

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

MISSION No. **204**

Date: **6 FEB. 45**

TO: **GIESSEN, GER. (T.O.) - 94th. A**  
**EISFELD, GER. (T.O.) - 94th. B Sqdn.**

TABLE OF CONTENTS

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)  
REPORT OF OPERATIONAL  
DAY  
MISSION SUMMARY REPORT

MISSION # 204

Date 6 February 1945

ASSIGNMENT

1. Assigned Target: LUTZENDORF, GERMANY
2. Commitments: The 401st Group was to furnish the complete 36 A/C 94th "A" Group (incl 2 PFF in Lead Squadron and only one in each of the other two) plus 12 A/C for the High Squadron of the 94th "B" Composite Group. (Incl 1 PFF A/C). No spares were furnished.

EXECUTION - 94th "A" Group

1. Target Bombed: GIESSEN, GERMANY (PFF)
2. a. Group Leader: LT. COL. W. T. SEAWELL (Dempsey)  
Lead Navigator: Capt. C. W. SELLERS  
Extra Navigator: 1st Lt. A. C. WILHELM (Walters - MO)  
Lead Bombardier: Capt. W. W. DOLAN
- b. Low Squadron Leader: Capt. W. S. HARB (Utter)  
Lead Navigator: 1st Lt. E. DAMP (Geedman - MO)  
Lead Bombardier: 1st Lt. J. F. HOPE JR.
- c. High Squadron Leader: 1st Lt. J. W. McGOLDRICK  
Lead Navigator: 1st Lt. L. G. LEWIS (Petersen - MO)  
Lead Bombardier: 1st Lt. G. W. PEEK
3. Flight Over England:
  - a. Takeoff:

A night takeoff was made. Eighteen of the aircraft were delayed approximately fifteen minutes when one aircraft had a tire blow out.
  - b. Squadron and Group Assemblies:

Assembly was begun at the briefed altitude (9500) on the Cottesmore



Mission Summary Report (Cont'd)

3. b. (Cont'd)

buncher. Medium cloud began moving over the area from the west and it became necessary to lower assembly to 8500. Considerable difficulty was encountered getting the high squadron assembled but we were able to depart Cottesmore on course on time.

c. Route Over "England":

After departing Cottesmore it became necessary to descend to 7500 because of lowering cloud. 94th "B" and "C" Groups came into position as briefed and at a lower altitude. Because of the difference in winds at 7500 Felixtewe was being approached three minutes late. Therefore that point was cut short and we moved into division column positioned directly over the group we were briefed to follow -- "Foxhole Charlie". "Swordfish Able" (briefed to follow 94th "C"), was at the leaders' altitude and at three o'clock.

4. Attack:

a. Flight to Target:

After departing the English Coast at 10,000' we began a slow climb as the middle cloud slowly lifted. The enemy coast was crossed at 16,000'. Foxhole Charlie was approximately two thousand feet below us and about thirty seconds ahead. The climb was slowly continued as the cloud continued to raise. Because we were higher than Foxhole Charlie we moved ahead of them on the climb over enemy territory even though flying a little under SOP speed. 94th "A" leader contacted "Foxhole Charlie" and told him he would try to turn outside the column on turns coming up and allow him to move ahead. On the leg prior to the IP the radio operator called saying he had a message from Division concerning a possible withdrawal through the Frankfurt gaps. As the IP was being approached "Buckeye Red" called the Division Leader and said there was no possibility of a visual run on the primary target. 94th "A" leader then contacted the Division Leader to see whether or not he would fly the briefed route; he informed 94th "A" he planned to turn right and bomb a target of opportunity. 94th "A" Leader therefore told the Mickey Operator to make a run on Eisenach. A run was started but the scope returns were not good enough to continue and the Mickey Operator instructed the bombardier not to drop. The Air Commander then told the navigator to move toward the briefed withdrawal route and we planned to bomb Paderbern on withdrawal. As we neared the withdrawal route the Division Leader called to ask if we were withdrawing as briefed or according to the radio message (Frankfurt Gap). 94th "A" Leader informed him he was coming back to briefed route and was planning briefed withdrawal. Division Leader informed 94th "A" he was going over Frankfurt. 94th "A" Leader asked if that withdrawal was an order and he answered yes. The Air Commander then instructed the navigator to withdraw through the Frankfurt area and instructed the Mickey Operator to bomb Giessen on withdrawal. A run was begun at 25,000 feet. The high squadron encountered difficulty with a high cloud layer so we descended to 24,500. Bombs were dropped and descent begun to clear the lowering cloud layer.

b. Bombing Run:



Mission Summary Report (Cont'd)

4. b. Bombing Run:

The primary target was obscured by 10/10ths clouds so the group, after making the briefed IP good, turned off the route in search of T/O, for the primary was only to be hit visually and no Secondary or Last Resort were assigned. From the briefed IP, a Mickey run was attempted on Eisenach but the target broke up in the scope so the Mickey man told the bombardier to hold his bombs. A second IP was established at 50°-52'N -09°-28'E and a PFF run was made on Giessen. The undercast was still 10/10ths at bombs away. The leader salvoed; all others used a 75ft. intervalometer setting. The Low and High Squadrons dropped in group formation on the smoke marker of the lead. Results were unobserved. The AFCE was O. K.

c. Flight from Target:

As we prepared to turn left for withdrawal a message was received to withdraw as briefed; therefore we turned right and returned again to briefed route. 94th "A" leader called "Balance 2-4" and told him his position and plans. The high squadron had become separated in the high cloud after bombing and never was able to regain position. The leader continued to give his position and heading to the high squadron on withdrawal.

d. Return to Base:

As we approached the Zuider Zee area an undercast was encountered. Cycle Relay talked to Buckeye White and passed the information that over the channel there was cloud from 2000 to 12,000, visibility underneath four miles. Cycle Relay first advised to let down over the channel as briefed. When "Weedcraft Baker" said he was over the channel and saw no chance to let down through the high cloud, Cycle Relay then advised a instrument letdown on course. We therefore made an SOP instrument let-down over the channel and aircraft continued to base individually. Adverse weather was encountered over England and aircraft were forced to land in poor visibility with a 300 foot ceiling. Most aircraft returned to home base but ten landed elsewhere. A/C 42-38941 and 42-31730 found it necessary to land on the continent --crews are safe.

e. Weather:

Weather over base on takeoff was 3/10's to 5/10's low cloud, tops 4000 ft. 10/10's middle cloud, base 10,00 ft, gradually lifted to 28,000 ft. at 0800° E. Middle cloud forced column to penetrate continental coast at altitudes ranging from 13,000 ft. to 16 or 17,000 ft. Meagre accurate flak being encountered. Generally, 7/10's to 9/10's low cloud over Germany, tops 10,000 ft. high cloud persisted W of 0900° E where most of bombing was done. East of 0900° E Middle and upper strata was clear. With good visibility, particularly over Berlin area. Enroute back, column left continental coast at approximate penetration point, weather at that time duplicating weather encountered on penetration. Soup over channel and England made individual, instrument let down and returns necessary.



Mission Summary Report (Cont'd)

4. F. Fighter Support:

Fighter support was adequate.

g. Comments on Formation:

Lead and Low formation was good throughout the mission. The High squadron was too high during climb and did considerable "S"ing. As a whole formation was good considering weather difficulties.

h. Conclusions and Recommendations:

It appeared that plan "B" could have been carried out without difficulty as a PFF mission. No high cloud seemed to be in that area. The Pff secondary and last resort targets of plan A were scrubbed at the last minute. Therefore no opportunity was had to plan PFF T/O's with lead teams and try to better coordinate our effort. Even if weather had been as briefed (7/10's low cloud) there would have been little possibility of bombing the primary visual. Therefore the plan seemed to be of little probable value except for hitting T/O's. The changing of withdrawal route and then countermanding that order after withdrawal was begun was very poor. Weather information seemed to be extremely poor. Recommend that when alternate plans are being considered full information be given the groups early (field order was received just at time for leaders briefing) and the choice of plans be made when later and definite weather information received. On this particular mission, for example, we could have been notified of the choice of plans while airborne and prior to the Dummer Lake area.

EXECUTION - 94TH "B" GROUP HIGH SQUADRON

5. Target Bombed:

EISFELD, GERMANY (PFF)

6. High Squadron Leader:

1st Lt. R. S. HAYES

Lead Navigator:

1st Lt. C. S. MINOR (Munt - MO)

Lead Bombardier:

1st Lt. R. W. MURPHY

7. Flight Over England:

a. Takeoff:

Takeoff was normal - one aircraft failed to takeoff but all others took off satisfactorily.

b. Squadron and Group Assemblies:

Assembly was somewhat slow and below briefed altitude because of weather. Kingscliffe Buncher was departed one minute late on course.



# Mission Summary Report (Cont'd)

## 8. Route Over England:

Considerable "S"ing was done in order to get into proper wing formation. Weather difficulties were experienced so that coast was departed about 5 minutes late,  $6\frac{1}{2}$  ~~miles~~ <sup>miles</sup> north of course.

## 9. Attack:

### a. Flight to Target:

As far as can be ascertained 94th "B" was in proper division position. Control Point # 2 was reached nine minutes late, on course. The course to the IP was almost as briefed. Just before reaching the IP, however, the primary target was reported to be 10/10's hence group leader proceeded to bomb a selected target.

### b. Bombing Run:

Bombing of the primary target visually was impossible due to 10/10's undercast so we proceeded to bomb a T/O. The Air commander called over VHF and told us to bomb in group formation. The run was made on a small town SE of Fulda. The cloud cover was about 8/10 - 9/10's. We stayed in group formation and bombed on the smoke marker of the lead. The leader salved, and all others in our squadron used a 75ft. intervalometer setting. Results were unobserved.

### c. Flight from Target:

Group formation was maintained after bombing, but because of weather and division column the group proceeded to return individually. The formation was south of course until about 60 miles from coast. Coast was reached at 1428 at 19,000 feet.

### d. Return to Base:

Squadrons split up and returned individually. Due to poor visibility all ships were instructed to return to base individually, which they did. Three A/C landed at Spanhee, the remainder returned safely to home base.

## STATISTICAL DATA - ALL FORMATIONS

## 10. Aircraft Not Attacking:

### 94th "A" Lead Squadron:

A/C 43-38810 - Not Sortie. Pilot found it necessary to use ground spare and as a result could not reach formation. Under better weather conditions no trouble would have been experienced.  
 (Other)

## 11. Enemy Opposition:

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



Mission Summary Report (Cont'd)

12. Battle Damage: None

13. Casualties: None

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

15. Bombing Data

a. Observations: Due to partial undercast over both targets, results were unobserved.

b. Disposition of Bombs:

94th "A" Lead Sq: Eleven a/c EET and bombed the target of opportunity, dropping 110 X 500# RDX bombs on target. Aborting a/c 810 returned 10 RDX to base.

Low Sq : All 12 scheduled a/c bombed the target of opportunity, dropping 118 X 500# RDX thereupon. A/C 565 having mechanical trouble jettisoned 2 bombs before reaching target.

High Sq: All 12 scheduled a/c bombed the target of opportunity, dropping 120 X 500# RDX thereupon.

