

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

MISSION No. **251**

Date: **17 APR. 45**

TO: **DRESDEN , GER.**

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401ST BOMBARDMENT GROUP (H)

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

MISSION SUMMARY REPORT

MISSION # 251

Date 17 April 1945

ASSIGNMENT

1. Assigned Target: DRESDEN, GERMANY (RR Center)
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group. Two PFF-GH A/C were included in the lead squadron, one PFF-GH in the low and two PFF in the high. A spare accompanied both lead and high squadrons.

EXECUTION

1. Target Bombed: DRESDEN, GERMANY (Vis)
2.
 - a. Group Leader: Major A. H. CHAPMAN (Aschenbach)
Lead Navigator: 1st Lt. W. R. BARZZIL (Dean-MO)
Extra Navigator: 2nd Lt. E. P. GROSS (GH)
Lead Bombardier: 1st Lt. A. FOLKERTS
 - b. Low Sqdn Leader: 1st Lt. J. D. GERBER
Lead Navigator: 1st Lt. L. E. LOWRY (Barnes-MO)
Lead Bombardier: 2nd Lt. A. R. BIASELLA
 - c. High Sqdn Leader: 1st Lt. A. N. WOLF
Lead Navigator: 1st Lt. C. L. HOAG (Bell-MO)
Lead Bombardier: 2nd Lt. G. HASHIMOTO
3. Flight Over England:
 - a. Takeoff:

SOP in clear weather - all ships took off successfully.

MISSION SUMMARY REPORT (at)

3. b. Squadron and Group Assemblies:

Squadron and Group assembled very quickly in clear weather. Called W/C "B" and "C" to inform them that W/C "A" was going to depart Cottesmore 3 minutes late because of wind shift.

c. Route Over England:

Briefed course was flown but wind shift made timings early so two double drifts were necessary after wing assembled. When approaching CP #1 the 1st CBW was seen and the 94th "A" swung in trail and followed 1st CBW in briefed 4th Division position. Departed CP #1 2 minutes early as all groups were departing 2 minutes early.

4. Attack:

a. Flight to Target:

SOP. 1st "C" fell back to parallel 94th "A" on our right so we delayed our climb until 1st G had gained 2500' and then started our climb which put us in proper 2 minutes interval. High cirrus layer clouds forced group to land off at 21,000' (instead of 25,000'). Division leader recommended bombing at this altitude which was in base of cirrus cloud. Haze and smoke over area. Meager accurate flak.

b. Bombing Run:

The IP was made good and the squadrons went in trail attempting visual runs. The RR yards and MPI were so covered with haze and smoke that it was impossible to ascertain the assigned MPI until just at the end of the run. All three runs were started on PFF and were continued that way till the last 30-45 seconds when the bombardiers made visual assists. The AFCE's were all okay. Bombs were salvoed by the lead A/C and dropped with a 30' intervalometer setting by all others. Results were excellent for the high squadron, good for the lead and poor for the low.

c. Flight From Target:

After target let down was made to 16,000' to get out of cirrus cloud. Rally was exceptionally fast. Returned at 6500' to avoid turbulent air.

d. Return to Base:

SOP. Group reached base in group formation - all ships landed safely.

e. Weather:

Weather over England was CAVU but upon reaching continental coast ground haze was encountered, becoming more heavy enroute, and by the time the IP was reached downward visibility was reported to be approximately 5 miles. Light non-persistent contrails were encountered above target. Heavy ground haze, together with smoke carried over target by winds, made identification extremely difficult.

MISSION SUMMARY REPORT (at)

4. f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation and Interval:

Formation excellent entire mission. Interval good on bomb run.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

All scheduled A/C attacked the target.

6. Enemy Opposition:

Although no enemy air opposition was encountered, about 2 minutes before bombs away, at 22,000' T/E or twin-jet A/C (Believed to be ME262) approached from 9 o'clock high to within 700 to 800 yards and then out to 1200 yards before leaving. Banked to right without making pass. Top turret gunner, A/C 730 (#2 low flight, high sqdn.) opened up with few burst at this time after waiting for A/C to clear #3 in lead squadron which obstructed fire path. No claim. (see Flak Report for Flak)

7. Battle Damage:

<u>Minor</u>	<u>Major</u>	<u>To Flak</u>
7	1	8

8. Casualties:

none.

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

10. Bombing Data:

a. Observations:

Bombing was fair. Strike photos indicate the following:

Lead Sq - EFTA

Low Sq - 2500' short of MPI

High Sq - 98 % within 1000', 100% within 2000'.

b. Disposition of Bombs:

Lead Squadron:

All 12 scheduled A/C attacked the target, dropping 144 X 250# GP's and 48 X 500# IB's.

MISSION SUMMARY REPORT (concl'd)

10. b. Lead Squadron:

All 12 Scheduled A/C attacked the target dropping 143 X 250# GP and 44 X 500# IB bombs. Two A/C had bombs hang up which they returned to the base - A/C 113 returned 1 GP and 2 IB and A/C 664 returned 2 IB bombs. The spare returned 12 GP's and 4 IB's to base.

High Squadron:

All 12 scheduled A/C attacked the target dropping 143 X 250# GP's and 48 X 500# IB's. The spare returned 12 GP's and 4 IB's to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Main Bombfall	36	36	430	250#	M57GP	1/10	1/40
			140	500#	M17IB	-	-
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			430	250#	M57GP	1/10	1/40
			140	500#	M17IB	-	-
Other Expenditures			-	-	-	-	-
Bombs Returned			25	250#	GP	1/10	1/40
			12	500#	IB	1/10	-
Total (Loaded on A/C Taking Off)			455	250#	M57GP	1/10	1/40
			152	500#	M17IB	-	-

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

Combat Sq. Leader: LT GERBER Date: 17 Apr 45

Deputy Sq. Leader: LT LOVELL

Deputy Gp. Leader: LT TOBIN

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

At takeoff, on cruise
 and over target

GERBER
 707 Pff

Cook
 791

Lovell
 941

Holmes
 322

Lindsey
 151

Cameron
 646

Howlin
 478

James
 677

Dodson
 077

Park
 602

Short
 425

Richardson
 565

LO SQIN 94 A GP

SPARES

SPARE LEADS:

