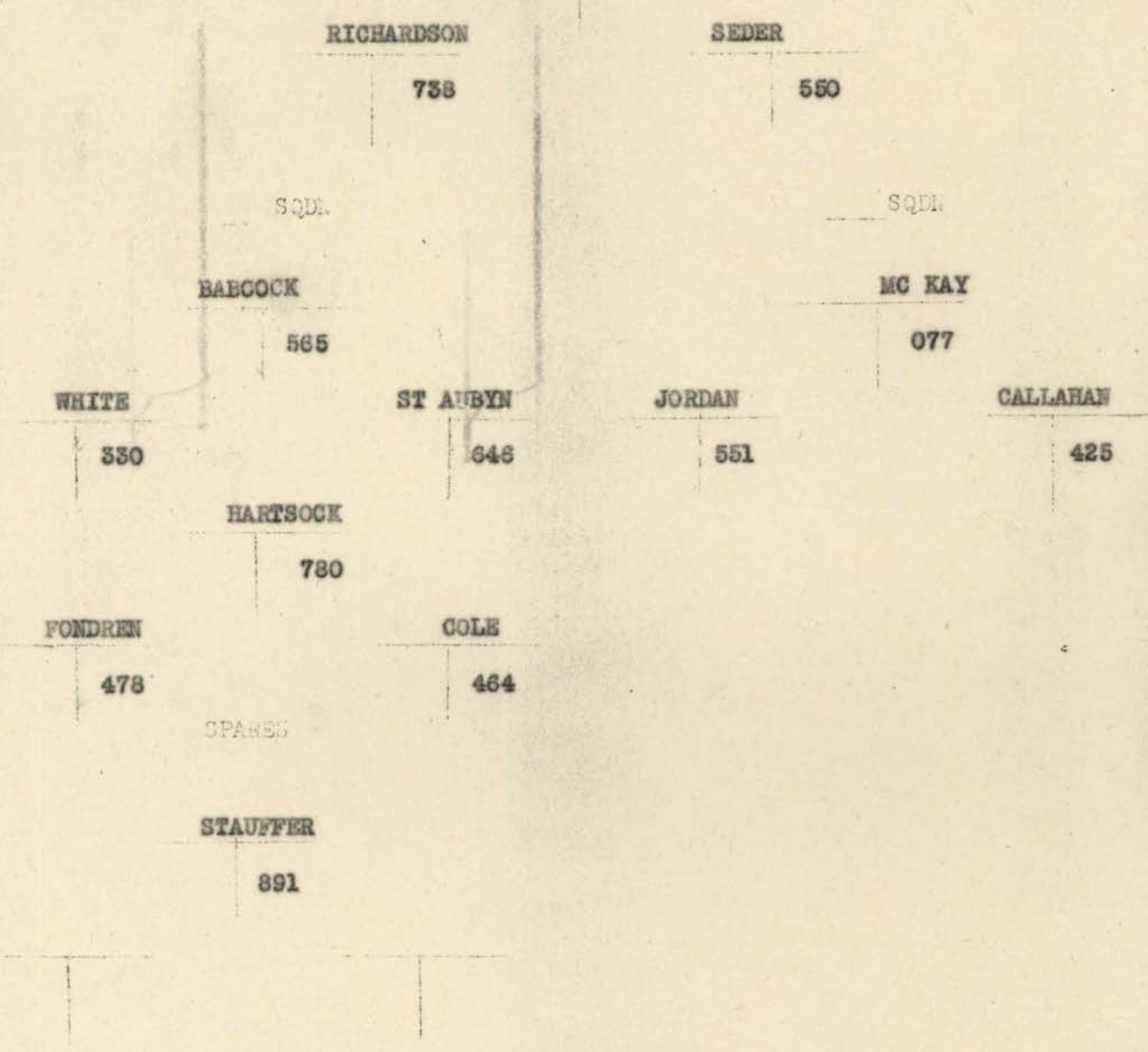
Combat Sq. Leader: Major WHITE Date: 7 Feb 45
Deputy Sq. Leader: Capt SEDER
Deputy Sp. Leader: Capt SEDER

401st Lead Squadron formation
At Take Off, Assembly and ON
Cruise.

614 SQDN
612 SC JALWOCK
613 IN LACRO
614 IN GOLFCLUB
615 IY BUZZARD

DEMPSEY (WHITE)

371



Combat Sq. Leader: Lt MC GOLDRICK Date: 7 Feb 45

Deputy Sq. Leader: Lt JENNINGS

Deputy Gp. Leader: Capt SEDER

401st Low Squadron Formation
At Take OFF, Assembly and on
Cruise.