94th "B" High Sq: All 11 A/C taking off bombed the 94th "B"'s T.O., dropping 110 X 500# RDX thereupon.

c. Tabular Summary of Disposition of Bombs:

|                                  | <u>Aircraft</u>              |                            | <u>Bombs</u>              |             |             |               |             |
|----------------------------------|------------------------------|----------------------------|---------------------------|-------------|-------------|---------------|-------------|
|                                  | <u>Over</u><br><u>Target</u> | <u>Bomb-</u><br><u>ing</u> | <u>Num-</u><br><u>ber</u> | <u>Size</u> | <u>Type</u> | <u>Fusing</u> |             |
|                                  |                              |                            |                           |             |             | <u>Nose</u>   | <u>Tail</u> |
| Main Bombfall (Giessen)          | 35                           | 35                         | 348                       | 500#        | RDX         | 1/10          | 1/40        |
| Other Attacks (Eisfeld)          | 11                           | 11                         | 110                       | 500#        | RDX         | 1/10          | 1/40        |
| Total Bombs on Targets           |                              |                            | 458                       | 500#        | RDX         | 1/10          | 1/40        |
| Other Expenditures               |                              |                            | 2                         | 500#        | RDX         | 1/10          | 1/40        |
| Bombs Returned                   |                              |                            | 10                        | 500#        | RDX         | 1/10          | 1/40        |
| Total (Loaded on A/C Taking Off) |                              |                            | 470                       | 500#        | RDX         | 1/10          | 1/40        |

17. Lost Aircraft:

None. (A/C 42-38941 and 42-31730 landed on continent but are expected to return immediately)

Submitted by:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer



Ld Sq 94 A Gp - 401st

Combat Sq. Leader: LT COL SEAWELL

Date: 6 Feb 45

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

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

SQDN

612 SC JAWOCK  
613 IN LACRO  
614 IN GOLFOUR  
615 IY SUZARD

SEAWELL

449(pff)

at takeoff

*& then target*

CALLAHAN

TURK

425

259(pff)

SQDN

SQDN

JONES

DJERNES

369

077

MAIRE

JORDAN

KNOWLES

SMITH

664

551

779

730

WOLF

753

BENNETT

STEPHENS

146

810(abort

SPARES



Lo Sq 94 A Gp

Combat Sq. Leader: CAPT HARB Date: 6 Feb 45

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

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

SQDN 612 SC JADWOCK  
613 IN MACRO  
614 IW GOLFOLOB  
615 IY BOLLARD

HARB

at takeoff  
*E. Du Sargis*

033(pff)

JAMES

SPUHLER

012

780

SQDN

SQDN

BABCOCK

THOMPSON R

565

646

STAUFFER

HARTSOCK

SORENSEN

COLE

677

478

983

602

STI AUBYN

322

RICHARDSON

WHITE

738

530

SPARES



HI Sq 94 A Gp - 401st

Combat Sq. Leader: Lt M<sub>0</sub> Goldrick Date: 6 Feb 45

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

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

SQDN

612 SC JapNOCK

613 IW MAWKS

614 IW GOLFOLOS

615 IV BOLLARD

MC GOLDRICK

648(pff

at takeoff

*E Dan Jager*

MAHARICK

TAUSIG

591

941

SQDN

SQDN

CURRAN

STEELE

072

947

BRADLEY

KELSO

CAREY

COX

313

458

113

468

NIELSON

588

MAY

SPEER

187

132

SPARES

**Hl Sq 94 B Gp 401st**

Comdr Sq. Leader: **LT HAYES** Date: **6 Feb 45**

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

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

SQDL: 612 SC JADWOCK  
613 TN MACRO  
614 IM GOLFELUS  
615 TY BULLARD

**HAYES**

**947(pff)**

at takeoff

*E. R. Langer.*

**BLOETSCHER**

**BODDIN**

**788**

**398(No T/O)**

SQDL

SQDL

**ROADMAN**

**JONES**

**992**

**393**

**COMER**

**NOLAN**

**CAMPBELL**

**HOWARD**

**541**

**993**

**733**

**662**

**SCHLIMMANN**

**790**

**HUNNALL**

**FRENCH**

**628**

**039**

SPARES



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

Date 6 Feb. 1945

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

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

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

- a. T/O at 0713 hours.
- b. Group formed at 0813 hours on Gottesmore buncher.  
at 10,000 ft.
- c. Wing assembly was completed at 0856 hours at Eye.
- d. Route over England was (not) flown as briefed.

Cut off point D to make up time, and cut off CP 1  
due to low altitude.

- e. Methods of navigation over England.

Gee, Pilotage, D.R.

- f. Division formation was joined at 0940 hrs. at 52-17N.
- g. Flight to I.P. was (not) as briefed. 02-32E

6000 ft. Below briefed altitude.

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

Pilotage, Gee, Mickey, D.R.

- i. Bomb run.

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

Selected another IP after making good the  
briefed IP.

- (2) True heading over target 280.
- (3) Actual drift 32 left.
- (4) Altitude over target 24500.
- (5) Time bombs away 1156.
- (6) Wind used for bombing 335/110.
- (7) Method of target identification.

FFF (Target of opportunity - Seissen)



(8) Difficulties on bomb run.

None

(9) Weather over Target.

9/10ths

(10) Axis of withdrawal 300.

- j. Group rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.  
k. Wing rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.  
l. Division rally was accomplished at Not accomplished at \_\_\_\_\_ hrs.  
m. Flight home was (not) as briefed. None at \_\_\_\_\_ hrs.

Cut short at briefed IP to T.O. by Div Leader. Made 360° turn north of Erfurt, and made bomb run on Geissen as T.O., and returned to original course west of Kassel.

n. Methods of navigation on return route.

Mickey, D.R., Gee, Pilotage.

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

Contacted on way out, not in.

q. Performance of equipment.

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

Interphone went out.

/s/ C. W. Sellers

C. W. SELLERS

Captain, A. C.

Lead Navigator, Lead Sq.



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

Date 6 Feb. 1945

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

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

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

- a. T/O at 0717 hours.
- b. Group formed at 0813 hours on Cottesmore buncher.  
at 10,000 ft.
- c. Wing assembly was completed at 0856 hours at Eye.
- d. Route over England was (not) flown as briefed.

Cutt off point D to make up time, and cut off CP 1  
due to low altitude.

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

- f. Division formation was joined at 0940 hrs. at 52-17N.
- g. Flight to I.P. was (not) as briefed. 02-32E

Was 6,000 ft below briefed alt.

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

Gee, Mickey, D.R., Pilotage.

1. Bomb run.

- (1) Actual I. P. was (not) as briefed.  
Selected another IP after making good the  
briefed IP.

- (2) True heading over target 290.
- (3) Actual drift 25 L.
- (4) Altitude over target 24000.
- (5) Time bombs away 1156g.
- (6) Wind used for bombing 305/79.
- (7) Method of target identification.

FFF

(8) Difficulties on bomb run.

Difficulty keeping contact with Lead due to weather.

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 305 Mag..

- j. Group rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ 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.

Followed briefed route to channel. Made instrument  
let down, and proceeded to Cromer, and direct from there to  
field.

n. Methods of navigation on return route.

See, Mickey, D R.

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

q. Performance of equipment.

- (1) Mickey out at 1104 till 1300
- (2) Gee out for short while
- (3) Radio Compass OK
- (4) Fluxgate OK
- (5) Other equipment. OK

/s/ E. Damp

E. DAMP

1st Lt., A. G.

Lead Navigator, Low Sq.



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

Date 6 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Geissen, 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 0717 hours.
- b. Group formed at 0813 hours on Cottesmore buncher.  
at 10,000 ft.
- c. Wing assembly was completed at 0855 hours at Eye.
- d. Route over England was (not) flown as briefed. Eye  
Cut off point D to make up time, and cut off GP 1  
due to low altitude.

- e. Methods of navigation over England.

See, Radio, D.R.

- f. Division formation was joined at 0845 hrs. at 52-17N
- g. Flight to I.P. was (not) as briefed. 02-32E

Was 6,000 ft below briefed alt.

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

See, Mickey, D.R.

- i. Bomb run.

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

Selected another IP after making good the briefed IP.

- (2) True heading over target 240.
- (3) Actual drift 30 left.
- (4) Altitude over target 24,000.
- (5) Time bombs away 1158.
- (6) Wind used for bombing 216/104.
- (7) Method of target identification.

PTF (T.O., Geissen)

(8) Difficulties on bomb run.

Could not keep contact with lead due to weather.

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 345.

- j. Group rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.  
k. Wing rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.  
l. Division rally was accomplished at None at \_\_\_\_\_ hrs.  
m. Flight home was (not) as briefed. None

Went from T.O. to CP 4 and was as briefed on rest of return.

n. Methods of navigation on return route.

Mickey, Gee, D.R.

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

Contacted only on way out.

q. Performance of equipment.

- (1) Mickey OK  
(2) Gee Could only get one L.O.P. on Rhur  
(3) Radio Compass OK  
(4) Fluxgate OK  
(5) Other equipment. OK

/s/ L. G. Lewis  
L. G. LEWIS  
1st Lt., A. G.

Lead Navigator, High Sq.



Composite Group

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

Date 7 Feb. 1945

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

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

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

- a. T/O at 0720 hours.
- b. Group formed at 0851 hours on Crowland buncher.  
at 7,000 ft.
- c. Wing assembly was completed at 0925 hours at CP 1.
- d. Route over England was (~~not~~) flown as briefed..

5 min late, 6 $\frac{1}{2}$  north of course at CP 1.

- e. Methods of navigation over England.

See, D.R., Pilotage

- f. Division formation was joined at 0925 hrs. at CP 1.
- 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.

Briefed IP not made good. Bombed target  
of opportunity.

- (2) True heading over target 330.
- (3) Actual drift 43.
- (4) Altitude over target 25550.
- (5) Time bombs away 11:46:35.
- (6) Wind used for bombing 325/120K.
- (7) Method of target identification.

PFF

(8) Difficulties on bomb run.

(9) Weather over Target.

10/10ths

(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.

Hit target of opportunity at 50-33N 09-46E. South of course till about 60 mi before coast out. From there to ~~xxxx~~ Eng. as briefed; formation broke up a little before Eng. Coast.

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

/s/ C. B. Minor

C. B. MINOR

1st Lt., A. C.

Lead Navigator, High Sq.



Lt. Col. W. T. Seaw - Air Commander

FLIGHT PLAN

PILOT Capt. R. M. Dempsey

NAVIGATOR

Captain C. W. Sellers

DATE 6 February 1945

STATIONS 0545 ENGINES 0645 TAXI 0700 T.O. 0715

LEAVE BASE Cottlesmore 0847

COAST OUT 0918

ENEMY COAST 0958

I.P. 1945 1106

TARGET 1116

ENEMY COAST 1303

Eng. Coast 1702 STR 1743

| 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 UESD | HEIGHT  | IAS MPH /K | T. A.S. (K) | COURSE | DRI-FT | TRUE HDNG. | VAR. | MAG. HDNG. | C. S. | DIST. | TIME   | E.T.A.  | CELESTIAL DATA |        |           |
|------------------|----------|---------|------------|-------------|--------|--------|------------|------|------------|-------|-------|--------|---------|----------------|--------|-----------|
|                  |          |         |            |             |        |        |            |      |            |       |       |        |         | TIME           | BODY   | ALT. AZI. |
| Cottlesmore (Y)  |          | 290/50  | 9500       | 150         | 148    | 80     | -91        | 701  | 10         | 0801  | 190   | 19     | 0847    |                |        |           |
| Spaulding (A)    |          | "       | "          | -7          | "      | "      | "          | "    | "          | "     | "     | "      | 0853    |                |        |           |
| 52-47N 00-09E    |          | "       | 11500      | 150         | 153    | 120    | -31        | 1231 | 10         | 134   | 209   | 55     | 16 11   | 0910           |        |           |
| Eye (D)          |          | "       | "          | -9          | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 52-20N 01-10E    |          | "       | 11500      | 150         | 154    | 163    | -17        | 180  | 9          | 189   | 182   | 00     | 091     | 0918           | CP 1   |           |
| Felixstowe CP 1  |          | "       | "          | -10         | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 51-58N 01-21E    |          | 302/90  | 16000      | "           | 166    | 071    | -24        | 47   | 8          | 055   | 208   | 127    | 37 13   | 0958           | CP 2   |           |
| 52-40N 04-37E    |          | "       | 21500      | -18         | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| "                |          | 310/122 | 26500      | -35         | 186    | 90     | -23        | 661  | 7          | 073   | 260   | 86     | 20 12   | 1020           |        |           |
| 52-40N 07-00E    |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| "                |          | 200/62  | 26500      | "           | 194    | 095    | -1         | 094  | 6          | 100   | 252   | 37     | 09      | 1029           |        |           |
| 52-37N 08-00E    |          | "       | "          | -50         | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| "                |          | "       | "          | "           | 129    | 119    | 138        | 6    | 144        | 242   | 20    | 05 11  | 1035    |                |        |           |
| 52-25N 08-25E    |          | "       | "          | "           | "      | 74     | -8         | 66   | 6          | 072   | 245   | 19     | 05      | 1040           | CP 3   | 1040      |
| 52-30N 08-55E    |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| "                |          | 275/62  | "          | "           | 134    | 112    | 146        | 05   | 151        | 235   | 100   | 26     | 1106    | IP             |        |           |
| 51-22N 10-52E    |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 51-18N 11-52E T. |          | 270/62  | 26500      | 150         | 195    | 97     | 13         | 100  | 04         | 104   | 253   | 38     | 09 11   | 1116           | Target |           |
| TARGET           |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 51-07N 11-55E    |          | 270/60  | 25500      | 170         | 216    | 169    | 116        | 185  | 4          | 189   | 218   | 12     | 03      | 1119           |        |           |
| "                |          | "       | 24500      | -48         | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| "                |          | 310/126 | 24500      | -46         | 187    | 199    | 135        | 234  | 4          | 238   | 200   | 32     | 10 -1   | 1128           |        |           |
| 50-37N 11-40E    |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 50-48N 09-36E    |          | "       | "          | "           | 278    | 120    | 298        | 5    | 303        | 72    | 80    | 1:07   | 1248    |                |        |           |
| "                |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 51-06N 08-50E    |          | "       | "          | "           | 302    | 115    | 307        | 5    | 312        | 68    | 35    | 31 -16 | 1248    | CP 4           | 1303   |           |
| "                |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 52-00N 08-18E    |          | "       | "          | "           | 340    | -20    | 320        | 6    | 326        | 64    | 58    | 55 -1  | 1357    | Check          |        |           |
| "                |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 52-27N 08-16E    |          | "       | "          | "           | 357    | -28    | 329        | 6    | 335        | 80    | 27    | 20 13  | 1420    |                |        |           |
| "                |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 52-37N 08-00E    |          | "       | "          | "           | 317    | -5     | 312        | 6    | 318        | 66    | 14    | 13 12  | 1435    |                |        |           |
| "                |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 52-42N 07-00E    |          | 300/110 | 24500      | "           | 187    | 275    | 117        | 292  | 6          | 298   | 82    | 37     | 27 -6   | 1456           |        |           |
| "                |          | "       | "          | "           | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| 52-40N 04-37E    |          | 300/106 | 23000      | 155         | 192    | 270    | 116        | 286  | 7          | 293   | 94    | 86     | 55 19   | 1600           |        |           |
| "                |          | "       | 21500      | -34         | "      | "      | "          | "    | "          | "     | "     | "      | "       | "              |        |           |
| "                |          | 275/51  | 11500      | 170         | 175    | 278    | -2         | 276  | 8          | 284   | 121   | 80 121 | 40 1:02 | 1702           |        |           |
| Gromer - N.C.I.  |          | "       | 2000       | -10         | 131    | "      | -13        | "    | 9          | "     | "     | 41     | 22      | "              |        |           |