GROUND SPARES:

Combat Sq. Leader: MAJOR CHAPMAN Date: 17 Apr 45

Deputy Sq. Leader: LT TOBIN

Deputy Gp. Leader: LT TOBIN

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

At takeoff, on cruise
and over target

ASCHENBACH (CHAPMAN)

825 Pff

Cairns

993

Tobin

550 Pff

Smith

637

Martin

039

Mulvihill

891

Reynolds

113

Clark

664

Moran

398

Kemper

506

LD SQIN 94 A GP

Clemmons

628

Blomquist

810

SPARES

SPARE LEADS:

Walker

992 returned

GROUND SPARES:

Combat Sq. Leader: LT WOLF Date: 17 Apr 45

Deputy Sq. Leader: LT EGLIN

Deputy Gp. Leader: LT TOBIN

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

At takeoff, on cruise
and over target

WOLF

653 Pff

Warthen

146

Eglin

033

Litchfield

842

Smith

588

Woodward

458

Levy

730

Lovelace

862

Ford

315

May

125

Evans

706

Mc Kenney

767

HI SQIN 94 A GP

SPARES

SPARE LEADS:

Snyder

072 returned

GROUND SPARES:

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

Lead Sq.

Date 17 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden

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

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

- a. T/O at 0909 hours.
- b. Group formed at 1016 hours on Cottesmore buncher.
at 5200 ft.
- c. Wing assembly was completed at 1046 hours at Mendlesham.
- d. Route over England was (~~xxx~~) flown as briefed.

Except for a D/D.

- e. Methods of navigation over England.

Gee, Pilotage, D.R.

- f. Division formation was joined at 1058 hrs. at Gleaton.
- g. Flight to I.P. was (~~xxx~~) as briefed.

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

Gee, D.R., Pilotage, PTF

- i. Bomb run.

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

- (2) True heading over target 022.
- (3) Actual drift 10 R.
- (4) Altitude over target 21,100.
- (5) Time bombs away 1358.
- (6) Wind used for bombing 270/47.
- (7) Method of target identification.

PTF, Visual assist.

Lead Navigator. , Lead Sq.

HEADQUARTERS
FOUR HUNDRED FIRST COMBAT BOMBARDMENT GROUP (H) Low Sq.
Office of the Navigation Officer

Date 17 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden.

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 0910 hours.
- b. Group formed at 1000 hours on Cott. Y buncher.
at 5000 ft.
- c. Wing assembly was completed at 1046 hours at Mendlesham.
- d. Route over England was (~~xxx~~) flown as briefed.

D/D

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

- f. Division formation was joined at 1058 hrs. at Glauston.
- g. Flight to I.P. was (not) as briefed.

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

- i. Bomb run.

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

- (2) True heading over target 20.
- (3) Actual drift 10 R.
- (4) Altitude over target 20,400.
- (5) Time bombs away 1358.
- (6) Wind used for bombing 247/47.
- (7) Method of target identification.

FFT, V. A.

~~(8) Difficulties on bomb run~~

None

(9) Weather over Target.

CAVU. Slight haze

(10) Axis of withdrawal 300

- j. Group rally was accomplished at 5107E 1325N at 1404 hrs
k. Wing rally was accomplished at " " at " hrs
l. Division rally was accomplished at " " at " hrs
m. Flight home was (not) as briefed.

After G.P. 5, 5 mi north of course to avoid prop wash
of Wings ahead.

n. Methods of navigation on return route.

D.R., Pilotage

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

q. Performance of equipment.

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

/s/ Lawrence E. Lowry
LAWRENCE E. LOWRY
1st Lt., A. G.

Lead Navigator., Low Sq.

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

Date 17 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden.

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 0910 hours.
- b. Group formed at 1016 hours on Gottesmore buncher.
at 6,000 ft.
- c. Wing assembly was completed at 1046 hours at Mendlesham.
- d. Route over England was (~~not~~) flown as briefed.

Except for D/D

- e. Methods of navigation over England.

Pilotage, Gee, D.R.

- f. Division formation was joined at 1058 hrs. at Glaston.
- g. Flight to I.P. was (~~not~~) as briefed.

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

Mickey, Gee, Pilotage, D.R.

- i. Bomb run.

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

- (2) True heading over target 06.
- (3) Actual drift 13 R.
- (4) Altitude over target 21900.
- (5) Time bombs away 1400.
- (6) Wind used for bombing 270/45.
- (7) Method of target identification.

PFF, V.A.

~~(8) Difficulties on bomb run~~

None, except ground haze

(9) Weather over Target.

Ground haze and smoke (bad)

(10) Axis of withdrawal 260

j. Group rally was accomplished at 51-07N 13-25E at 1404 hrs.
k. Wing rally was accomplished at " " at " hrs.
l. Division rally was accomplished at " " at " hrs.
m. Flight home was (not) as briefed.

After C.P. #5, 5 mi. north of course to avoid
prop wash of Wings ahead.

n. Methods of navigation on return route.

Gee, D.R., Pilotage, Mickey

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/ Carl T. Hoag
CARL T. HOAG
1st Lt., A. C.

Lead Navigator,
High Sq.

PILOT 1st Lt. A. D. Aschenbach NAVIGATOR

1st Lt. E. R. Brazzil

DATE 17 April 1945

STATIONS 0750 ENGINES 0850 TAXI 0900 T.O. 0910

LEAVE BASE Cott. 1013

COAST OUT 1100

ENEMY COAST 1132

I.P. 1356

TARGET 1406

ENEMY COAST 1713

Eng. Coast 1726

BTR 1831

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

 Z. Hr. - 1100
 Ref alt - 20000
 Bomb alt - 25000
 Oxygen - 2:45

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

At.....G.M.T. Div. Assembly - Clacton to 50-17N 07-00E

Letdown - Cott. Puncher, Normal, 010 Mag.