613 SQDN
MC GOLDRICK
612 SQ JALWOCK
613 IN LACRO
614 IN GOLFOCUS
615 IY BOZZARD

259

SPEED 132 JENNINGS 706

SQDN SQDN

STEELE 113 DJERNES 810

NIELSON 588 BRADLEY 313 STEPHENS 113 BENNETT 146

CURRAN 628

MAHARICK 591 MAY 187

SPAREC

Combat Sq. Leader: Lt HAYES

Date: 7 Feb 45

Deputy Sq. Leader: Lt Boddin

Deputy Gp. Leader: Capt SEDER

401st High Squadron Formation
at Take OFF, Assembly, and on
Cruise.

SQDR

612 S. JADWOCK
613 IN MACRO
614 IN GOLFCLUB
615 IY BOLLARD

HAYES

153

LOVELL

898

BODDIN

653

SQDR

SQDR

ROAIMAN

992

MAIRE

664

HOWARD

9993

CAMPBELL

8733

CRACRAFT

983

KNOWLES

677

SCHLIEMANN

790

LONG

637

MARTIN

680

SPARES

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

Date 7 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dulmen, Germany (Assigned.)

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

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

a. T/O at 0935 hours.
b. Group formed at 1118 hours on Cottesmore buncher.
at 20,000 ft.
c. Wing assembly was completed at 1146 hours at 52-29N.
d. Route over England was (not) flown as briefed. 01-10E
~~Weather ship advised to form 2,000 ft. higher, and wind given was~~
~~25 knots low, causing lead to cut off point D to make CP #1 on course~~
~~on time.~~

e. Methods of navigation over England.
Gee, Pilotage, D.R.

f. Division formation was joined at 1159 hrs. at Orfordness.
g. Flight to I.P. was (not) as briefed.
~~Mission abandoned at mid-channel before reaching CP #2. Division~~
~~Assembly was never completely made due to weather.~~

h. Methods of navigation to the I. P.

i. Bomb run. None.

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

- (2) True heading over target _____.
- (3) Actual drift _____.
- (4) Altitude over target _____.
- (5) Time bombs away _____.
- (6) Wind used for bombing _____.
- (7) Method of target identification.

(8) Difficulties on bomb run.

No bomb run

(9) Weather over Target.

Terrible, as reported by weather scout ship.

(10) Axis of withdrawal _____.

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

Came directly back from CP #1.

n. Methods of navigation on return route.

Gee, D.R., Radio

- 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/ R. F. Causey
R. F. CAUSEY
Captain, A. C.

Lead Navigator, Lead Sq.

Air Commander - Maj. R. J. White

FLIGHT PLAN

PILOT Capt. R. M. Dempsey

NAVIGATOR

Capt. R. F. Canney - Capt. C. W. Sellers

DATE 7 Feb. 1945

STATIONS	0810	ENGINES	0910	TAXI	0925	T.O.	0940
LEAVE BASE	1118						
COAST OUT	1200						
ENEMY COAST							
I.P.	1247						
TARGET	1300						
ENEMY COAST	1401						
Eng. Coast	1455						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

FROM	TO	W/V	HEIGHT	I.A.S.	T.A.S.	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA
Ass. 18000	Lead	UESD		MPH / K	(K)										TIME BODY ALT. AZI.
52-44N 00-39E	Stearford (A)	234/69	18000	150	175	028	-10	018	10	028	234	18	05	1118	Depart
53-00N 00-25E	Imesoft (D)	240/70	22000	150	180	112	-18	130	10	140	214	85	24 /1	1148	
52-29N 01-44E	Orfordness	245/74	22000	150	186	196	-16	212	9	221	126	26	12	1200	Eng Coast CP 1 1200
52-04N 01-34E		240/77	25000	150	190	141	-24	165	9	174	185	45	15	1215	
51-45N 03-47E		240/82	26000	150	198	074	-6	080	8	088	277	56	12 /1	1228	Coast. CP 2 1228
IP 51-35N 00-10E		255/74	26000	150	193	097	-9	106	7	113	264	90	21	1249	IP
T. 51-50N 07-18E		270/67	26000	*	*	070	-6	064	7	071	260	45	11	1300	TARGET
52-20N 07-05E		270/67	26000	*	*	346	-19	327	6	333	172	31	11 /2	1313	
52-37N 07-00E		270/67	26000	*	*	349	-19	330	6	336	175	17	06	1319	
52-42N 04-38E		270/67	26000	150	198	274	-2	272	7	279	131	86	40 /2	1401	Coast. CP 3 1401
52-55N 01-20E	Kings Lynn	246/34	2000	150	134	253	-2	251	10	261	100	35	21	1516	Div. Break - up
52-45N 00-24E	Base	246/34	2000	*	134	247	0	247	10	257	100	39	24	1540	ETR
52-55N 01-20E	Orfordness	240/70	18 to 20000	150	130	116	-18	134	10	144	212	90	26	1134	
52-55N 01-20E	Orfordness	240/50	0 to 22000	150	154	108	-14	122	10	132	183	82	27	1103	