## FLIGHT RECORD

| TIME     | COURSE | W/V USED &/OR D.R. DRIE | 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 |        |
| 0846     |        |                         |            |            | Engines started                                                           |                     |               |                    |         |       |      |       |        |      |        |
| 0954     |        |                         |            |            | Taxi                                                                      |                     |               |                    |         |       |      |       |        |      |        |
| 0813     |        | 286/61                  |            |            | TAKE OFF                                                                  |                     |               |                    |         |       |      |       |        |      |        |
| 0740     |        |                         | 160        |            | Cottlesmore, began circling.                                              |                     | 150           | 10,000             |         |       |      |       |        |      |        |
|          |        |                         |            |            | Air commander wants to form east of buncher                               |                     |               |                    |         |       |      |       |        |      |        |
| 0800     |        | 286/61K                 |            |            | Weather ship wind                                                         |                     | 150           | 9400               |         |       |      |       |        |      |        |
| 0815     |        |                         |            |            | Circling buncher. Weather ship - "Cannot get out of clouds at briefed 11. |                     |               |                    |         |       |      |       |        |      |        |
|          |        |                         |            |            | Fly under it."                                                            |                     |               |                    |         |       |      |       |        |      |        |
| 0842     |        |                         | 265        |            | Lead Sq/ 10 ships                                                         |                     | 150           | 8500               |         |       |      |       |        |      |        |
|          |        |                         |            |            | Low Sq. 12 ships                                                          |                     |               | -4                 |         |       |      |       |        |      |        |
| 0849 1/2 |        |                         | 70         |            | Leaving Y                                                                 |                     | 150           | 8500               |         |       |      | 200   | 19     | 06   | 0845   |
| 0856     |        |                         | 126        |            | 1 1/2 late. Wing formed                                                   |                     | 155           | 7500               | 145     |       |      | 211   | 55     | 16   | 912    |
| 0912     |        |                         | 136        |            | D - 2 late. Cutt off 10 mi to make up time                                |                     | 155           | 7400               |         |       |      |       |        |      |        |
| 0915     |        |                         | 133        |            | Cutting CP 1 off to get in Div.                                           |                     | 145           | 7700               |         |       |      |       |        |      |        |
| 0921     |        |                         |            |            | 7 mi. north of CP 1                                                       |                     | 147           | 9700               |         |       |      |       |        |      |        |
| 0925     |        |                         | 47         |            | On Div. assembly 52-04N 01-33E                                            |                     | 150           | 10000              |         |       |      |       |        |      |        |
| 0937     | 77     | -7                      | 70         |            |                                                                           |                     |               |                    |         |       |      |       |        |      |        |
| 0940     | 77     |                         | 70         |            | 52-17N 02-32E. In definite Div. Assembly                                  |                     | 150           | 10700              |         |       |      |       |        |      |        |
| 0945     | 75     | -3                      | 72         |            | "S"-ing left to get behind 41st                                           |                     | 150           | 11000              | 153     | 27    | 7    | 214   |        |      |        |
|          |        |                         |            |            |                                                                           |                     |               | -11                |         |       |      |       |        |      |        |



FLIGHT RECORD

| TIME  | COURSE | W/V<br>USED<br>&/OR<br>D.R. DRIF. | TRUE<br>HDNG. | MAC.<br>HDNG. | NAVIGATIONAL<br>OBSERVATION                    | GENERAL<br>OBSERVATION | IAS.<br>MPH.<br>/K | HEIGHT<br>&<br>AIR<br>TEMP. | T.A.S. | RUN   |      | C. S. | TO RUN |      | E.T.A. |
|-------|--------|-----------------------------------|---------------|---------------|------------------------------------------------|------------------------|--------------------|-----------------------------|--------|-------|------|-------|--------|------|--------|
|       |        |                                   |               |               |                                                |                        |                    |                             |        | DIST. | TIME |       | DIST.  | TIME |        |
| 1005  |        | 290/82                            | 82            |               | CP 2, 7' late, 1 mi. South. Flak 0300          |                        | 150                | 16000<br>-18                | 161    |       |      | 242   | 86     | 21   | 1026   |
| 1010  | 94     | -18<br>335/60K                    | 76            |               | 335/60K                                        |                        | 150                | 19000<br>-22                |        | 28    | 9    | 188   |        |      |        |
| 1030  |        |                                   | 60            |               | Rhein 322°, 22 mi.                             |                        | 150                | 22000                       |        |       |      |       |        |      |        |
| 1033½ |        |                                   | 65            |               | " 344°, 19½ mi.                                |                        | 150                |                             |        |       |      |       |        |      |        |
| 1037  |        |                                   |               |               | Osnb. 330°, 22 mi.                             |                        | 150                | 23600                       |        |       |      | 234   | 20     | 05   |        |
| 1040  |        | 330/115                           | 125           |               | A/C 330/115K, PFF                              |                        |                    | 23600                       |        |       |      | 234   | 20     | 05   | 1045   |
| 1044  |        |                                   | 56 (90)       |               | A/C 335/110K, Gee                              |                        |                    | 24000                       |        |       |      | 200   | 19     | 05   | 1050   |
| 1050  |        |                                   | 128           |               | CP 3, 15' late, 4 south                        |                        | 150                | 25000                       |        |       |      |       |        |      |        |
| 1102  |        |                                   | 180           |               | Hanover 184°, 22 mi.                           |                        | 150                | 26000                       |        |       |      |       |        |      |        |
| 1109  |        |                                   | 175           |               | Göttinger 346°, 18 mi.                         |                        | "                  | 26450<br>-40                | 196    |       |      |       |        |      |        |
| 1109  |        |                                   | 185           |               |                                                |                        | "                  | "                           | "      |       |      |       |        |      |        |
| 1116  |        |                                   | 270           |               | Decide to run on Esmerch                       |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1118  | 325    |                                   | 295           |               |                                                |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1120  |        |                                   | 250           |               | Picked up Langensalza, and it faded out        |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1125  | 298    |                                   | 280           |               |                                                |                        | "                  | "                           |        |       |      | 152   | 30     | 12   |        |
| 1132  | 342    | -10                               | 332           |               | 320° 110, rel bear.                            |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1135  |        |                                   | 258           |               | Hereford. Flak, descending                     |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1139  | 312    | -18                               | 330           |               | 3 mi. south Herford                            |                        | 150                | 26000                       |        |       |      | 100   | 35     | 21   | 1200   |
| 1145  |        |                                   | 216           |               | Geirsen, 236°, 27 mi.                          |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1147  | 270    | -30                               | 300           |               | Bomb doors open                                |                        | 150                | 26000                       |        |       |      | 160   |        |      |        |
|       |        |                                   |               |               | Div routed out south of Koburg                 |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1156  | 248    | -32                               | 280           | 285           | BOMBS AWAY                                     |                        | 155                | 24500                       |        |       |      | 148   | 27     | 16   | 1212   |
| 1200  |        |                                   | 310           |               | Munster Hadamar 324° @ 1316°                   |                        | 160                | "                           |        |       |      |       |        |      |        |
| 1202  |        |                                   | 310           |               | Koblenz 32 mi @ 59                             |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1204  |        |                                   | 310           |               | Weisbaden 33 mi @ 354                          |                        | 165                | 23300                       |        |       |      |       |        |      |        |
| 1209  |        |                                   | 355           |               | Back to course as briefed.                     |                        | 150                | 23000<br>-30                |        |       |      | 96    | 58     | 37   | 1246   |
| 1214  |        |                                   | 354           |               | Geissen, 26 mi. @ 315.                         |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1215  |        |                                   | 354           |               | Koblenz 41 mi. @ 34.                           |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1218  |        |                                   | 354           |               | Segen 14 mi @ 45. 55 early, 25 west CP 4       |                        |                    | 30                          |        |       |      |       |        |      |        |
| 1227  | 29     | -35                               | 354           |               | 320/110K PFF, Rel. bearing<br>318/90K          |                        | 150                | 22500                       |        | 19    | 12   | 95    | 15     | 9    | 1234   |
| 1234  |        |                                   |               |               | 19 mi @ 200 Paderborn                          |                        |                    |                             |        |       |      |       |        |      |        |
| 1235  |        |                                   | 330           |               | 51-32N 08-37E                                  |                        | 150                | 22500<br>-28                | 188    |       |      | 88    | 27     | 18½  | 1253   |
| 1242  |        |                                   | 330           |               | Hamm 25 mi. @ 92                               |                        | 150                | 22500                       |        |       |      |       |        |      |        |
| 1245  |        |                                   | 330           |               | 19½ mi. Bielfeld                               |                        | "                  | "                           |        | 9½    | 7    | 81½   | 17     | 12½  | 1257½  |
| 1245  | 331    | -1                                | 330           |               | 330/108K "                                     |                        | "                  | "                           |        |       |      |       |        |      |        |
| 1253  |        |                                   | 330           |               | Monstein 27mi @ 98                             |                        |                    | 22500                       |        | 66    |      | 88    |        |      |        |
| 1257  | 358    | -18                               | 340           |               | 52-00N 08-27E. Lone B-17 at 0600, 10 mi behind |                        |                    |                             |        |       |      |       |        |      |        |
| 1301½ | 01     | -20                               | 341           |               | Osnabruck 15 mi. @ 15                          |                        | 150                | 22500                       |        | 11    |      | 88    |        |      |        |
| 1305  |        | 335/110K                          |               |               | Osnabruck 11 mi., @ 116 335/110K, Gee          |                        |                    |                             |        |       |      |       |        |      |        |
| 1307  | 01     | -20<br>325/110                    | 341           |               | Dummer Lake, south 14 mi. 325/110, PFF         |                        |                    |                             |        |       |      |       |        |      |        |
| 1312  |        |                                   | 323           |               | 7 mi S. Dummer Lake                            |                        | 150                | 22500                       | 188    |       |      | 82    | 19     | 14   | 1326   |