FROM	TO	W/V	HEIGHT	I.A.S.	T.A.S.	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA		
Ass. 5000 Lead	Cott. (Y) Puncher	UESD		MPH /K	(K)										TIME	BODY	ALT. AZI.
Cott. (Y) Puncher														1013	Depart		
52-44N 00-39E	Spalding (A)	220/15	5000	150	142	081	4	085	110	095	153	19	8	1021			
52-47N 00-09E	Jendlesham (B)	"	"	"	"	126	4	132	110	142	142	56	24 1/2	1047			
52-15N 01-05E	Clacton (CP 1)	"	"	"	"	175	4	179	110	188	131	28	13	1100	Eng. Coast, CP 1, 1100		
51-47N 01-09E		"	"	"	"	112	4	118	110	127	146	77	32	1132	CP 2, 1132		
51-18N 03-04E		"	"	"	"	112	4	116	110	124	147	69	28 1/2	1201	FT. B.V. 1300 50-15N 09-00E		
50-52N 04-45E		230/10	5000	150	"	112	4	116	110	124	147	69	28 1/2	1201	CP 3, 1236		
50-17N 07-00E		250/10	15000	150	152	112	4	114	110	121	160	93	35	1236	CP 4, 1338		
50-12N 12-11E		322/22	25000	150	178	091	-6	085	110	090	191	200	1:03 -1	1338	CP 5, 1437		
IP 50-40N 13-20E		350/35	25000	150	194	057	-10	047	110	051	178	52	18	1356	TARGET		
T. 51-03N 13-43E		350/35	25000	150	"	033	-7	026	110	029	166	28	10	1406			
51-07N 13-25E		"	25000	150	"	289	19	298	110	301	174	13	04 1/2	1411			
50-31N 11-23E		"	25000	"	"	245	10	255	110	259	200	86	26	1437	CP 6, 1541		
50-37N 07-00E		310/15	15000	170	188	272	13	275	110	280	176	117 1/2	40 1:03	1541	Coast		
50-43N 01-37E		290/10	5000	150	"	272	-3	269	110	276	194	206	1:32	1713	Eng. Coast		
50-55N 00-58E		220/15	5000	"	"	296	-6	290	110	299	138	27	12 1/2	1726			
51-02N 00-27E		220/10	2000	"	135	354	-3	351	110	001	142	99	42	1817			
52-40N 00-10E		220/10	2000	"	135	249	-2	247	110	257	126	30	14	1831	BTR		
Base		220/14	0 to 5000	150	140	124	16	130	110	140	140	78	34	1026	LTTO		
Clacton		220/15	5000	"	142	132	16	138	110	148	140	88	38	1022	Last time for Group		
Clacton														1100	Departure.		

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	
Flares, normal					VHF - Authentication - "Hotel Astor"										
Lead - NY					Abandon Mission "Non-William-Charlie"										
Low - R					Target #1 5103 1343										
High - C					#2 5104 1342										
					Chaff - Discharge at IP; continue 15 min.										
					Interval - 2 min between Groups										
					Spares - 08-00E.										
					PTT #2 - 5104N 1342E w/y										
Dessau, Leipzig, 5120N 1321E					- - 5045N 1310E - - Fleugn - - 5030N 1200E										
0850					Engines										
0909					T/O. Home to Puncher Y. API sat.										
0924					Over Puncher Y. Formation assembling		150	5200	142						
1016					Departed Puncher Y. 3 mins late, to lose time due to wind shift.										
1016	080	246/16	081		A/C for Pt. A		150	5200	142				158	19	7 1023
1020	079	290/11	081										152		
1023	079	"	081		Over Pt. A										
1023	130	"	132		A/C for Pt. D			5200	142				153	52	205 1044
1027	130	240/17	132		(P) 52-45N 00-10E			"	"				148	42	17 1044

FLIGHT RECORD

TIME	COURSE	W/V USED E/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		C. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
1030	087	240/17	090		D/D to lose time		150	5200	142			157			
1032	174	"	180		(P) 52-35N 00-39E			"	"			135			
1037	142	"	148		A/C for Pt. D			"	"			144	27	11	1048
1046	142	-6	148		over Pt. D. wing formed										
1047	185	240/17	191		A/C for CP 1							132	25	11	1048 59
1050			240		D/D to right to lose time										
1058		240/17	120		CP 1, on course, 2 min. early			5200 -12	143						
1058	116	-2	114		A/C for CP 2. Division formed			"	"			152	77	31	1133
1105 1058	123	300/18 -6	123		(G) 51-40N 01-39E			"	"			172			
1113	120	"	120		(G) 51-32N 02-12E			"	"			169	30	11	1124
1120		"	115		(M) 52-33N 02-37E (Tanker ablaze)			"	"			18	6		1126
1126		"	115		CP 2, on course, 6 min. early										
1126	112	"	111		A/C for next pt.			5100 -12	143			160	69	26	1132
1133	109	070/6 D-GS	108		(P) 51-12N 03-28E. (Accuracy of wind doubtful)							139	52	22	1155
1141	111	273/10 D-GS	112		(P) 51-05N 03-59E			"	"			152	32	13	1154
1153		155/28 D-GS			Winds light and variable										
1153	111	283/12 D-GS	115		(P) 50-53N 04-43E			"	"						
1153	111	"	115		S/C for CP 3. No alteration of course necessary			"	"			148	93	38	1231
1200	115	"	119		(M) 50-49N 05-11E			"	"						
1204	115	251/15 D-GS	119		(M) 50-45N 05-25E. Re-set API			"	"			153	67	26	1230
1208	115	"	119		(M) 50-41N 05-40E. Began climb										
1213	"	249/18 D-GS	"		(P) 50-35N 06-00E							157	42	16	1229
1225	"	"	"		(P) 50-22N 06-42E			9000 -6	152			164	13	5	1230
1230	115	"	119		CP 3, on course, 6 min. early			10000 -4	154						
1230	091	"	094		A/C to CP 4							170	200	1:11	1341
1235	097	279/18 API	097		(M) 50-15N 07-25E			12000 -2	158			177	183	1:02	1337
1242	091	"	090		A/C to stay on course										
1250	091	"	090		(M) 50-14N 08-32E			15000 -12	165						
1255	090	270/8 AP	090		(P) 50-13N 08-55E. Fighter rendezvous			16500 -15	167			170	124	44	1339
1304	090	"	090		(P) 50-12N 09-37E. Re-set API			19000 -19	176			178	98	33	1337
1309	092	298/16 D-GS	090		(M) 50-13N 10-05E			20000 -20	179			193	79	24	1333
1321	092	"	090		(P) 50-10N 11-10E			22000 -25	185			204	39	11	1332
1324	092	"	090		Let down to bomb at 21000 ft.										
1330	092	"	090		CP 4, on course, 8 min. early			21000 -25	181						
1330	058	270/47 D-GS	050		A/C for IP			"	"			220	52	14	1344
1336	058	"	050		(P) 50-22N 11-37E			"	"						
1344		"			I. P.										
1344	033	"	021		A/C for Target			21100				203	28	8	1352
1358	270/47		022		BOMBS AWAY			21100							
1359	289	"	284		Axis of withdrawal							136	13	6	1405
1404	245	"	252		A/C to CP 5			20000 -22	179			145	86	36	1440