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 DIST.	RUN TIME	G.S.	TO RUN DIST.	TO RUN TIME	E.T.A.
0911				230	Engines Take Off										
0940			330	340	52-35N 00-45E		140	3000	1800						
0950	325	-15	310		52-51N 00-57E		135	7500							
0954	337	27 R	310		53-04N 01-08E		140	10300							
1003	337	27R	310		53-14N 01-15E		130	12300							
1003	190	25L	175		53-14N 01-15E Turn to buncher		135	12300							
1016	162	33L	195		52-59N 00-10E. Al st. 17000-19500		135	17000							
1024	232/76K		200		Over Cottessmore Buncher 232/76K. Weather ship		135	19000							
1100					Circle buncher to form		150	20000	178						
1117	347	232/76	335		Depart point Y 52-40N 00-15E		150	20000	178			212	18	5	1122
1122			330		53-00N 00-19E		150	20000	178						
1122	131	25L	155		Turn to Pt. D (Begin climb)		150	20000	(Going to CP 1)						
1135			165		52-53N 00-30E (6 north of course)		150	21500				166	62	22	1157
1146	134	342	168		52-29N 01-10E (a/d to flight)		148	22500	179	24	8	180			
1159		240/104	165		Orfordness, CP, 1		150	24300							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1159		240/101	165		Orfordness, on course, 1 early		140	24400	191			170	45	16	1215
1200	141	321	173		51-43N 02-05E			24900	191	22					
1210		225/104			225/104K In clouds				191	37	19	161			
1216	141	321 230/109	173		51-30N 02-21E 230/109K			26300	193			161			
1222			173		Abandon 51-17N 02-40E			26800							
1223		230/109	336		51-17N 02-40E			25600							
1229	005	30N	335		51-15N 03-10E			24400							
1235	005	30N	335		51-46N 03-12E (In clouds)			22500							
1235	250	32R	282		51-46N 03-12E (to CP 1)			22500							
1250	270	20R 230/90	250		52-03N 02-28E 230/90K		160	19900	188			126	32	19	1309
1309			225		Going around cloudsto south of CP 1		150	18000							
1312			270		Coast in, 52-01N 01-27E		155	16500							
1320	292	22R	270		52-07N 01-02E		162 -7	14000	168			125	63	30	1350 Base
1325	286	10R 208/62	270		52-08N 00-47E	OBSERVATION CENEVYU		12000	172	10	5	120	54	27	1352
1329	280	10R 245/55	270		245/55K	FLIGHT RECORD	175	10000	172	19 1/2	9 1/2	123	45	22	1351 1/2
1337		15R	282		52-15N 0 0-10E		170	6000-				123	31	15	1352
1345			300		52-25N 00-12E		160	6300							
1352			285		Base			3600							
1401					Landed										