SIGNED \_\_\_\_\_

NAVIGATOR



PILOT

NAVIGATOR

DATE

| 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  
At..... G.M.T.  
RATE.....secs/hour Gaining  
Losing

| FROM TO         | W/V UESD | HEIGHT    | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRI-FT | TRUE HDNG. | VAR. | MAG. HDNG. | C. S. | DIST. | TIME | E.T.A.       | CELESTIAL DATA |  |  |  |
|-----------------|----------|-----------|---------------|------------|--------|--------|------------|------|------------|-------|-------|------|--------------|----------------|--|--|--|
| 52-56N 01-20E   | 204/32   | 2000      | 150           | 131        | 253    | -11    | 242        | 10   | 252        | 108   | 35    | 19   | 1721         |                |  |  |  |
| Kings Lynn      | *        | 2000      | 150           | 131        | 247    | -10    | 237        | 10   | 247        | 106   | 39    | 22   | 1743         |                |  |  |  |
| Base            |          |           |               |            |        |        |            |      |            |       |       |      |              |                |  |  |  |
| Base            | 290/35   | 0 to 9500 | 150<br>130    | 129        | 114    | -11    | 115        | 10   | 125        | 164   | 78    | 30   | 0838<br>0918 |                |  |  |  |
| Felixstowe      |          |           |               |            |        |        |            |      |            |       |       |      |              |                |  |  |  |
| COMPOSITE A     |          |           |               |            |        |        |            |      |            |       |       |      |              |                |  |  |  |
| Kings Cliff (W) | 290/38   | 8000      | 150           | 145        | 057    | -12    | 45         | 10   | 55         | 167   | 13    | 05   | 0850         |                |  |  |  |
| Crowland (B)    |          | -6        | 130           |            |        |        |            |      |            |       |       |      | 0855         |                |  |  |  |
| 52-40N 00-10W   | 290/47   | 10000     | 150           | 147        | 114    | -11    | 115        | 10   | 125        | 194   | 53    | 16   | 0911         |                |  |  |  |
| Eye (D)         |          | -8        |               |            |        |        |            |      |            |       |       |      |              |                |  |  |  |
| 52-20N 01-10E   | 290/50   | 10000     | 150           | 149        | 163    | -16    | 179        | 9    | 188        | 173   | 23    | 08   | 0919         |                |  |  |  |
| Felixstowe CP 1 |          | -10       |               |            |        |        |            |      |            |       |       |      |              |                |  |  |  |

## 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. |
|----------|---------|--------------------------|------------|------------|-----------------------------------------------------------|---------------------|---------------|--------------------|--------|--------|---|-------|--------|----|--------|
|          |         |                          | 323        |            | Osnabruck 12 1/2 mi. @ 11                                 |                     | 150           | 22500              |        |        |   |       |        |    |        |
| 1322     | 328/105 |                          | 323        |            | " 18 mi @ 358                                             | 328/105K. PFF       |               |                    |        |        |   |       |        |    |        |
| 1325     |         |                          | 301        |            | 52-37N 08-00E                                             |                     | 150           | 22500              |        |        |   | 98    | 37     | 23 | 1348   |
| 1329     |         |                          | 301        |            | Osnabruck 33 1/2 mi. Letting down 2000 ft.                |                     | 150           | 22500              |        |        |   |       |        |    |        |
| 1333 1/2 | 296     | 1/5                      | 301        |            | Osnabruck 29 mi., @ 318                                   |                     |               |                    |        |        |   |       |        |    |        |
| 1341 1/2 | 310/68K |                          |            |            | Rheine 29 mi., @ 350.                                     | 310/68K             | 150           | 21500              |        | 17     | 8 | 123   |        |    |        |
| 1343     |         |                          | 290        |            | A/C                                                       |                     |               |                    |        |        |   |       |        |    |        |
| 1345     | 280     | 1/10                     | 290        |            | Rheims, 33 mi @ 327                                       |                     | 150           | 21500              | 185    |        |   |       |        |    |        |
| 1354     |         |                          |            |            | Zwolle 23 mi. @ 33                                        |                     |               |                    |        |        |   |       |        |    |        |
| 1401     | 266 1/2 |                          | 275        |            | Meppel, 3 mi. south; 5 north of course                    |                     | 150           | 21600 -26          | 181    | 32 1/2 |   |       |        |    |        |
| 1410     |         |                          | 268        |            |                                                           |                     | 150           | 21600              |        |        |   |       |        |    |        |
| 1411     | 310/60  |                          | 268        |            | Enkhuizen                                                 |                     | 150           | 21500              |        |        |   | 120   | 36     | 18 | 1429   |
| 1414     |         |                          | 280        |            | Amsterdam 26 mi @ 46                                      |                     | 150           | 21500              |        |        |   |       |        |    |        |
| 1429     |         |                          | 276        |            | 52-37N 04-43E. Coast out. Let down started                |                     |               | 21000              |        |        |   |       |        |    |        |
| 1448     |         |                          | 285        |            | 52-47N 03-38E 80 mi. from coast. started d inst. let down |                     | 177           | 13000              |        |        |   |       |        |    |        |



## FLIGHT RECORD

[illegible]



# TRACK CHART

DATE Jan. 6, 1945

## TARGETS

PRIMARY

Lütz-kendorf (NOT BOMBED)

Giessen, Ger. (BOMBED AS T.O.)

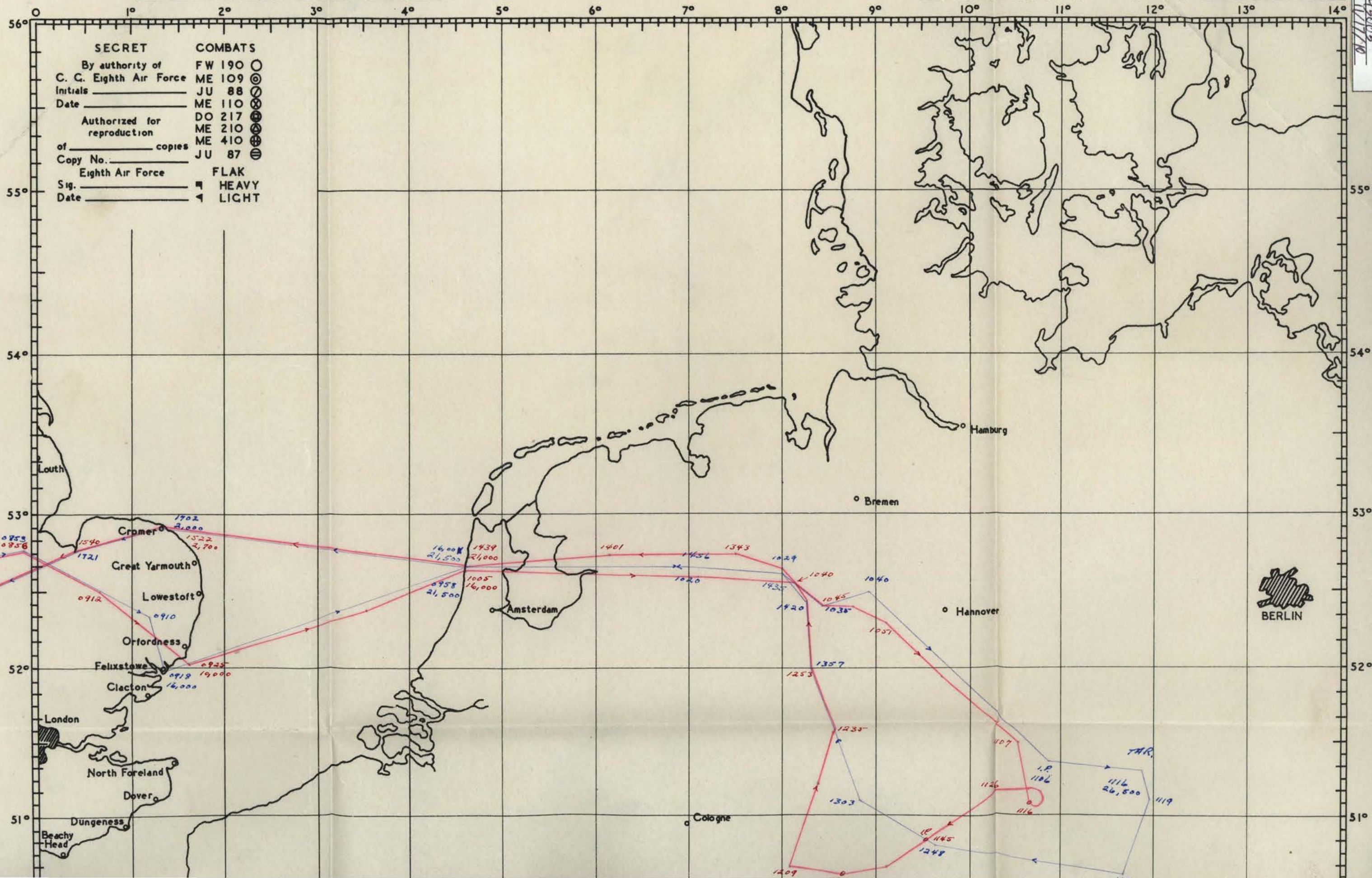
Blue

Red

ROUTE FOLLOWED BY

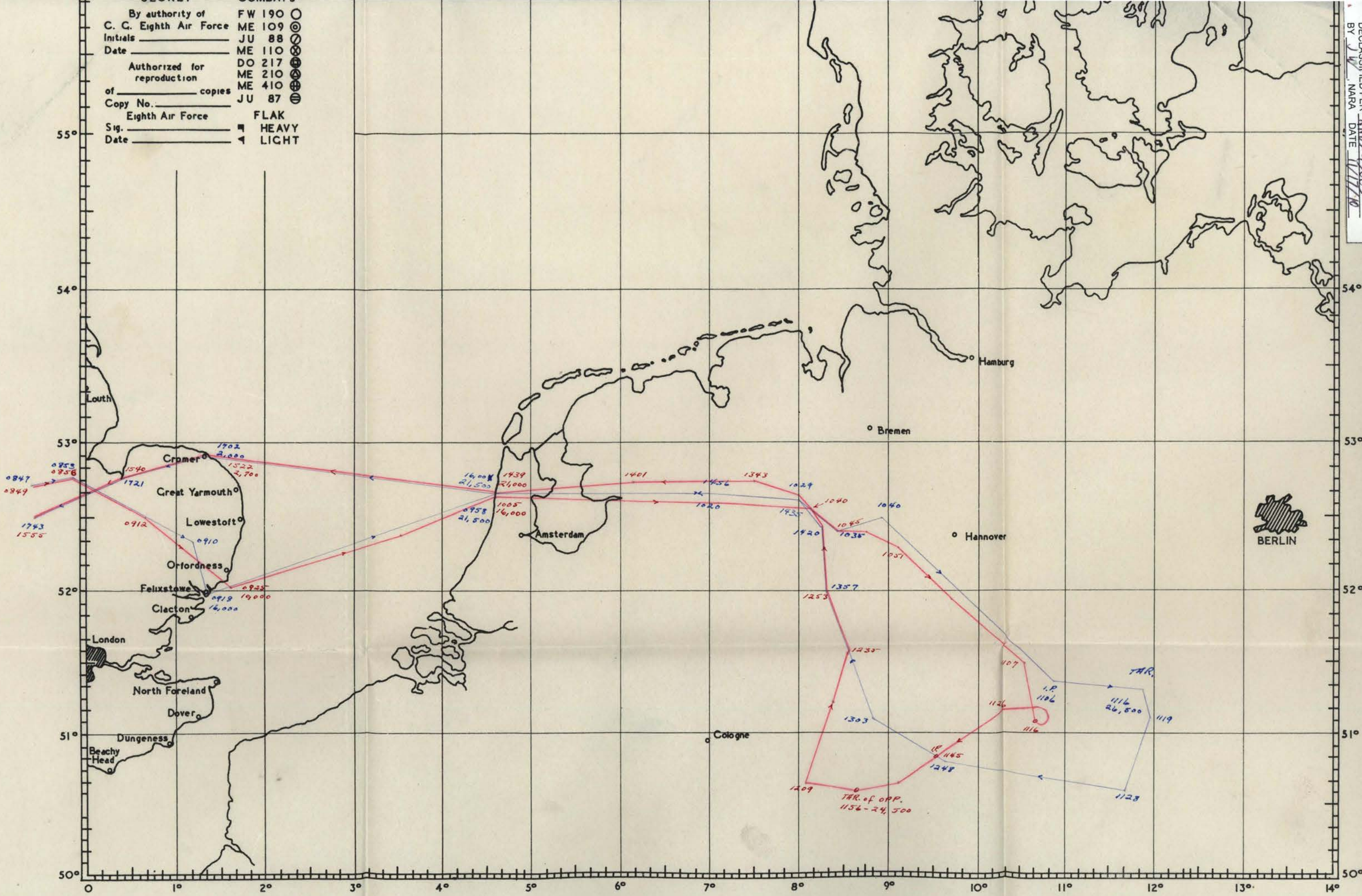
Briefed

40/51. B. G. (H)





By authority of FW 190 ○  
 C. C. Eighth Air Force ME 109 ⊙  
 Initials JU 88 ⊗  
 Date ME 110 ⊗  
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 Date HEAVY  
LIGHT





Target No.  
6 (d) (vi) 99

RAILWAY MARSHALLING YARD — GIESSEN (GERMANY)  
Lat. 50°35'N. Long. 08°40'E

Illustration No.  
6 (d) (vi) 99/4

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

Photographed 19 April 1944

(1 : 32,000)

Issued October 1944



Illustration No.  
6 (d) (vi) 99/4



OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 657  
U. S. ARMY

D-2-4

4 February 1945.

SUBJECT: Crew Comments and Suggestions. (mission to Berlin 3 February 1945)

TO : COMMANDING OFFICER, AAF Sta. 128, APO 657, U. S. Army.