SIGNED

NAVIGATOR

FLIGHT RECORD

TIME	COURSE	W/V USED E/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1412	245	270/47	252		Abeam Chennitz. Began letdown		160	-20 19000	189						
1420	"	"	"		(P) 50-50N 12-23E		170	17000	196			152	43	17	1437
1422	"	"	252		(P) 50-45N 12-10E			-15	"						
1433	"	"	252		CP 5. On course, 3 min. early										
1433	272	270/8	272		A/C for CP 6		170	13000	185			144	168	1:10	1513
1443	274	"	272		(P) 50-42N 10-53E		150	-4 10000	153			144			
1452	264	343/16	270		(P) 50-38N 10-22E			0 10000	153						
1455	269	"	275		A/C to make CP 6			0	"			147	127	52	1547
1501	269	-1	270		(P) 50-40N 09-54E										
1506	269	274/29	270		(P) 50-40N 09-35E. Re-set API Began letdown too soon							116	99	51	1557
1519	269		273		(P) 50-41N 08-49E										
1520	269	D-GS 028/13	273		(P) 50-41N 08-43E			13 5000	142			148	65	26	1546
1528	269	"	273		(P) 50-40N 08-19E										
1547	"	"	"		(P) 50-46N 07-15E										
1550	"	"	"		CP 6, 5 mi north of course. 9 min late										
1550	266	307/16 D-GS	270		A/C for Coast			5000 13	142			130	205	1:35	1725
1559	"	"	"		(P) 50-42N 06-39E			"	"						
1603	"	"	"		(C) 50-42N 06-19E										
1608	"	"	"		(P) 50-41N 06-08E			6600 10	145						
1615	266		270		(P) 50-44N 05-40E			"	"			132	153	1:10	1725
1639	270	270/5	270		(P) 50-44N 04-13E (wind doubtful)			"	"			140	99	42	1721
1650	266	D-GS 059/30	270		(P) 50-46N 03-36E			"	"			149	75	30	1720
1656	265	"	270		(P) 50-45N 03-10E			"	"						
1710	262	"	267		(P) 50-47N 02-25E			"	"						
1725	"	"	"		Coast Out - On course										
1725	296	"	304		A/C for Dungeness							160	27	10	1735
1737		"	293		Coast In			"	"						
1737	277	150/6 D-GS	275		A/C for Spl. 8							148	21	9	1746
1746	277	"	275		Intersected course for Wisbech			"	"						
1746	354	"	355		A/C for Wisbech			6700 13	145			150	91	36	1822
1754	"	"	"		Abeam Gravesend. Letting down			4000							
1806	354	345/20 D-GS	353		Over Great Dunmow			2000 16	135			115	49	25	1831
1820	351	203/5 D-GS	350		Over So. Fly			"	"			137	27	12	1832
1828	"	"	"		Over Wisbech			"	"						
1828	249	"	248		A/C to Ease			"	"			132	30	14	1842
1842					Over Easo			2000							
1847					Landed										
I certify that this is a true copy of the Lead Navigator's Log.															
JAMES F. EGAN Major, A. C. Group Navigation Officer															

SIGNED

NAVIGATOR

SECRET

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

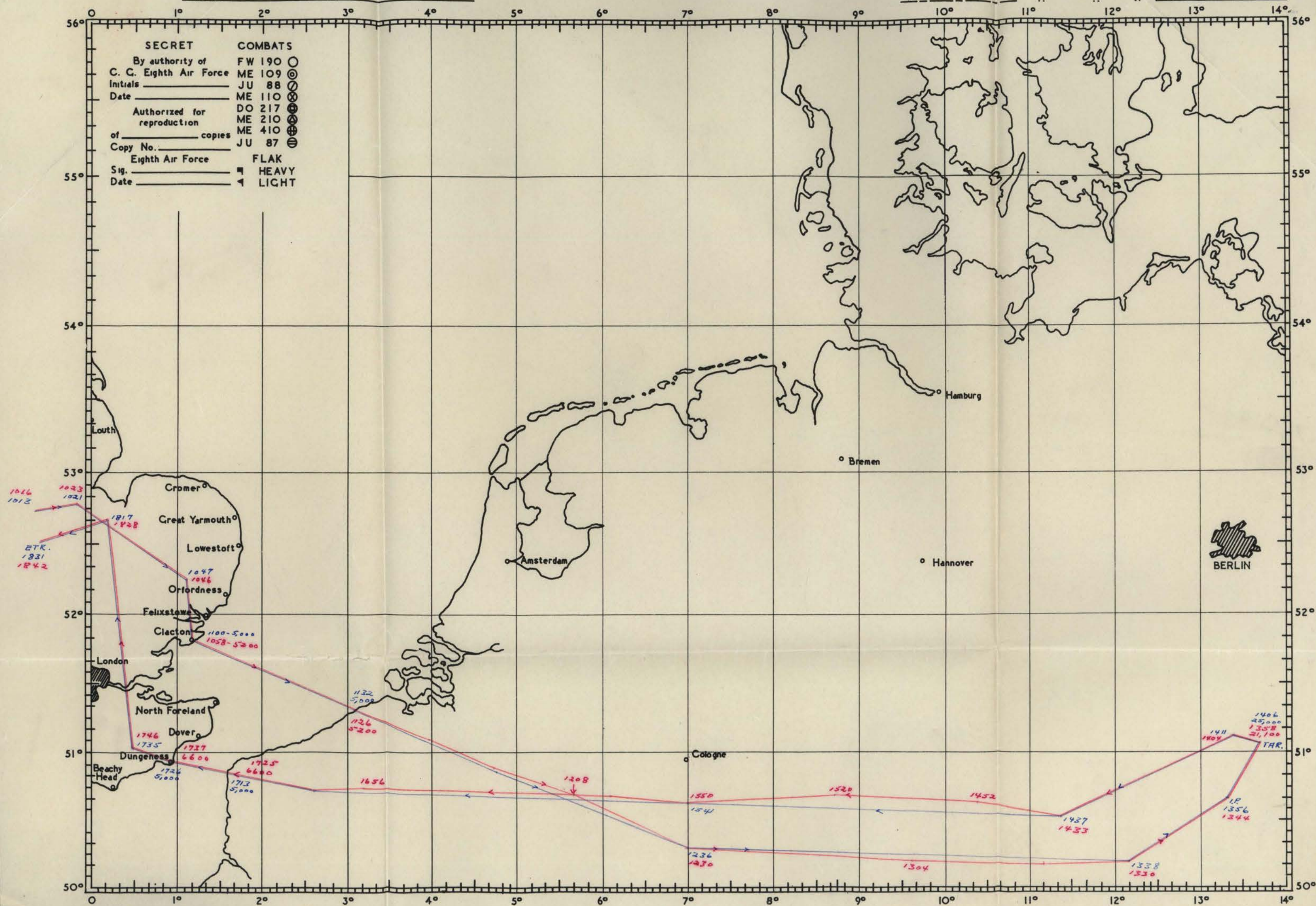
Authorized for
reproduction
of _____ copies
Copy No. _____
Eighth Air Force