SIGNED

NAVIGATOR

TRACK CHART

DATE Feb. 7, 1945

TARGETS
PRIMARY

Dülmén, Germany

ABANDONED MISSION

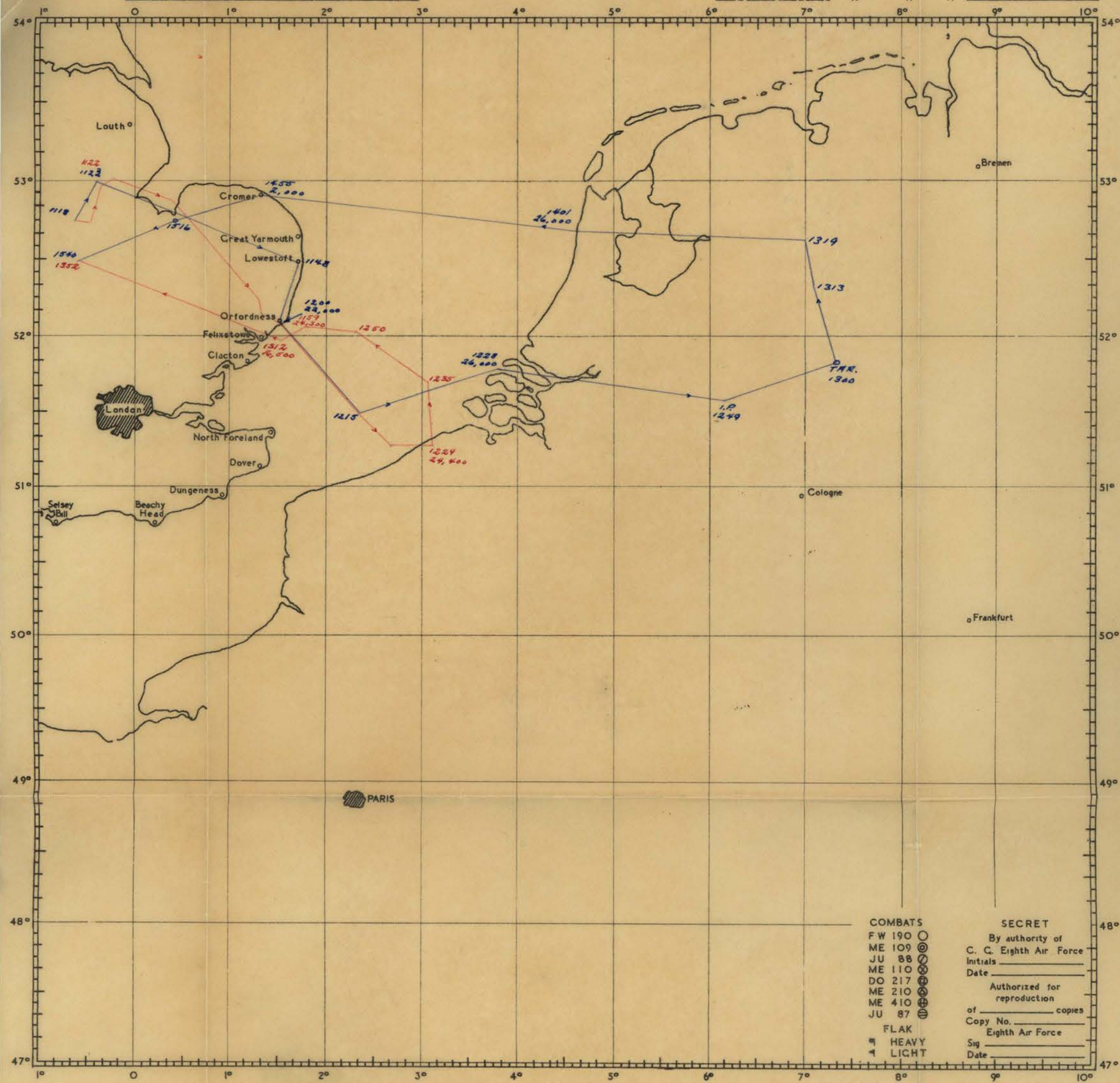
Blue

Red

ROUTE FOLLOWED BY

Briefed

*01st B.G.(H)



STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD P. C. 623Date of 7 Feb 45

94 A Gp

	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	10	2	11	1
3. No. of A/C Airborne Less Spares	11	2	10	2	11	1
4. No. of A/C Sentries	0	0	0	0	0	0
5. No. of A/C Attacking	0	0	0	0	0	0
6. No. of A/C Not Attacking	11	2	10	2	11	1
(a) Early Returns Included	(11)	(2)	(10)	(2)	(11)	(1)
7. Name of Primary Target	--					
(a) No. of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
9. Name of Last Resort Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity						
(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	NONE	NONE	NONE	NONE	NONE	
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

CONFIDENTIAL

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

J-A-2

Reference Field Order 623.

7 FEBRUARY 1945

ABANDONED

SUBJECT: Communications Report, ~~Operational~~ Mission No -.

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 <u>UNKNOWN</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons <u>UNKNOWN</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England <u>UNKNOWN</u>	5. Distress Action	<u>0</u>
Bunchers, Continent <u>UNKNOWN</u>	6. Total A/C using Gee	<u>36</u> (36)

SECTION TWO - USE OF PFF

	<u>H2X</u>	<u>Micro-H</u>
1. Total A/C dispatched	<u>5</u>	<u>5</u> (0)
2. Total A/C over target	<u>NONE</u>	<u>NONE</u>
3. Total sets usable for bombing	<u>NOT APPLICABLE</u>	<u>NOT APPLICABLE</u>

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>31</u> (31)
2. Total A/C releasing Chaff	<u>NONE</u>
3. Total number of units released	<u>NONE</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

(FIGURES IN PARENTHESIS DENOTE TOTAL A/C EQUIPPED.)