1. Capt. Locher, Group Air Commander, reported that 94th "A" Group High Squadron flew 1,000 feet too high all day, which caused 94th "B" Group difficulty because of prop-wash. This comment was seconded by Lt. Schaumann, Low Squadron leader.

2. Lt. Schaumann also stated that the second flight of the Low Section of the Lead Squadron flew too low.

3. Capt. Robert L. Stelzer, Deputy Group Commander, stated that the Low Section of the Lead Squadron flew at all times in close trail of Lead Section; told him several times to move over to correct position.

4. Lt. Earl F. Carey, pilot A/C 8862, reports that there have been no lights in his crew chief's tent for a month, although he has complained several times. A/C dispersed in Dispersal #45.

5. Lt. Donald M. Schliebaum, pilot A/C 7039, complimented his wing-man, Lt. Smith, for flying the "best formation I've ever seen."

6. Lt. Herman Tausig, pilot of Deputy Group Lead A/C, reported that his Radio Operator was able to transmit radio message concerning the unidentified B-17 which ditched, almost immediately.

7. Lt. Arthur D. Kelso, Jr., pilot A/C 8791, reported a shortage of flak suits.

8. Lt. Richard B. Richardson, pilot A/C 9012, thought the High Squadron flew too low all the time.

9. Lt. Donald R. Scheller, pilot A/C 6113, thought the #2 and #3 A/C in the Lead Squadron flew a little too far back end out.

10. Lt. Herbert P. Cox, pilot A/C 8607, thought #2 A/C in Lead Squadron was low and a little far back.

11. The entire crew of Lt. Kenneth J. Hartsock, pilot A/C 8458, say this A/C is the cleanest and best kept A/C they have ever flown. They would like to compliment the crew chief and would be happy to complete their tour in this A/C.

12. Lt. Robert E. Jordan, pilot A/C 7551, thought the High Squadron "essed" too much and that there was not enough interval between the Lead and High Squadron.

13. The crew of Lt. Robert S. Jones state that the quality of food served recently in the combat mess after a mission is poor, and that they do not get enough to eat.

W. B. FRY,  
Major, A.C., Gp S-2



STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. G. 622

Date of 6 Feb 45  
 94th "A" Gp

|                                    | LEAD              |             | LOW         |             | HIGH        | PFF         |
|------------------------------------|-------------------|-------------|-------------|-------------|-------------|-------------|
|                                    |                   | PFF - GH    |             | PFF - GH    |             |             |
| 1. No. of A/C Failing to Take Off  | **                | **          | **          | **          | **          | **          |
| 2. No. of A/C Airborne             | 10                | 2           | 11          | 1           | 11          | 1           |
| 3. No. of A/C Airborne Less Spares | 10                | 2           | 11          | 1           | 11          | 1           |
| 4. No. of A/C Sorties              | 9                 | 2           | 11          | 1           | 11          | 1           |
| 5. No. of A/C Attacking            | 9                 | 2           | 11          | 1           | 11          | 1           |
| 6. No. of A/C Not Attacking        | 1                 | -           | -           | -           | -           | -           |
| (a) Early Returns Included         | (1)               |             |             |             |             |             |
| 7. Name of Primary Target          | LUTZKENDORF (VIS) |             |             |             |             |             |
| (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      | GIESSEN (PFF)     |             |             |             |             |             |
| (a) No. of A/C Attacking           | 9                 | 2           | 11          | 1           | 11          | 1           |
| (b) No., Size & type of Bombs      | 90                | 20          | 108         | 10          | 110         | 10          |
|                                    | 500#<br>RDX       | 500#<br>RDX | 500#<br>RDX | 500#<br>RDX | 500#<br>RDX | 500#<br>RDX |
| 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        | NONE        |
| 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                 | 0713   | 0717   | 0717   |
| 19. Time of Attack                  | 1156   | 1156½  | 1158   |
| 20. Average Time of Flight          | 8.8    | 8.7    | 8.9    |
| 21. Altitude of Release             | 23,600 | 22,700 | 23,100 |
| 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:



# STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. C. 622

Date of 6 Feb 45

94th B Gp

HIGH SQ

PFF - GH

PFF - GH

1. No. of A/C Failing to Take Off

1

--

2. No. of A/C Airborne

10

1

3. No. of A/C Airborne Less Spares

10

1

4. No. of A/C Sorties

10

1

5. No. of A/C Attacking

10

1

6. No. of A/C Not Attacking

--

--

(a) Early Returns Included

7. Name of Primary Target

LUZKENDORF (VIS)

(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

EISFELD (PFF)

(a) No. of A/C Attacking

10

1

(b) No., Size & type of Bombs

100

10

500# RDX 500# RDX

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

13. - to Flak

14. - to Flak & E/A

15. - to Enemy A/C

16. - to Accident

17. - to Unknown



STAT SUMMARY (cont'd)

|                                     | HIGH<br>XXXX       |  |  |
|-------------------------------------|--------------------|--|--|
| 18. Time of Takeoff                 | 0720               |  |  |
| 19. Time of Attack                  | 1146 $\frac{1}{2}$ |  |  |
| 20. Average Time of Flight          | 8.9                |  |  |
| 21. Altitude of Release             | 24,300             |  |  |
| 22. Visual or PFF                   | PFF                |  |  |
| 23. Enemy Resistance - AA Int. Acc. | none               |  |  |
| 24. Fighters                        | --                 |  |  |
| 25. Bomber                          | --                 |  |  |
| 26. U.S. A/C Engaged by Enemy A/C   | None               |  |  |
| 27. Degree of Success               | 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                                           | <u>CAPT DOLAN</u>                            | DATE                       | <u>6 Feb 1945</u> |
| PILOT                                                | <u>CAPT DUNN</u>                             | TAKE OFF                   | <u>0713</u>       |
| NAVIGATOR                                            | <u>CAPT SELLERS</u>                          | AI RPLANE                  |                   |
| WING                                                 | <u>94th A</u>                                | GROUP                      | <u>401st</u>      |
|                                                      |                                              | SQDN                       | <u>Lead</u>       |
|                                                      |                                              | LANDED                     | <u>1555</u>       |
| OBJECTIVE                                            | <u>GLASSEN, GERMANY</u>                      |                            |                   |
| METHOD OF ATTACK                                     | <u>Individual Flight Squadron Group Wing</u> |                            |                   |
| NUMBER A/C IN GROUP                                  | <u>35</u>                                    | COMPOSITE GROUP            |                   |
| DEFLECTION AND RANGE SIGHTING GROUP                  | <u>Lead A/C</u>                              | COMPOSITE GROUP            |                   |
| NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: |                                              |                            |                   |
| BOMBS, TYPES AND SIZES                               | <u>500# HX</u>                               | FUSING: NOSE               | <u>1 A/C</u>      |
|                                                      |                                              | TAIL                       | <u>1/10</u>       |
| BOMBS, TYPES AND SIZES                               |                                              | FUSING: NOSE               | <u>1/40</u>       |
|                                                      |                                              | TAIL                       |                   |
| NUMBER OF BOMBS LOADED                               | <u>350</u>                                   | RELEASED                   | <u>348</u>        |
| INFORMATION AT RELEASE POINT:                        |                                              |                            |                   |
| Altitude of Target                                   | <u>515</u>                                   | Temp Aloft: Metro          | <u>-48</u>        |
| True Altitude above target                           | <u>23600</u>                                 | Actual                     | <u>-36</u>        |
| Ind. Altitude                                        | <u>24500</u>                                 | Mag Head, order            | <u>103</u>        |
| Pressure alt of target                               | <u>-128 GSL</u>                              | True Heading               | <u>285</u>        |
| Altimeter setting                                    | <u>29.92</u>                                 | Drift, Est                 | <u>280</u>        |
| C.I.A.S.                                             | <u>150</u>                                   | Actual                     | <u>21</u>         |
| I.A.S.                                               | <u>150</u>                                   | True Track                 | <u>321</u>        |
| G.S. Est                                             | <u>252</u>                                   | Actual Range               | <u>248</u>        |
| Actual                                               | <u>172</u>                                   | B.S. Type                  | <u>11,584</u>     |
| Wind Direc Metro                                     | <u>270</u>                                   | Time of Release            | <u>11:56</u>      |
| Actual                                               | <u>350</u>                                   | Intervalometer Setting     | <u>75ft</u>       |
| Wind Veloc. Metro                                    | <u>69</u>                                    | Length of Bombing Run      | <u>5min</u>       |
| Actual                                               | <u>127</u>                                   | C-1 Pilot                  | <u>A-5</u>        |
| D.S. Trail                                           | <u>151</u>                                   | Manual Pilot               | <u>OK</u>         |
| ATF                                                  | <u>55</u>                                    |                            |                   |
| Tan. D.A. Est                                        | <u>.804</u>                                  | Type of Release: Lead A/C  | <u>Salvo</u>      |
| Actual                                               | <u>.49</u>                                   | Type of Release: Other A/C | <u>75ft</u>       |
| Mean Temp: Metro                                     | <u>-18</u>                                   |                            |                   |
| Actual                                               | <u>-17</u>                                   |                            |                   |
| LOW SQDN                                             | <u>Alt - 23700</u>                           | MH                         | <u>- 246</u>      |
| High Sqdn                                            | <u>" - 23100</u>                             | "                          | <u>- 295</u>      |
|                                                      |                                              | Time of Release            | <u>11:56 1/2</u>  |
|                                                      |                                              | "                          | <u>11:58 1/2</u>  |



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

Mission No. 204  
 6 February 1945

SUBJECT : Loading List.

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

Plane 42-106992

|     |                    |         |       |
|-----|--------------------|---------|-------|
| P   | Roadman, Julian    | 1st Lt. | 612th |
| CP  | Compton, Henry W.  | 2nd Lt. | "     |
| N   | Knuesen, Robert H. | F/O     | "     |
| B   | Whitlock, James P. | 2nd Lt. | "     |
| RO  | Elchisak, Alfred   | T Sgt.  | "     |
| TTG | Landers, John A.   | T S gt. | "     |
| BTG | Green, John J.     | S Sgt.  | "     |
| TG  | Wood, Donald S.    | S Sgt.  | "     |
| FG  | Hill, Earle R. Jr. | 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.     | Pvt     | " |
| TTG | Bixby, Joseph Jr.    | T Sgt.  | " |
| BTG | Erland, Cletus M.    | S Sgt.  | " |
| TG  | Kirkhuff, Leonard M. | S S gt. | " |
| FG  | Mainprize, Jack E.   | S S gt. | " |

Plane 43-37790

|     |                       |         |   |
|-----|-----------------------|---------|---|
| P   | Schliemann, Donald M. | 1st Lt. | " |
| CP  | Meyrowitz, Irving     | 2nd Lt. | " |
| N   | Schneck, David        | 2nd Lt. | " |
| B   | Swatosh, Kenneth J.   | 2nd Lt. | " |
| RO  | Pendley, Garland E.   | T Sgt.  | " |
| TTG | Kelly, John C.        | T S gt. | " |
| BTG | Eames, Duane H. N.    | S Sgt.  | " |
| TG  | Madden, Ted H.        | S S gt. | " |
| FG  | Lambeth, Benson W.    | S Sgt.  | " |

Plane 43-37628

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



Plane 42-102393

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

612th

Plane 43938733

|     |                      |         |
|-----|----------------------|---------|
| P   | Campbell, Charles J. | 2nd Lt. |
| GP  | 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.   | S Sgt.  |
| BTG | Sullivan, Earl Jr.   | S Sgt.  |
| TG  | Dalton, Charles K.   | S Sgt.  |
| FG  | Murray, Howard M.    | Pvt.    |

Plane 44-8153

|     |                     |         |
|-----|---------------------|---------|
| P   | Hayes, Ralph S.     | 1st Lt. |
| GP  | Mead, Clarence E.   | 1st Lt. |
| N   | Minor, Charles B.   | 1st Lt. |
| B   | Murphy, Roland W.   | 1st Lt. |
| MO  | Munt, Donald        | F/O     |
| RO  | Fuston, William R.  | T Sgt.  |
| TTG | Lucewecz, John      | T Sgt.  |
| TG  | Smith, Charles E.   | S Sgt.  |
| FG  | Pahl, Arthur L. Jr. | S Sgt.  |

Plane 43-38788

|     |                       |         |
|-----|-----------------------|---------|
| P   | Bloetscher, Andrew F. | 1st Lt. |
| GP  | 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.     | S Sgt.  |
| BTG | Cherrubeni, Peter J.  | S Sgt.  |
| TG  | Skaggs, Irl R.        | S Sgt.  |
| FG  | Willick, Edward L.    | S Sgt.  |