Sig. _____
Date _____

COMBATS

FW 190 ○
ME 109 ⊙
JU 88 ⊗
ME 110 ⊗
DO 217 ⊗
ME 210 ⊗
ME 410 ⊗
JU 87 ⊗

FLAK
HEAVY
LIGHT



TRACK CHART

DATE April 17, 1945

TARGETS

PRIMARY

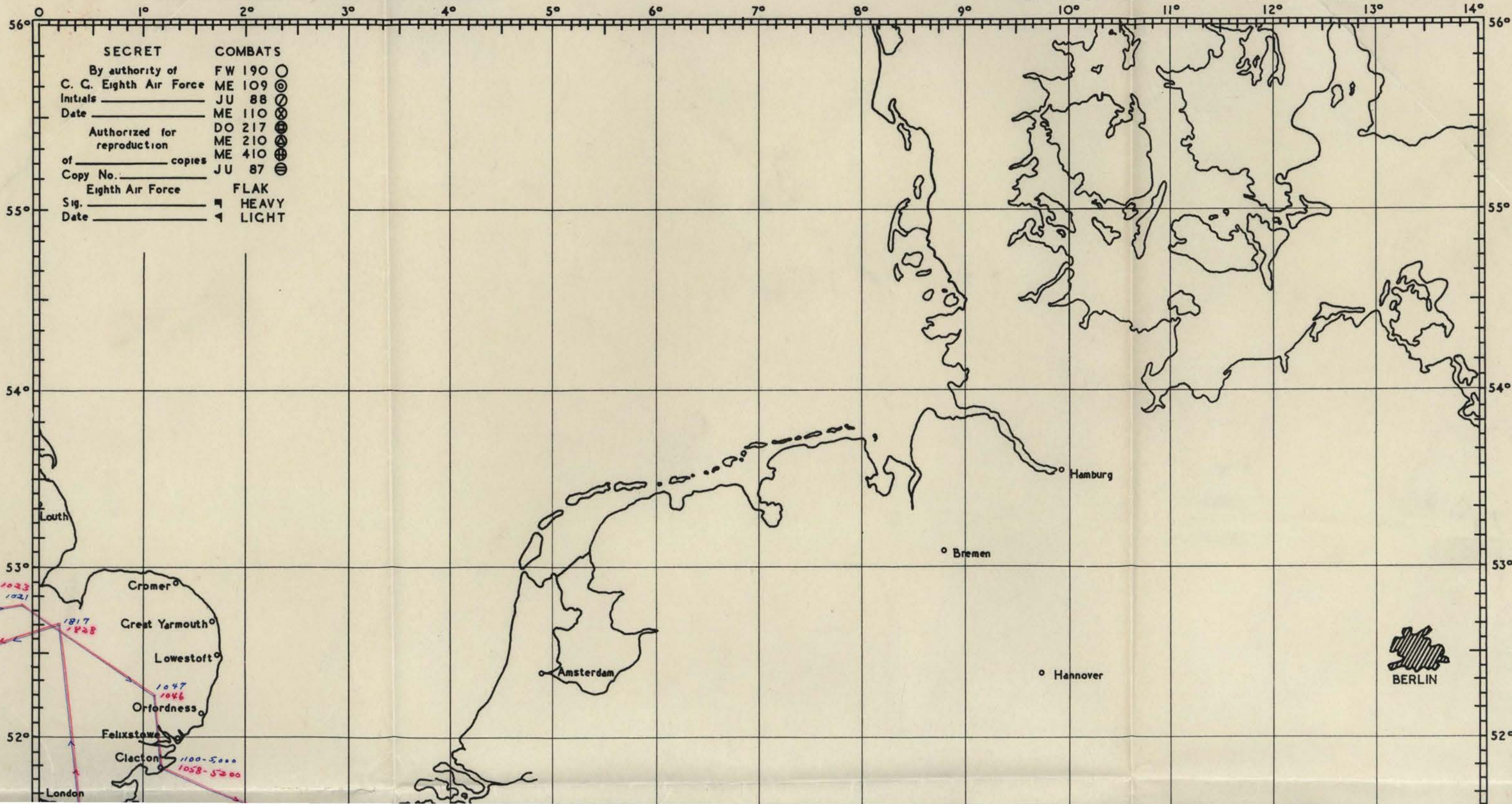
Dresden, Germany

Blue

Red

ROUTE FOLLOWED BY

Briefed
401st B. G. (H)



Target No.
6 (d) (vi) 190

RAILWAY CENTRE —
G.S.G.S. 4416. Sheet R8.
XF 190884.