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

CONFIDENTIAL

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

Mission # 206
 10 February 1945

SUBJECT : Loading List

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

Plane 42-102393

P	Roadman, Julian	1st Lt.	612th
CP	Compton, Henry W	2nd Lt.	"
N	Knaese, Robert H.	F/O	"
B	Whitlock, James P.	2nd Lt.	"
RO	Elchisak, Alfred	T/Sgt.	"
TTG	Landers, John A.	T/Sgt.	"
BTG	Hall, Eugene H.	S Sgt.	"
TG	Wood, Donald S.	S Sgt.	"
FG	Lambeth, Bensen W.	S Sgt.	"

Plane 43-38541

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

Plane 43-38680

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

Plane 43-38637

P	Long, Robert L.	1st Lt.	"
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	Cherrubeni, Peter J.	S Sgt.	"
TG	Iles, Earl L.	S Sgt.	"
FG	Willick, Edward L.	S Sgt.	"

Plane 43-37628

P	Smith, Max M.	2nd Lt.	"
CP	Korwald, Morris N.	2nd Lt.	"
N	Van Duinen, Richard B.	F/O	"
B	Schmaltz, Nylo R.	Sgt.	"
RO	Hendrickson, Ernest W.	Sgt.	"
TTG	Genga, Pietre J.	Sgt.	"
BTG	Laing, John	Sgt.	"
TG	Filiatraut, Frank E.	Sgt.	"
FG	Pinilis, Emanuel B.	Sgt.	"

Plane 43-38788

P	Lovell, Morris H.	2nd Lt.	612th
CP	Gerant, John M.	2nd Lt.	"
N	Price, George B.	2nd Lt.	"
B	Phinney, Roderick T.	2nd Lt.	"
RO	Stevens, Edgar M.	Sgt.	"
TTG	Knower, Russell S.	Sgt.	"
BTG	Balfe, James	Sgt.	"
TG	Broadbrooks, Ray	Sgt.	"
FG	Martineau, Emile R.	Sgt.	"

RCM- Deaner, Charles E
Sgt.

Plane 43-37947

P	Christensen, Mervin J.	1st Lt.
CP	McOree, Donald G.	Major
N	Haberer, Walter E.	Capt.
Ex N	King, Paul J.	1st Lt.
B	Hutson, Waymen T.	Capt.
MO	Fraibli, Frank P.	1st Lt.
RO	Hoffman, William H.	T Sgt.
TTG	Hereford, Gerald F.	T Sgt.
TG	Stein, William T.	1st Lt.
FG	Giese, Carlton F.	S Sgt.

Plane 43-38733

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

Plane 44-8449

P	Boddin, Frederick R.	1st Lt.
CP	Devlin, James H.	2nd Lt.
N	Uhrain, Andrew	2nd Lt.
B	Miller, Donald A.	2nd Lt.
RO	Kornegay, Ryan G.	T Sgt.
MO	Munt, Donald	F/O
TTG	Richardson, Paschel	T Sgt.
TG	Klindworth, Louis O.	S Sgt.
FG	Knower, Russell S.	S Sgt.

NOBLE, CHESTER C.

Plane 44-84506

P	Howard, Louis F. Jr.	2nd Lt.
CP	Wilford, Joseph E.	2nd Lt.
N	Wilde, Earl R.	2nd Lt.
B	Rossok, Michael R.	Sgt.
RO	Carson, Edward M.	Sgt.
TTG	Corbo, Frank J.	Sgt.
BTG	Ford, Billie M.	Sgt.
TG	McQuiston, George E.	Sgt.
FG	Taylor, Charles F.	Sgt.