Plane 42-102398

|     |                        |         |
|-----|------------------------|---------|
| P   | Boddin, Frederick R.   | 1st Lt. |
| GP  | Devlin, James H.       | 2nd Lt. |
| N   | Uhrain, Andrew         | 2nd Lt. |
| B   | Miller, Donald A.      | 2nd Lt. |
| RO  | Kornegay, Rayan G.     | T Sgt.  |
| TTG | Richardson, Paschal    | T Sgt.  |
| BTG | Noble, Chester C.      | S Sgt.  |
| TG  | Klindworth, Louis O.   | S Sgt.  |
| FG  | Langham, Theodore E.N. | S Sgt.  |



Plane 42-31662

|     |                      |         |       |
|-----|----------------------|---------|-------|
| P   | Howard, Louis F. Jr. | 2nd Lt. | 612th |
| CP  | Wilfoed, 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 | Borrer, Norwood E.   | S Sgt.  | "     |
| TG  | McQuiston, George E. | Sgt.    | "     |
| FG  | Taylor, Charles F.   | Sgt.    | "     |

Plane 42-107039

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

Plane 42-39993

|     |                        |         |   |
|-----|------------------------|---------|---|
| P   | Nolan, James A.        | 2nd Lt. | " |
| CP  | Twiggs, Calvin N.      | 2nd Lt. | " |
| N   | Vercelli, Edward F.    | F/O     | " |
| B   | DelleDonne, Charles L. | Sgt.    | " |
| RO  | Hathaway, Stanley J.   | Sgt.    | " |
| TTG | Siconolfi, Patrick     | Sgt.    | " |
| BTG | Feldman, Warren H.     | Sgt.    | " |
| TG  | Stewart, Jack C.       | Sgt.    | " |
| FG  | Gabhardt, Charles R.   | T Sgt.  | " |

"End"



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

6 FEBRUARY 1945

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

| PLANE NO. | DUTY | RANK    | LAST NAME | FIRST NAME | MI     |
|-----------|------|---------|-----------|------------|--------|
| 43-38458  | P    | 1st Lt. | KELSO     | ARTHUR     | D. JR. |
|           | CP   | 2nd Lt. | ROBERSON  | WENDELL    | D.     |
|           | N    | 2nd Lt. | TONNE     | ALVIN      | E.     |
|           | B    | S/SGT.  | LITTLE    | JAMES      | O.     |
|           | RO   | S/SGT.  | MEYERS    | NEIL       | P.     |
|           | TT   | S/SGT.  | HARPER    | JAMES      | T.     |
|           | BT   | S/SGT.  | MORRISON  | KENNETH    | D.     |
|           | TG   | S/SGT.  | BOND      | JACK       | D.     |
|           | WG   | S/SGT.  | TOOMBS    | GEO.       | (NMI)  |
| 42-31072  | P    | 1st Lt. | CURRAN    | EDWARD     | E.     |
|           | CP   | 2nd Lt. | REILLY    | DONALD     | J.     |
|           | N    | 2nd Lt. | BEUTZ     | JOHN       | J.     |
|           | B    | S/SGT.  | ROBERSON  | ROBERT     | E.     |
|           | RO   | S/SGT.  | SITTON    | WILLIAM    | C.     |
|           | TT   | S/SGT.  | JOHNSON   | LEMO       | E.     |
|           | BT   | S/SGT.  | ZENOR     | HAROLD     | M.     |
|           | TG   | S/SGT.  | CLIFTON   | JAMES      | R.     |
|           | WG   | S/SGT.  | HARDIN    | RAY        | (NMI)  |
| 44-6113   | P    | 2nd 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     | B.     |
|           | TG   | S/SGT.  | ODOM      | HENRY      | T.     |
|           | WG   | S/SGT.  | FISHER    | MELVIN     | C.     |
| 44-6132   | P    | 2nd Lt. | SPEER     | KENNETH    | D.     |
|           | CP   | 2nd Lt. | KELLY     | JAMES      | J.     |
|           | N    | 2nd Lt. | SIMON     | ROBERT     | H.     |
|           | B    | SGT.    | BUTLIN    | ERNEST     | J.     |
|           | RO   | SGT.    | YOHAY     | DAVID      | (NMI)  |
|           | TT   | SGT.    | CUPP      | GORDON     | G.     |
|           | BT   | SGT.    | GROSS     | WILLIAM    | D.     |
|           | TG   | SGT.    | THOMPSON  | LEONARD    | E.     |
|           | WG   | SGT.    | AVERETT   | JACK       | D.     |
| 44-6588   | P    | 2nd Lt. | NIELSON   | HANS       | V.     |
|           | CP   | 2nd Lt. | THOMAS    | JAMES      | A.     |
|           | N    | 2nd Lt. | TUMMELSON | HURSHAL    | G.     |
|           | B    | SGT.    | VIGNETTI  | ANGELO     | J.     |
|           | RO   | SGT.    | HARROWE   | EMANUEL    | (NMI)  |
|           | TT   | SGT.    | SWINDLE   | FRANK      | C.     |
|           | BT   | SGT.    | EVANS     | CARL       | E.     |
|           | TG   | SGT.    | STEPKA    | FRANCIS    | S.     |
|           | WG   | SGT.    | DE PRA    | ARTHUR     | R.     |



|           |    |         |                                                                     |         |        |
|-----------|----|---------|---------------------------------------------------------------------|---------|--------|
| 38-941    | P  | 1st Lt. | TAUSIG                                                              | HERMAN  | (NMI)  |
|           | CP | 2nd Lt. | MACKIN                                                              | PETER   | D.     |
|           | N  | 1st Lt. | WALKER                                                              | DENSON  | F.     |
|           | B  | 1st Lt. | ROWE                                                                | ROBERT  | W.     |
|           | RO | S/SGT.  | FITZSIMMONS                                                         | JAMES   | J.     |
|           | TT | S/SGT.  | JOHNSTON                                                            | DONALD  | C.     |
|           | BT | S/SGT.  | BUCKSBAUM                                                           | ELMER   | (NMI)  |
|           | TG | S/SGT.  | KATZ                                                                | ALVIN   | C.     |
|           | WG | S/SGT.  | JOHNSON                                                             | WARREN  | B.     |
| 44-6313   | P  | 2nd 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 | SGT.    | KEMP                                                                | JAMES   | E.     |
|           | TG | SGT.    | DEFERBAUGH                                                          | NORMAN  | (NMI)  |
|           | WG | SGT.    | MATLACK                                                             | WILLIAM | Q.     |
| 43-318187 | 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                                                               | DONALD  | F.     |
|           | BT | SGT.    | <del>THOMAS</del> LUCA <del>ASHER</del> RUDOLPH <del>(NMI)</del> C. |         |        |
|           | TG | SGT.    | KROZEL                                                              | JOSEPH  | A.     |
|           | WG | SGT.    | McKEE                                                               | WILLIAM | J.     |
| 44-8648   | P  | 1st Lt. | McGOLDRICK                                                          | JOHN    | W.     |
|           | CP | 1st Lt. | MILLER                                                              | HARRY   | C.     |
|           | N  | 1st Lt. | LEWIS                                                               | LESTER  | G.     |
|           | B  | 1st Lt. | PEEK                                                                | GEO.    | W.     |
|           | V  | 1st Lt. | PETERSON                                                            | GEO.    | W.     |
|           | RO | T/SGT.  | BECK                                                                | GERALD  | L.     |
|           | TT | T/SGT.  | SHELDON                                                             | JAMES   | F.     |
|           | TG | S/SGT.  | GRUMANN                                                             | JAMES   | F.     |
|           | WG | S/SGT.  | LINDSAY                                                             | JAMES   | R.     |
| 42-31591  | P  | 2nd Lt. | MAHARICK                                                            | MATT    | (NMI)  |
|           | CP | F/O     | HAGGARD                                                             | WILEY   | R.     |
|           | N  | 2nd Lt. | Blank                                                               | SAMUEL  | (NMI)  |
|           | B  | 2nd Lt. | ROWLEY                                                              | RONALD  | 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.     |

*over*



42-102947

|    |         |           |           |       |
|----|---------|-----------|-----------|-------|
| P  | 1st Lt. | STEELE    | RICHARD   | H.    |
| CP | 2nd Lt. | ZEMAN     | ROGER     | R.    |
| N  | 2nd Lt. | HURLEY    | JIM       | D.    |
| B  | SGT.    | VALDEZ    | RAYMOND   | (NMI) |
| RO | S/SGT.  | STROMBERG | ALEXANDER | (NMI) |
| TT | S/SGT.  | STACHURA  | FREDERICK | (NMI) |
| BT | S/SGT.  | MYERS     | ERROL     | A.    |
| TG | S/SGT.  | LUTZ      | LEO       | B.    |
| WG | S/SGT.  | WOWAK     | CHESTER   | A.    |

42-102468

|    |         |             |           |       |
|----|---------|-------------|-----------|-------|
| 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.  | TANAZEVI CH | ALEXANDER | (NMI) |
| TG | S/SGT.  | NORRIS      | LAMON     | (NMI) |
| WG | S/SGT.  | RAYMOND     | LLOYD     | A.    |



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

AAF Station # 128  
 6 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 | 44-92033 |                            |            |
| 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.  | GOODMAN, JAMES W.          | "          |
| RO     | T/Sgt.   | Fulton, David W.           | "          |
| TT     | T/Sgt.   | LaVigne, Robert N.         | "          |
| BT     | S/Sgt.   | Zaborsky, Stephen A.       | "          |
| WG     | S/Sgt.   | Cole, Harry L.             | "          |
| *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 | 42-39012 |                            |            |
| P      | 2nd Lt.  | JAMES, HERBERT W.          | "          |
| CP     | 2nd Lt.  | CASSIDY, CLARENCE          | "          |
| N      | 2nd Lt.  | SASSMANNSHAUSEN, WALTER B. | "          |
| CTG    | Sgt.     | Branch, Willard A.         | "          |
| RO     | Sgt.     | Kent, Donald R.            | "          |
| TT     | Sgt.     | Parker, Robert S.          | "          |
| BT     | Sgt.     | Toloso, Melvin N.          | "          |
| TG     | Sgt.     | McCallon, Lynn G.          | "          |
| WG     | Sgt.     | Baumann, Archie M.         | "          |
| *Plane | 43-38565 |                            |            |
| P      | 1st Lt.  | BABCOCK, FREDRICK H.       | "          |
| CP     | 2nd Lt.  | BOUSFIELD, JOHN            | "          |
| N      | 2nd Lt.  | CRAWFORD, ALLEN H. JR.     | "          |
| B      | 2nd Lt.  | MENZEL, GEORGE H.          | "          |
| RO     | T/Sgt.   | Bilby, John F. Jr.         | "          |
| TT     | T/Sgt.   | Caldwell, Carroll L.       | "          |
| BT     | S/Sgt.   | Grasela, Edward B.         | "          |
| TG     | S/Sgt.   | Parnham, Walter E.         | "          |
| WG     | S/Sgt.   | Casselman, Charles R.      | "          |



Loading List Cont'd.

\*Plane 42-97478  
 P 1st Lt.  
 CP F/O.  
 N 1st Lt.  
 B 2nd Lt.  
 RO Sgt.  
 TT Sgt.  
 BT Sgt.  
 TG Sgt.  
 WG Sgt.

HARTSOCK, KENNETH J. 614th Sq  
 LOCKE, KENT W. "  
 PETTY, ROBERT J. "  
 DODGE, RICHARD A. "  
 Dee, Harold E. "  
 Browne, Vincent "  
 Mendez, Frank C. "  
 Anderson, Donald S. "  
 Strukel, Joseph J. "

\*Plane 43-38677  
 P 2nd Lt.  
 CP 2nd Lt.  
 N 2nd Lt.  
 CTG ~~S~~/Sgt.  
 RO S/Sgt.  
 TT S/Sgt.  
 BT S/Sgt.  
~~BT~~ S/Sgt.  
 WG Sgt.

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

\*Plane 42-97322  
 P 1st Lt.  
 CP 1st Lt.  
 N F/O.  
 CTG S/Sgt.  
 RO ~~S~~/Sgt.  
 TT T/Sgt.  
 BT S/Sgt.  
 TG S/Sgt.  
 WG S/Sgt.

ST. AUBYN, GLENN H. "  
 THOMPSON, WALLACE "  
 KAHN, CHARLES "  
 Falkowitz, Irving "  
 Tompkins, Harry A. "  
 Dearborn, Harry R. "  
 Lichtenberger, Gustave W. "  
 Hickey, Harold J. "  
 Buckley, John F. "

\*Plane 43-38330  
 P 1st Lt.  
 CP 2nd Lt.  
 N F/O.  
 B 2nd Lt.  
 RO S/Sgt.  
 TT S/Sgt.  
 BT S/Sgt.  
 TG S/Sgt.  
 WG S/Sgt.