DRESDEN (Hauptbahnhof) (GERMANY)
Lat. 51° 03' N.
Long. 13° 43' E.

Illustration No.
6 (d) (vi) 190/1

0 500 1000 1500 2000 2500 3000 3500 4000 YARDS
0 1 1½ 2 MILES

Photographed 7 July 1944

(1 : 32,000)

approx.

Issued February 1945



Illustration No.
6 (d) (vi) 190/1

Target No.
 6 (d) (vi) 190

RAILWAY CENTRE —
 G.S.G.S. 4416. Sheet R8.
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 Lat. 51° 03' N.
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Illustration No.
 6 (d) (vi) 190/1

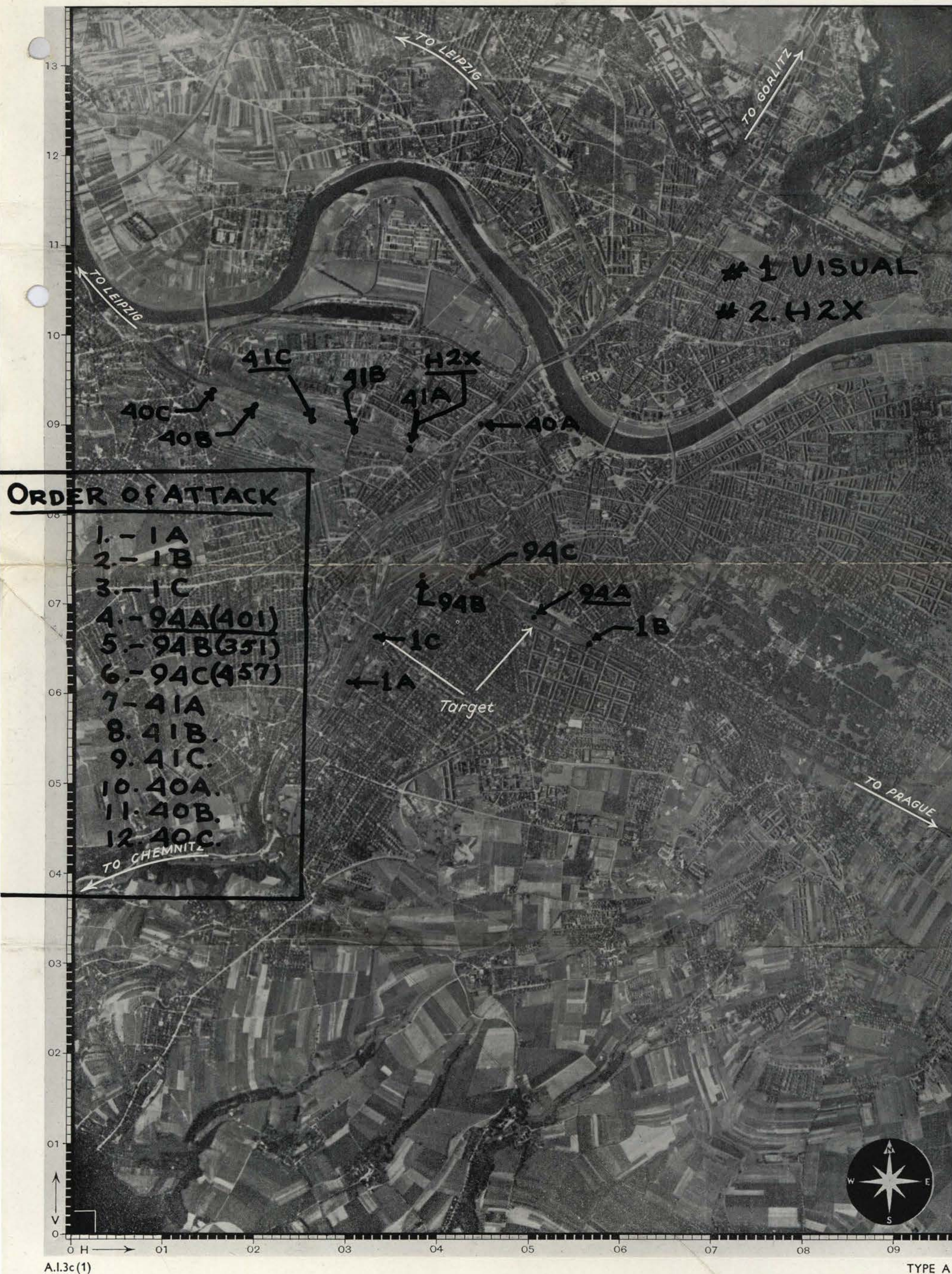
0 500 1000 1500 2000 2500 3000 3500 4000 YARDS
 0 1 1 1/2 2 MILES

Photographed 7 July 1944

(1 : 32,000)

approx.

Issued February 1945



ORDER OF ATTACK

1. - 1A
2. - 1B
3. - 1C
4. - 94A(401)
5. - 94B(351)
6. - 94C(457)
7. - 41A
8. 41B.
9. 41C.
10. 40A.
11. 40B.
12. 40C.

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD P. O. 690

Date of 17 April 1945

PART I - ATTACKS & RESULTS

94th A Gp

	LEAD	LOW	HIGH
	Borrowed A/C	Borrowed A/C	Borrowed A/C
1. No. of A/C Failing to Take Off	--	--	--
2. No. of A/C Sorties	13	12	13
3. No. of A/C Sorties less Unused Sp	12	12	12
4. No. of A/C Credit Sorties	12	12	12
5. No. of Effective Sorties	12	12	12
6. No. of Non-Effective Sorties	--	--	--
(a) Early Returns Included			
7. 103X 250# GP Target # 1	DRESDEN		
(a) No. of A/C Attacking	12	12	12
(b) No., Size, Type of Bombs	143X 250# GP 44X 500# IB	144X 250# GP 48X 500# IB	143X 250# GP 48X 500# IB
8. Name of Secondary Target			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
9. Name of Last Resort Target (LRT)			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
10. Name of Target of Opportunity			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
11. Name of Target of Opportunity			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
12. No. of A/C MIA - TOTAL	None	None	None
13. No. of A/C MIA - Flak			
14. No. of A/C MIA - Flak and E/A			
15. No. of A/C MIA - Enemy Aircraft			
16. No. of A/C MIA - Accident over E.T			
17. No. of A/C MIA - Other & Unknown			
18. Time of Take Off	0909	0910	0910
19. Time of Attack	1358	1358	1400
20. Total Time for Mission	115	116	116
21. Altitude of Release	21, 100	20,400	21,900
22. Type of Sighting (Vis, H2X GH, etc)	H2X with VIS	H2X with VIS	H2X with VIS
23. Enemy Resistance - AA Inten & Acc	Meager-Acc	Meager-Acc	Meager-Acc
24. Enemy Resistance - Fighters	--	--	--
25. Enemy Resistance - Bombers	--	--	--
26. U.S. A/C Engaged by Enemy A/C	--	--	--
27. No. of Passes made by Enemy A/C	--	--	--
28. Degree of Success	Good	Poor	Excellent