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

10 FEBRUARY 1945

L-O-A-D-I-NG L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
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	JACOBS	J. JR.
	TT	M/SGT.	MANGUM	JUSTICE	C.
	BT	S/SGT.	KEMP	JAMES	E.
	TG	S/SGT.	MATLACK	WILLIAM	W.
WG	S/SGT.	DEFEBAGH	NORMAN	(NMI)	
42-102947	P	1st Lt.	SCHELLER	RICHARD	R.
	CP	2nd Lt.	WICKS	WALLACE	W.
	N	2nd Lt.	HOUSTON	RICHARD	D.
	B	2nd Lt.	KOLLAR	JOHN	E.
	RO	S/SGT.	GIANNINI	JOSEPH	(NMI)
	TT	S/SGT.	HARTY	WILLIAM	Q.
	BT	S/SGT.	BLACK	RICHARD	D.
	TG	S/SGT.	TRUDEAU	RUSSELL	M.
WG	S/SGT.	SEVERSON	NORMAN	A.	
42-31072	P	1st Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	REILLY	DONALD	J.
	N	2nd Lt.	BAUTZ	JOHN	J.
	B	2nd Lt.	JONES	BEN	F.
	RO	S/SGT.	GIESKEN	GEO.	J.
	TT	S/SGT.	JOHNSON	WILLIAM	E.
	BT	S/SGT.	ZENOR	HAROLD	M.
	TG	S/SGT.	CLIFTON	JAMES	R.
WG	S/SGT.	HARDIN	RAY	(NMI)	
43-38862	P	1st Lt.	CAREY	KARL	F.
	CP	2nd Lt.	FREW	JAMES	R.
	N	2nd Lt.	JOHNSTON	WILLIAM	I.
	B	S/SGT.	NEWBY	CLIFFORD	C.
	RO	S/SGT.	FLYNN	LEO	M.
	TT	S/SGT.	JONES	CHARLES	C.
	BT	S/SGT.	SMITH	DONALD	E.
	TG	S/SGT.	ODOM	HENRY	T.
WG	S/SGT.	FISHER	MELVIN	C.	
43-38607	P	2nd Lt.	COX	HERBERT	P.
	CP	F/O	SHAW	MARVIN	W.
	N	F/O	SCEPER	KENNETH	M.
	B	S/SGT.	LOCKE	LESLIE	E.
	RO	S/SGT.	HOWELL	THOMAS	E.
	TT	S/SGT.	STEWART	LEONARD	C.
	BT	S/SGT.	TANAZEVIH	ALEXANDER	(NMI)
	TG	S/SGT.	NORRIS	LAMON	(NMI)
WG	S/SGT.	RAYMOND	LLOYD	A.	

42-31591	P	2nd Lt.	MAHARICK	MATT	(NMI)
	CP	2nd Lt.	ROBERSON	WENDELL	D.
	N	2nd Lt.	ROWLEY	DONALD	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	GEO.	L.
43-31187	P	1st Lt.	KELSO	ARTHUR	D. JR.
	CP	F/O	HAGGARD	WILEY	R.
	N	2nd Lt.	TONNE	ALVIN	E.
	B	S/SGT.	LITTLE	JAMES	O.
	RO	S/SGT.	MEYERS (MEYERS)	NEIL	P.
	TT	S/SGT.	HARPER	JAMES	T.
	BT	S/SGT.	MORRISON	KENNETH	D.
	TG	S/SGT.	BOND	JACK	D.
	WG	S/SGT.	HARLEN	JAMES	J.
44-6132	P	1st Lt.	BAKER	KAY	A.
	CP	1st Lt.	LYNG	KENNETH	H.
	N	1st Lt.	KORETSKY	HARRY	(NMI)
	B	1st Lt.	MOORE	CARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	T/SGT.	BACCHUS	GEO.	B.
	BT	S/SGT.	CLOYD	SHIRLEY	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	MORRISON	JULIUS	J.
43-37706	P	2nd Lt.	MAY	JAMES	H.
	CP	2nd Lt.	COLLISS	EUGENE	B.
	N	2nd Lt.	ANDERS	WALTER	R.
	B	SGT.	BENSON	WILLARD	K.
	RO	SGT.	PAULK	ALBERT	L. JR.
	TT	SGT.	SMITH	CHESTER	F.
	BT	SGT.	BUCKSBAUM	ELMER	(NMI)
	TG	SGT.	McKEE	WILLIAM	J.
	RWG	SGT.	KROZEL	JOSEPH	A.
	LWG	SGT.	FOGLEMAN	JAMES	(NMI)

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

AAF Station # 128
 10 February 1945

SUBJECT: Loading List.

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

1. Following is the loading list for today's mission:

Plane 44-8033

P	1st Lt.	UTTER, CHARLES W.	614th Sq
CP	Capt.	HARB, WILLIAM S.	401st Hdqs
N	1st Lt.	DAMP, EDWARD	614th Sq
B	1st Lt.	HOPE, JOHN F. JR.	"
MO	1st Lt.	DRESBACH, JOHN T.	"
RO	T/Sgt.	Fulton, David W.	"
TT	T/Sgt.	LaVigne, Robert N.	"
WE	S/Sgt.	Zaborsky, Stephen A.	"
WG	S/Sgt.	St. Peter, Donald A.	"

Plane 42-97780

P	1st Lt.	SPUHLER, EDWIN H.	"
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	MC ADAMS, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS H.	"
RO	T/Sgt.	Hendrick, William J.	"
TT	T/Sgt.	Wells, Richard D.	"
BT	S/Sgt.	Benedict, Cloide W. Jr.	"
TG	S/Sgt.	Hughes, James E.	"
WG	S/Sgt.	Power, James E.	"

Plane 43-38677

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

Loading List Cont'd.