WHITE, WYLIE K. "  
 POTTER, FRED R. "  
 BRINER, WILLIAM L. "  
 AUFRANCE, RUSSEL L. "  
 McCommis, Max I. "  
 Whitney, Paul A. "  
 Viescas, Arturo B. "  
 McQuade, John B. "  
 Cranz, Edwin R. "

\*Plane 43-38738  
 P 1st Lt.  
 CP 1st Lt.  
 N F/O.  
 CTG S/Sgt.  
 RO S/Sgt.  
 TT T/Sgt.  
 BT S/Sgt.  
 TG S/Sgt.  
 WG S/Sgt.

RICHARDSON, RICHARD B. "  
 MEUSEL, JOSEPH F. "  
 BLADES, LEO L. "  
 Racick, John "  
 Massa, Attilio "  
 Walsh, Arthur G. "  
 Lunn, Berlyle J. "  
 Patterson, Donald D. "  
 Paluso, Joseph J. "



Loading List Cont'd.

|        |                 |                           |          |
|--------|-----------------|---------------------------|----------|
| *Plane | <u>43-38646</u> |                           |          |
| P      | 1st Lt.         | THOMPSON, RUSSELL B.      | 614th Sq |
| CP     | 2nd Lt.         | PARKER, VICTOR E.         | "        |
| N      | 2nd Lt.         | LUPOWITZ, HYMAN J.        | "        |
| B      | 2nd Lt.         | BRUCE, WILLIAM M.         | "        |
| RO     | T/Sgt.          | Bode, 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.           | "        |

|        |                 |                     |   |
|--------|-----------------|---------------------|---|
| *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>42-31983</u> |                     |   |
| P      | 2nd Lt.         | SORENSEN, MELVIN H. | " |
| CP     | 2nd Lt.         | TROUPE, JOHN T.     | " |
| N      | 2nd Lt.         | ZNEIMER, JOHN N.    | " |
| CTG    | Sgt.            | Lee, William J.     | " |
| RO     | Sgt.            | Collins, John G.    | " |
| TT     | Sgt.            | Senorio, Steve S.   | " |
| BT     | Sgt.            | Leppanen, Calvin E. | " |
| TG     | Sgt.            | Nichols, Norman D.  | " |
| WG     | Sgt.            | Turner, Eldon A.    | " |

For the Squadron Commander:

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



*Exp Opus*

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

6 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 # 43-38758

| DUTY | RANK    | LAST (NAME) | FIRST  | (MI)  | SQUADRON |
|------|---------|-------------|--------|-------|----------|
| P    | 2nd Lt. | Wolf        | Joseph | R.    | 615th    |
| CP   | 2nd Lt. | Janeczek    | Walter | (NMI) | "        |
| N    | F/O     | Patrick     | Dale   | L.    | 615th    |
| B    | 2nd Lt. | Hashimoto   | Gene   | (NMI) | "        |
| RO   | Sgt.    | Douglass    | James  | B.    | "        |
| TT   | S/Sgt.  | Palmer      | Edward | W.    | "        |
| BT   | Sgt.    | Banning     | Robert | O.    | "        |
| TG   | Sgt.    | Bolen       | Joseph | T.    | "        |
| FG   | S/Sgt.  | Elston      | Mack   | A.    | "        |

## PLANE # 43-38779

|    |         |            |          |       |       |
|----|---------|------------|----------|-------|-------|
| P  | 2nd Lt. | Knowles    | Willis   | S.    | 615th |
| CP | 2nd Lt. | Cornelius  | Carl     | J.    | "     |
| N  | F/O     | Grisham    | Cecil    | W.    | "     |
| B  | 2nd Lt. | Kostolni   | Walter   | G.    | "     |
| RO | Sgt.    | McCormick  | Thomas   | F.    | "     |
| TT | T/Sgt.  | Boever     | Robert   | A.    | "     |
| BT | Sgt.    | Wasemiller | Clifford | W.    | "     |
| TG | Sgt.    | Settle     | John     | W.    | "     |
| FG | Sgt.    | Fritsch    | Homer    | (NMI) | "     |

## PLANE # 42-107113

|    |         |           |         |       |       |
|----|---------|-----------|---------|-------|-------|
| P  | 2nd Lt. | Stephens  | Lloyd   | J.    | 615th |
| CP | 2nd Lt. | Wilt      | Elmer   | L.    | "     |
| N  | 2nd Lt. | Harper    | Robert  | F.    | "     |
| B  | Sgt.    | Whitlock  | Howard  | D.    | "     |
| RO | Sgt.    | Huzinec   | Andrew  | (NMI) | "     |
| TT | Sgt.    | Graham    | James   | B.    | "     |
| BT | Sgt.    | Wisdom    | Kent    | B.    | "     |
| TG | Sgt.    | Brennan   | William | J.    | "     |
| FG | Sgt.    | Lewelling | Fred    | E.    | "     |

## PLANE # 42-97664

|    |         |           |           |    |       |
|----|---------|-----------|-----------|----|-------|
| P  | 1st Lt. | Maire     | Frederick | N. | 615th |
| CP | 1st Lt. | Deen      | Robert    | M. | "     |
| N  | 2nd Lt. | Momberger | Charles   | M. | "     |
| B  | S/Sgt.  | Landry    | Lawrence  | B. | "     |
| RO | T/Sgt.  | Mabrey    | William   | T. | "     |
| TT | T/Sgt.  | Barr      | Thomas    | H. | "     |
| BT | S/Sgt.  | Luther    | Richard   | H. | "     |
| TG | Sgt.    | Wiegel    | Clifford  | W. | "     |
| FG | S/Sgt.  | Nowak     | Frank     | F. | "     |

- Continued -



Loading list. (Continued)

PLANE # 44-6146

| DUTY | RANK    | LAST (NAME) | FIRST     | (MI) | SQUADRON |
|------|---------|-------------|-----------|------|----------|
| P    | 2nd Lt. | Bennett     | Clifton   | S.   | 615th    |
| CP   | 2nd Lt. | Stevenson   | Joseph    | G.   | "        |
| N    | 2nd Lt. | Hamilton    | Charles   | W.   | "        |
| B    | Sgt.    | Ely         | Clavin    | P.   | "        |
| RO   | Pfc.    | Hanes       | Billy     | R.   | "        |
| TT   | Pfc.    | Henley      | James     | H.   | "        |
| BT   | Sgt.    | Spoer       | Richard   | A.   | "        |
| TG   | Sgt.    | Hartwick    | Frederick | W.   | "        |
| FG   | Sgt.    | Joyner      | Oliver    | H.   | "        |

PLANE # 43-38077

|    |         |            |                |       |       |
|----|---------|------------|----------------|-------|-------|
| P  | 1st Lt. | Djernes    | Carl           | P.    | 615th |
| CP | 2nd Lt. | Spiva      | Raymond        | H.    | "     |
| N  | 1st Lt. | Hoffman    | Lloyd          | G.    | "     |
| B  | Sgt.    | Reiher     | RICHARD Gordan | M. A. | "     |
| RO | S/Sgt.  | LaCourse   | Lucien         | (NMI) | "     |
| TT | S/Sgt.  | Chiu       | Donald         | (NMI) | "     |
| BT | Sgt.    | Bill       | Richard        | H.    | "     |
| TG | S/Sgt.  | O'Donoghue | Henry          | J.    | "     |
| FG | Sgt.    | Akins      | Ora            | R.    | "     |

PLANE # 44-8259

614th

|    |         |             |         |       |       |
|----|---------|-------------|---------|-------|-------|
| P  | 1st Lt. | Turk        | Laurel  | A.    | 615th |
| CP | 1st Lt. | Sinkking    | John    | W.    | "     |
| N  | 1st Lt. | Cone        | Allan   | L.    | "     |
| B  | 1st Lt. | Tharpe      | Robert  | W.    | "     |
| B  | 1st Lt. | Hecker      | Robert  | L.    | "     |
| RO | T/Sgt.  | Dupuis      | Cyraque | J.    | "     |
| TT | T/Sgt.  | Wieselthier | Simon   | (NMI) | "     |
| TG | S/Sgt.  | Vecchio     | Murray  | N.    | "     |
| FG | S/Sgt.  | Osborne     | Peter   | J.    | "     |

PLANE # 43-37551

|    |         |            |          |       |       |
|----|---------|------------|----------|-------|-------|
| P  | 1st Lt. | Jordan     | Robert   | E.    | 615th |
| CP | 2nd Lt. | Reinhard   | Edward   | O.    | "     |
| N  | F/O     | Braslawsky | Max      | (NMI) | "     |
| B  | Sgt.    | Carlson    | Verner   | A.    | "     |
| RO | Pvt.    | Maldin     | Harold   | M.    | "     |
| TT | S/Sgt.  | Anderson   | Howard   | E.    | "     |
| BT | Sgt.    | Caruth     | Merton   | A.    | "     |
| TG | Pvt.    | Corwin     | Clarence | P.    | "     |
| FG | Sgt.    | Seeley     | Duane    | F.    | "     |

- Continued -



Loading list. (Continued)

PLANE # 42-31730

| 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    | 2nd Lt. | Biasella       | Armond   | R.   | "        |
| RO   | Sgt.    | Herchenroether | Raymond  | A.   | "        |
| TT   | Sgt.    | Dilz           | Reinhold | J.   | "        |
| BT   | Sgt.    | McDow          | Miles    | J.   | "        |
| TG   | Sgt.    | Woestman       | Robert   | J.   | "        |
| FG   | Sgt.    | Reckers        | Russell  | E.   | "        |

PLANE # 42-97869

|    |         |          |         |       |       |
|----|---------|----------|---------|-------|-------|
| P  | 1st Lt. | Jones    | Robert  | S.    | 615th |
| CP | 2nd Lt. | Dunigan  | Maurick | (NMI) | "     |
| N  | F/O     | Steinman | Philip  | B     | "     |
| B  | S/Sgt.  | Carr     | Richard | W.    | "     |
| RO | S/Sgt.  | DeLong   | Billie  | D.    | "     |
| TT | S/Sgt.  | Kozyra   | Joseph  | J.    | "     |
| BT | Sgt.    | Nelson   | Howard  | W.    | "     |
| TG | Sgt.    | Foutch   | James   | W.    | "     |
| FG | Sgt.    | Geiger   | Lewis   | O.    | "     |

PLANE # 43-38425

|    |         |                 |              |      |       |
|----|---------|-----------------|--------------|------|-------|
| P  | 1st Lt. | Callahan        | Raymond      | J.   | 615th |
| CP | 2nd Lt. | Cosden          | Byran        | L.   | "     |
| N  | 2nd Lt. | Connell         | Hall         | T.   | "     |
| B  | S/Sgt.  | Peltz           | Chester      | C.   | "     |
| RO | S/Sgt.  | Weinstein       | Bernard      | B.   | "     |
| TT | TE/Sgt. | Commizzaro      | Ralph        | J.   | "     |
| BT | S/Sgt.  | Grenallion      | John         | E.   | "     |
| TG | S/Sgt.  | Swatski WOFFORD | Edward DEWEY | T.B. | "     |
| FG | Sgt.    | Wagner          | Aloysius     | E.   | "     |

PLANE # 44-8449 613th

|    |          |         |          |      |       |
|----|----------|---------|----------|------|-------|
| P  | Captain  | Dempsey | Ralph    | M.   | 615th |
| CP | Lt. Col. | Seawell | William  | T.   | Gp    |
| N  | 1st Lt.  | Wilhelm | Andrew   | C.   | 615th |
| N  | Captain  | Sellers | Cloyd    | W.   | "     |
| N  | 1st Lt.  | Walters | Donald   | E.   | "     |
| B  | Captain  | Dolan   | William  | W.   | "     |
| RO | T/Sgt.   | Virgona | Angelo   | J.   | "     |
| TT | T/Sgt.   | Beeson  | Charles  | W.   | "     |
| TG | 1st Lt.  | Higgs   | Walter   | M.   | "     |
| FG | S/Sgt.   | Seaton  | Clarence | H.C. | "     |