A/C borrowed from Groups

NONE

A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 251

Date 17 Apr 1945

PART II - NON-EFFECTIVE SORTIES

94 A Gp

	LEAD	LOW	HIGH
	Borrowed A/C	Borrowed A/C	Borrowed A/C
29. Non-Effective Sorties	None	None	None
(a) Weather			
(b) Personnel			
(c) Enemy Action			
(d) Other Non-Mechanical			
(e) Mechanical & Equipment			
30. Mechanical & Equipment Failures			
(a) Engine			
(b) Oil System			
(c) Fuel System			
(d) Supercharger			
(e) Propeller & Governor			
(f) Communication System			
(g) Guns & Turrets			
(h) Bomb Release			
(i) Bomb Bay Doors			
(j) Electric System			
(k) Instruments			
(l) Oxygen Equipment			
(m) Bomb Sights			
(n) A/C in General			

31. Reasons for Failure to Attack:

None

W.D.A.G. FORM

12 B. Modified

10-4-45 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. FOLKERTS DATE 17 April 1945

PILOT MAJOR, CHAPMAN (ASCHENBACH) TAKE OFF 0908

NAVIGATOR LT. BRAZZIL AIRPLANE _____

WING 94th A GROUP 401st SQDN Lead LANDED 1852

OBJECTIVE DRESDEN, GERMANY (MPI) _____

METHOD OF ATTACK X
Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE -- TAIL --

BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 144 GP - 48 IB RELEASED 145 GP 44 IB

INFORMATION AT RELEASE POINT:

Altitude of Target <u>410</u>	Temp Aloft: Metro <u>-35</u> Actual <u>-23</u>
True Altitude above target <u>21440</u>	Mag Head, order <u>28</u> Actual <u>25</u>
Ind. Altitude <u>21100</u>	True Heading <u>22</u>
Pressure alt of target <u>-400</u>	Drift, Est <u>8R</u> Actual <u>10R</u>
Altimeter setting <u>29.92</u>	True Track <u>32</u>
C.I.A.S. <u>150</u> T.A.S. <u>210</u>	Actual Range <u>10272</u>
G.S. Est <u>198</u> Actual <u>181</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>350</u> Actual <u>270</u>	Time of Release <u>1358</u>
Wind Veloc. Metro <u>40</u> Actual <u>49</u>	Intervalometer Setting <u>30ft</u>
D.S. <u>136</u> Trail <u>77</u> ATF <u>38.95</u>	Length of Bombing Run <u>14min</u>
Tan. D.A. Est <u>.40</u> Actual <u>.48</u>	C-1 Pilot <u>OK</u> A-5 <u>--</u>
Mean Temp: Metro <u>-6</u> Actual <u>-2</u>	Manual Pilot <u>--</u>
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>30ft</u>
LOW SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____	
HIGH SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____	

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

W.D.A.G. FORM
12 E. Modified
10-4-45 401st BG APO 557COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. DIASELLA DATE 17 April 1945
PILOT LT. GERBER TAKE OFF 0912
NAVIGATOR LT. LOWRY AIRPLANE _____
WING 94th A GROUP 401st SQDN Low LANDED 1910
OBJECTIVE DRESDEN, GERMANY (MPI) _____
METHOD OF ATTACK Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE -- TAIL --
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 144 GP 48 IB RELEASED 144 GP 48 IB
INFORMATION AT RELEASE POINT:
Altitude of Target 410 Temp Aloft: Metro -35 Actual -20
True Altitude above target 20850 Mag Head, order 28 Actual 23
Ind. Altitude 20400 True Heading 20
Pressure alt of target -400 @ SL Drift, Est 8R Actual 10R
Altimeter setting 29.92 True Track 30
C.I.A.S. 150 T.A.S. 208 Actual Range 9152
G.S. Est 193 Actual 206 B.S. Type M-9
Wind Direc Metro 350 Actual 274 Time of Release 1352
Wind Veloc. Metro 40 Actual 54 Intervalometer Setting 30ft
D.S. 137.8 Trail 76 ATP 38.46 Length of Bombing Run 12min
Tan. D.A. Est .41 Actual .44 C-1 Pilot OK A-5 --
Mean Temp: Metro -8 Actual -1 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C 30ft
LOW SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____
HIGH SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

W.D.A.G. FORM
 12 E. Modified
 10-4-45 401st BG APO 55

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. HASHIMOTO DATE 17 April 1945
 PILOT LT. WOLF TAKE OFF 0910
 NAVIGATOR LT. HOAG AIRPLANE _____
 WING 94th A GROUP 401st SQDN High LANDED 1901
 OBJECTIVE DRESDEN, GERMANY (MPI) _____
 METHOD OF ATTACK _____
 Individual Flight X Squadron Group Wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE -- TAIL --
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 143 GP 48 IB RELEASED 143 GP 48 IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 410 Temp Aloft: Metro -35 Actual -32
 True Altitude above target 22100 Mag Head, order 28 Actual 9
 Ind. Altitude 21900 True Heading _____
 Pressure alt of target -400 @ SL Drift, Est 22 Actual 122
 Altimeter setting 29.92 True Track 18
 C.I.A.S. 150 T.A.S. 217 Actual Range 8800
 G.S. Est 199 Actual 228 B.S. Type M-9
 Wind Direc Metro 350 Actual 270 Time of Release 1400
 Wind Veloc. Metro 40 Actual 52 Intervalometer Setting 30ft
 D.S. 133 Trail 79 ATF 39.72 Length of Bombing Run 80miles
 Tan. D.A. Est .40 Actual .40 C-1 Pilot JK A-5 --
 Mean Temp: Metro -8 Actual -4 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 30ft
 LOW SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____
 HIGH SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