Plane	<u>42-97322</u>		
P	1st Lt.	ST. BUBYN, GLENN H.	614th Sq
CP	1st Lt.	THOMPSON, WALLACE	"
N	F/O.	KAHN CHARLES	"
CTG	S/Sgt.	Falkowitz, Irving	"
RO	S/Sgt.	Tompkins, Harry A.	"
TT	T/Sgt.	Dearborn, Harry R.	"
BT	S/Sgt.	Lichtenberger, Gustave W.	"
TG	S/Sgt.	Hickey, Harold J.	"
WG	S/Sgt.	Buckley, John F.	"
Plane	<u>42-97602</u>		
P	1st Lt.	COLE, JOHN S. JR.	"
CP	2nd Lt.	SPELLMAN, JOHN W.	"
N	2nd Lt.	HANSON, CLIFFORD M.	"
B	F/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.	"
Plane	<u>43-38330</u>		
P	1st Lt.	WHITE, WYLIE K.	"
CP	2nd Lt.	POTTER, FRED R.	"
N	F/O.	BRINER, WILLIAM L.	"
B	2nd Lt.	AUFBRANCE, RUSSELL L.	"
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	<u>43-38565</u>		
P	1st Lt.	FONDREN, JOHN E.	"
CP	2nd Lt.	VIA, JAMES C.	"
N	2nd Lt.	COYNE, JOHN T.	"
B	2nd Lt.	PACKRELL, JESSE L.	"
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.	Yommans, Henry A.	"
RCM	S/Sgt.	Richey, Leland H.	"
Plane	<u>42-39012</u>		
P	1st Lt.	RICHARDSON, RICHARD B.	"
CP	1st Lt.	ODEN, EDWARD C.	"
N	F/O.	BLADES, LEO L.	"
CTG	S/Sgt.	Racick, John	"
RO	S/Sgt.	Massa, Attilio	"
TT	T/Sgt.	Walsh, Arthur G.	"
BT	S/Sgt.	Lunn, Berlyle J.	"
TG	S/Sgt.	Patterson, Donald D.	"
WG	S/Sgt.	Paluso, Joseph J.	"

Loading List Cont'd.

Plane 42-97395

P	2nd Lt.	SORENSEN, MELVIN H.	614th Sq
CP	2nd Lt.	TROUPE, JOHN T.	"
N	2nd Lt.	ZNEIMER, JOHN N.	"
GTG	Sgt.	Lee, William J.	"
RO	Sgt.	Collins, John G.	"
TT	Sgt.	Senoric, Steve S.	"
BT	Sgt.	Leppanen, Clavin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"

Plane 42-97869 (615th)

P	1st Lt.	HARTSOCK, KENNETH J.	"
CP	F/O.	LOCKE, KENT W.	"
N	1st Lt.	DUNCAN, ROBERT N.	"
B	2nd Lt.	DODGE, RICHARD A.	"
RO	Sgt.	Dee, Harold E.	"
TT	Sgt.	Browne, Vincent	"
BT	S/Sgt.	McCormick, Edson C.	"
TG	Sgt.	Anderson, Donald S.	"
WG	Sgt.	Strukel, Joseph J.	"

For the Squadron Commander:

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

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

10 February 1945

SUBJECT: Loading list.

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

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

PLANE # 42-51883

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Knazes	Willis	S.	615th
CP	2nd Lt.	Cornelius	Carl	J.	"
N	F/O	Grisham	Cecil	W.	"
B	2nd Lt.	Kostolni	Walter	S.	"
RO	Sgt.	McCormick	Thomas	F.	"
TT	T/Sgt.	Boever	Robert	A.	"
BT	Sgt.	Wassmiller	Clifford	W.	"
TG	Sgt.	Settle	John	W.	"
FG	S/Sgt.	Elston	Mack	A.	"

PLANE # 42-107113

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.	Buzinco	Andrew	(NMI)	"
TT Sgt.	Graham	James	D.	"
BT Sgt.	Wisdom	Kent	E.	"
TG Sgt.	Brennan	William	J.	"
FG Sgt.	Lewelling	Fred	E.	"