- E N D -



LEA 3Q 94TH B GROUP

Combat Sq. Leader: **CAPT LOCHER** Date: **3 Feb 45**

Deputy Sq. Leader: **LT TAUSIG**

Deputy Gp. Leader: **LT TAUSIG**

*10 X 500 lbs 1/10 1/40  
Map Gas load.*

**613 SQDN**

**612 SC JALOCK**  
**613 IN LAGRO**  
**614 IN COLFOLUB**  
**615 IY BOLLARD**

**RIEGLER (LOCHER)**

**IN P 8449 PFF**

**SPEER (MALONEY)**

**TAUSIG**

**IN B 6132**

**IN Q 8550 PFF**

**613 SQDN**

**614 SQDN**

**SCHELLER**

**BABCOCK**

**IN R 6115**

**IN F 7395**

**CAREY**

**COX**

**RICHARDSON**

**MORAN**

**IN N 8862**

**IN H 8607**

**IN P 2012**

**IN K 8677**

**CURRAN**

**IN K 1072**

**KELSO**

**HART**

**IN G 8791**

**IN U 7706**

**SPARES**

**NEOLSON**

**IN D 6588**

**SPARE LEAD (PFF) SC U 7947 Disp 19**  
**(VIS) IN L 8941 Disp 38**

**GND SPARES IY R 6146 Disp 30**  
**SC B 1662 Disp 20**

**MONITOR A/C IN L 0001 Maj De Jonokheere**

*Normal gas on Monitor ship 001*

*2:30 - Breakfast  
3:30 - Briefing  
5:30 - Status*



LOW SQDN. 94TH "B" GROUP

Combat Sq. Leader: LT. SCHAUNAMAN Date: 3 FEB. 1945

Deputy Sq. Leader: LT. ASCHENBACH

Deputy Sq. Leader: LT. TAUSIG

612 SQDN. 612 SC JALVOCK  
 613 IN LACRO  
 614 IW GOLFOCUS  
 615 IY BOZZARD

SCHAUNAMAN

SC Q 1291  
 153

LOVELL

SC T 8788

ASCHENBACH

SC C 9993

612 SQDN.

614 SQDN.

ROADMAN

SC 662  
 SC D 6992 Eng. Trouble #2

ST. AUBYN

IW N 8738

FRENCH

COMER

WHITE

STAUFFER

SC N 6506

SC F 8541

IW Q 7478

IW O 7602

SCHLIEMANN

SC M 7039

SMITH

HUDNALL

SC A 7628

SC S 8680

SPARES

HOWARD

SC R 2393

PFF SPARE LD. SC U 7947 DISP 19  
 VIS SPARE LD. IN L 8941 DISP 38

GND SPARES IY R 6146 DISP 30  
 SC B 1662 DISP 20



HIGH SQDN. 94TH "B" GROUP

Combat Sq. Leader: LT. HASKETT Date: 3 FEB. 1945

Deputy Sq. Leader: LT. TURK

Deputy Gp. Leader: LT. TAUSIG

615 SQDN.

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

HASKETT

IY S 8653(PFF)

CALLAHAN

TURK

IY K 8425

IY Q 8077

615 SQDN.

614 SQDN.

JONES

THOMPSON, R.

IY A 7869

IW T 8646

MAIRE

JORDAN

KING

HARTSOCK

IY O 8779

IY L 7551

IW A 6508

IN A 8458

DJERNES

IY C 2468

SMITH

CRACRAFT

IY B 1730

IY G 1983

SPARES

STEPHENS

IY J 7113

EFF SPARE LD. SC U 7947 DISP 19  
 VIS SPARE LD. IN L 8941 DISP 38

GND SPARES IY R 6146 DISP 30  
 SC B 1662 DISP 20



**SECRET****BRIEFING NOTES**

DATE: \_\_\_\_\_

DUTY OFFICER: \_\_\_\_\_

BRIEFING OFFICER: \_\_\_\_\_

**1. TARGETS AND IPT'S FOR:****a. 1st AD****(1) 401st Bomb Group:**Primary: PLAN A GQ 1512 Sutzendorf - Compressor house of one of Germany's medium sized Synthetic Oil Plants13 MILES SSW of Halle - 275,000 tons per year.PLAN B - BerlinSecondary: GH 584 City of this city - DRESDENLast Resort: Chemnitz - Center of City.**(2) Other Groups in 94th GW:** All groups same**(3) Order of Bombing and Targets of other units in 1st AD:**40<sup>th</sup> A, B, C94<sup>th</sup> A, B, C1<sup>st</sup> A, B, C**b. 2nd AD:** Plan A - Magdeburg; Plan B - Magdeburg or Berlin**c. 3rd AD:** PLAN A - Berlin; Plan B - Berlin**2. ROUTES (ALL THREE AD's)****a. Points and Times of Departure from English Coast:** \_\_\_\_\_**SECRET**



**SECRET**

b. Fighter support:

10 - P-51's

1 close support

**3. ANTICIPATED ENEMY OPPOSITION:**

a. Flak:

b. Enemy fighters:

c. Smoke screens:

d. Camouflage:

**4. INSTRUCTIONS TO UNITS:**

a. Wing Assembly:

b. Air Commanders:

c. Zero Hour and Date:

d. General Instructions Pertinent to Entire Task Force:

**5. SUPPLY:**

a. Gas Load:

b. Bomb Load (and Intervalometer Settings)

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

d. Screening Force:

**SECRET**



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

COMBAT BOMBING FLIGHT RECORD

|                                                               |                    |                                                |                    |
|---------------------------------------------------------------|--------------------|------------------------------------------------|--------------------|
| BOMBARDIER <u>LT. MURPHY</u>                                  |                    | DATE <u>2 Feb 1945</u>                         |                    |
| PILOT <u>LT. HAYES</u>                                        |                    | TAKE OFF <u>0719<sup>h</sup></u>               |                    |
| NAVIGATOR <u>LT. MINOR</u>                                    |                    | AI RPLANE                                      |                    |
| WING <u>44th B</u>                                            | GROUP <u>401st</u> | SQDN <u>High</u>                               | LANDED <u>1611</u> |
| OBJECTIVE <u>ELSFELD, GERMANY</u>                             |                    | (MPI)                                          |                    |
| METHOD OF ATTACK <u>Individual Flight Squadron Group Wing</u> |                    |                                                |                    |
| NUMBER A/C IN GROUP <u>11</u>                                 |                    | COMPOSITE GROUP                                |                    |
| DEFLECTION AND RANGE SIGHTING GROUP <u>Lead A/C</u>           |                    | COMPOSITE GROUP                                |                    |
| NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:          |                    |                                                |                    |
| BOMBS, TYPES AND SIZES <u>500<sup>lb</sup> DX</u>             |                    | FUSING: NOSE <u>1 A/C</u>                      | TAIL               |
| BOMBS, TYPES AND SIZES                                        |                    | FUSING: NOSE <u>1/10</u>                       | TAIL <u>1/40</u>   |
| NUMBER OF BOMBS LOADED <u>110</u>                             |                    | RELEASED <u>110</u>                            |                    |
| INFORMATION AT RELEASE POINT:                                 |                    |                                                |                    |
| Altitude of Target <u>820</u>                                 |                    | Temp Aloft: Metro <u>-48</u> Actual <u>-38</u> |                    |
| True Altitude above target <u>24300</u>                       |                    | Mag Head, order <u>103</u> Actual <u>335</u>   |                    |
| Ind. Altitude <u>25600</u>                                    |                    | True Heading <u>240</u>                        |                    |
| Pressure alt of target <u>12000SL</u>                         |                    | Drift, Est <u>2L</u> Actual <u>3L</u>          |                    |
| Altimeter setting <u>29.92</u>                                |                    | True Track <u>238</u>                          |                    |
| C.I.A.S. <u>150</u> I.A.S. <u>150</u>                         |                    | Actual Range <u>5,103</u>                      |                    |
| G.S. Est <u>282</u> Actual <u>94</u>                          |                    | B.S.Type <u>M-9</u>                            |                    |
| Wind Direc Metro <u>270</u> Actual <u>333</u>                 |                    | Time of Release <u>11:46</u>                   |                    |
| Wind Veloc. Metro <u>69</u> Actual <u>150</u>                 |                    | Intervalometer Setting <u>750</u>              |                    |
| D.S. <u>129</u> Trail <u>58</u> ATF <u>41.14</u>              |                    | Length of Bombing Run <u>5min</u>              |                    |
| Tan. D.A. Est <u>310</u> Actual <u>81</u>                     |                    | C-1 Pilot <u>A-5</u>                           |                    |
| Mean Temp: Metro <u>-18</u> Actual <u>-15</u>                 |                    | Manual Pilot <u>OK</u>                         |                    |
| Type of Release: Lead A/C <u>Salvo</u>                        |                    | Type of Release: Other A/C <u>75ft</u>         |                    |



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

J-A- 2

Reference Field Order 622.

6 FEBRUARY 194 5

SUBJECT: Communications Report, Operational Mission No 204.

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>4</u>       |
| Splashes               | <u>6</u>  | 3. HF/DF Bearings      | <u>1</u>       |
| Fixed Beacons          | <u>0</u>  | 4. VHF/DF Homings      | <u>3</u>       |
| Bunchers, England      | <u>31</u> | 5. Distress Action     | <u>1</u>       |
| Bunchers, Continent    | <u>0</u>  | 6. Total A/C using Gee | <u>48</u> (48) |

SECTION TWO - USE OF PFF

|                                  | H2X      | Micro-H |
|----------------------------------|----------|---------|
| 1. Total A/C dispatched          | <u>5</u> | (5)     |
| 2. Total A/C over target         | <u>5</u> |         |
| 3. Total sets usable for bombing | UNKNOWN  |         |

SECTION THREE - USE OF RCM

|                                   |               |      |
|-----------------------------------|---------------|------|
| 1. Total A/C using Carpet         | <u>43</u>     | (43) |
| 2. Total A/C releasing Chaff      | <u>41</u>     |      |
| 3. Total number of units released | <u>17,712</u> |      |

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

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

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... Intskendorf .....

1. TARGET: DATE OF MISSION 8/2/45 ....  
BOMBED.... Measen-Misfeld .....

2. ROUTE AS FLOWN:

As briefed to (5222-0829E)-(5222-0815E)-(5203-0932E)  
(5123-1040E)-(5109-1043E)-300 Deg. (5109-1021E)-(5105-1030E)-(5035-0946E)  
(5033-0806E)-(5132-0833E)-(5200-0829E)-( 5226-0819E)-(5238-0800E)-  
(5243-0705E)-(5238-0437E)

| 3.            | AT TARGET                      | ENROUTE                      |
|---------------|--------------------------------|------------------------------|
| WEATHER - - - | <u>5/10-9/10</u> .....         | <u>7/10-10/10</u> .....      |
| CONTRAILS - - | <u>None</u> .....              | <u>None</u> .....            |
| SEEN-UNSEEN - | <u>Seen &amp; Unseen</u> ..... | <u>Probably unseen</u> ..... |

4. DESCRIPTION OF FLAK AT TARGET:

None

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

1005 hours-(5240-0437E)-Meager-Accurate-Tracking  
1135 hours-5 mi. North of Harford -Meager-Accurate-Tracking

6. CHAFF; HOW DISCHARGED: 432 units-4 units every 10 seconds.  
1120 hours-1127 hours-(1145hours-1157hours.)

7. POSITION OF GROUP: 94th. "A" Group-also High Sqdn 94th. "B" .....

8. DETAILS:-

|              | SQDN.<br>POS. | NO.<br>A/C | DAMAGE<br>MAJ. MIN. |  | A/C LOST TO<br>AA EA ACC UK |  |          |  | AXIS OF<br>ATTK WITH |             | TIME<br>OVER<br>TARGET | HEIGHT        |
|--------------|---------------|------------|---------------------|--|-----------------------------|--|----------|--|----------------------|-------------|------------------------|---------------|
|              |               |            |                     |  |                             |  |          |  |                      |             |                        |               |
| 94th.<br>"A" | <u>Lead</u>   | <u>11</u>  | <u>3</u>            |  |                             |  | <u>1</u> |  | <u>285M</u>          | <u>310M</u> | <u>1156</u>            | <u>24,500</u> |
|              | <u>High</u>   | <u>12</u>  | <u>1</u>            |  |                             |  |          |  | <u>246M</u>          | <u>345M</u> | <u>1158</u>            | <u>24,000</u> |
|              | <u>Low</u>    | <u>12</u>  | <u>1</u>            |  |                             |  |          |  | <u>284M</u>          | <u>308M</u> | <u>1157</u>            | <u>23,500</u> |
| "B"          | <u>High</u>   | <u>11</u>  | <u>1</u>            |  |                             |  |          |  | <u>333M</u>          | <u>333M</u> | <u>1146</u>            | <u>25,000</u> |
|              |               |            |                     |  |                             |  |          |  |                      |             |                        |               |
|              |               |            |                     |  |                             |  |          |  |                      |             |                        |               |
| TOTALS       |               | <u>46</u>  | <u>6</u>            |  |                             |  | <u>1</u> |  |                      |             |                        |               |

9. COMMENTS - PHENOMENA:-

Bombed Misfeld (5026-1054E) with 94th. B Group

S E C R E T