PLANE # 42-97664

P 1st Lt.	Haire	Frederick	H.	615th
CP 1st Lt.	Deen	Robert	W.	"
N 2nd Lt.	Monberger	Charles	W.	"
B S/Sgt.	Landry	Lawrence	B.	"
RO T/Sgt.	Mabrey	William	T.	"
TT T/Sgt.	Harr	Thomas	H.	"
BT S/Sgt.	Floyd	Norris	C.	"
TG Sgt.	Wiegel	Clifford	W.	"
FG S/Sgt.	Nowak	Frank	F.	"

PLANE # 44-6146

P 2nd Lt.	Bennett	Clifton	S.	615th
CP 2nd Lt.	Stevenson	Joseph	G.	"
N 2nd Lt.	Hamilton	Charles	W.	"
B Sgt.	Ely	Calvin	P.	"
RO Pfo.	Hanes	Billy	P.	"
TT Pfo.	Henley	James	H.	"
BT Sgt.	Spoor	Richard	A.	"
TG Sgt.	Hartswick	Frederick	W.	"
FG Sgt.	Joyner	Oliver	H.	"

PLANE # 43-58779

P 1st Lt.	McKay	George	H.	615th
CP 1st Lt.	Higgs	Walter	H.	"
N 1st Lt.	Rainey	John	L.	"
B S/Sgt.	Jencks	Robert	L.	"
RO T/Sgt.	Richardson	Samuel	T.	"
TT T/Sgt.	Comissaro	Ralph	J.	"
BT S/Sgt.	Luther	Richard	H.	"
TG S/Sgt.	Wiederman	Lars	H.	"
FG S/Sgt.	Butler	William	H.	"
SJ S/Sgt.	Heaton	Charles	(NMI)	"

Loading list. (Continued)

PLANE # 43-38077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Gerber	John	D.	615th
CP	2nd Lt.	Gentry	James	H.	"
N	1st Lt.	Lowry	Lawrence	E.	"
B	1st Lt.	Moore	Max	L.	"
RO	S/Sgt.	Freitas	Daniel	D.	"
TT	S/Sgt.	Martin	Cyril	I.	"
BT	S/Sgt.	Madonna BRUNSON	James WADE	T.	"
TG	Sgt.	Atchison	Alfred	E.	"
FG	Sgt.	Geierman	Edward	F.	"

PLANE # 43-38753

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Smith	Samuel	R.	615th
CP	2nd Lt.	Miller	Walter	A.	"
N	F/O	Andler	Lyle	E.	"
B	Sgt.	Backers	Russell	E.	"
RO	Sgt.	Herchenroether	Raymond	A.	"
TT	Sgt.	Bills	Reinhold	J.	"
BT	Sgt.	McDow	Miles	J.	"
TG	Sgt.	Westman	Robert	J.	"
FG	S/Sgt.	Geiger	Lewis	O.	"

PLANE # 43-38810

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Grims	Alfred	R.	615th
CP	2nd Lt.	Began	John	J.	"
N	F/O	Costes	Alvin	B.	"
B	S/Sgt.	Boyer	William	O.	"
RO	S/Sgt.	Kapson	George	D.	"
TT	S/Sgt.	Geers	Louis	J.	"
BT	S/Sgt.	Cox	Glyde	H.	"
TG	S/Sgt.	Chambers	Arthur	R.	"
FG	Sgt.	Hunsperger	Henry	(NMI)	"
SJ	S/Sgt.	Sparkman	Ferry	L.	"

PLANE # 43-38425

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Callahan	Raymond	J.	615th
CP	2nd Lt.	Cosden	Byran	L.	"
N	2nd Lt.	Connell	Paul	T.	"
B	S/Sgt.	Felts	Chester	C.	"
RO	S/Sgt.	Weinstein	Bernard	B.	"
TT	S/Sgt.	Hakesyn	Chester	H.	"
BT	S/Sgt.	Dunn	Donald	R.	"
TG	S/Sgt.	Hudson	Leonard	L.	"
FG	S/Sgt.	Allen	Lewis	(NMI)	"

PLANE # 44-2371

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	Captain	Losinski	Stephen	J.	615th
CP	2nd Lt.	Magee	Eldon	E.	"
N	1st Lt.	Rush	Louis	R.	"
N	1st Lt.	Walters	Donald	H.	"
B	1st Lt.	Hughes	Harold	E.	"
RO	T/Sgt.	Virgona	Angelo	J.	"
TT	S/Sgt.	Palmer	Edward	H.	"
EX TG	S/Sgt.	Foutch	James	H.	"
EX FG	S/Sgt.	Seaton	Clarence	H.G.	"

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