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

JULIUS PECKOFF
 Major, Air Corps
 Group Bombing Officer

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

J-A-4/3

413.44

17 APRIL

1945

SUBJECT: Communications Report, Operational Mission No 251 . (Field Order 690)

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		2. MF/DF Fixes	<u>0</u>
a. MF Beacons	<u>7</u>	3. HF/DF Bearings (QDM's)	<u>0</u>
b. Bunchers, England	<u>34</u>	4. VHF/DF Homings	<u>0</u>
c. Bunchers, Continent	<u>0</u>	5. Distress Action (SOS's)	<u>0</u>

SECTION TWO - USE OF RADAR

	<u>Airborne</u>	<u>Used</u>		<u>Airborne</u>	<u>Used</u>
1. Gee	<u>38</u>	<u>38</u>	4. Gee-H	<u>0</u>	<u>0</u>
2. H2X	<u>5</u>	<u>5</u>	5. Carpet (Barrage)	<u>27</u>	<u>27</u>
3. Micro-H	<u>0</u>	<u>0</u>	6. Carpet (Spot)	<u>6</u>	<u>6</u>

7. Total aircraft releasing Chaff 31
8. Total number of units released 11,160

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>0</u>	7. Gee	<u>0</u>
2. VHF	<u>0</u>	8. H2X	<u>0</u>
3. Compass	<u>0</u>	9. Micro-H	<u>0</u>
4. Liaison	<u>1</u>	10. Gee-H	<u>0</u>
5. Command	<u>0</u>	11. Carpet (Barrage)	<u>0</u>
6. SCS-51	<u>0</u>	12. Carpet (Spot)	<u>0</u>

SECTION FOUR - REMARKS

Harold M. Kennard, Jr.
HAROLD M. KENNARD, JR.
Maj, A C,
Gp Com O.

CONFIDENTIAL

S E C R E T

REPORT ON A. A. GUNFIRE.
401st BOMBARDMENT GROUP (HV)ASSIGNED... Dresden, Germany.....
1. TARGET: BOMBED... Dresden, Germany..... DATE OF MISSION... 17 Apr. 1943

2. ROUTE AS FLOWN:

Generally as briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>Ground haze - smoke</u>	<u>Ground haze</u>
CONTRAILS - -	<u>Light, non-persist. above 23,000'.</u>	<u>Light non-persist. above 23,000'.</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:

Meagre to moderate, accurate, tracking.

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

NONE6. CHAFF; HOW DISCHARGED: As briefed.7. POSITION OF GROUP: 94th "A" - 4th.

8. DETAILS:-

SCEN: POS.	NO. A/C	DAMAGE MAG. MIN.		A/C LOST TO AA EA AGO UX				AXIS OF ATTN WITH		TIME OVER TARGET	HEIGHT
Lead	12	0	6					022°M	348°M	1358	21,100
Low	12	0	0					023°M	300°M	1358	20,400
High	12	1	1					006°M	250°M	1400	21,900
TOTALS	36	1	7	-	-	-	-				

9. COMMENTS - PHENOMENA:-

Lt. P.R. Myers.

S E C R E T

Eng

LEAD SQDN. 94TH "B" GROUP

COMBAT SQ. LEADER: CAPT. KALINSKI DATE: 20 APRIL 1945

DEPUTY SQ. LEADER: LT. COLE

DEPUTY GP. LEADER: LT. COLE

6 X 1000 SAP
1/00 non-hostal

KOCHER (KALINSKI)

IY A 8812 (PFF) ✓

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

HOWLIN

IW D 7322 ✓

COLE

IY K 8259 ~~PFF~~

Max Gas

SALISBURY

IW G 8791 (ROM) ✓

LINDSEY

IW B 7131 ✓

THARGAN

IW R 7780 ✓

PERIDSAM

IW H 8077 ✓

GIBSON

IW K 8677 ✓

VIRHNS

IW H 8738 (ROM) ✓

AYRE

IW A 7931 ✓

CAMERON

IW T 8846 ✓

STERMAN

IW Q 7478 ✓

fly up
SECRET

IW O 7602 ✓

SPARE LEADS: IY C 8033 (PFF) - 33
IY L 8941 (VIS) - 24

GROUND SPARES:

IW U 8435 -1 ✓
IW H 8362 -45 ✓

0800-1400-YY
1400-2000-RR
2000-0200-XYR

Low Squadron, 94th B Group

Combat Sq. Leader: Lt KNOWLES Date: 16 April 1945

Deputy Sq. Leader: Lt LOVELL

Deputy Op. Leader: Lt COLE

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

KNOWLES

IY D 8550 PFF

MAY

IN M 9125 RCM

LOVELL

IY P 5947

SHEPHERD

IN A 8458

MAHARICK

IN P 8756 RCM

FORD

IN F 6313

EVANS

IN B 6132

BERNEBURG

IN S 2947

LEVY

IN O 1750

MC KENNEY

IN W 8787

KING

IN C 8160

SNYDER

IN G 1983

SPARE LEADS:

PFF IY C 8035, Disp 33
 Vis IY L 8941, Disp 24

GROUND SPARES:

IN N 8262, Disp 40
 IW U 8420, Disp 1

High Squadron, 94th B Group

Combat Sq. Leader: Captain COLEMAN Date: 16 April 1945

Deputy Sq. Leader: Lt BOLIN

Deputy Gp. Leader: Lt COLE

HART (COLEMAN)

IY N 8648 PFF

612 SC JAWOCK
613 IW MACRO
614 IW Golfclub
615 IY BUZZARD

WALKER

SC C 9993

BOLIN

~~IY C 8708 PFF~~

IY M 8707

STEPHENS

SC O 7113

HOWARD

SC B 1662

HARVESON

SC R 2393

HOLT

SC D 6992

LEAP

SC H 2596

CUYLER

SC F 8641 RCM

KAMPER

SC N 8506 RCM

HAZELTON

SC A 7628

BLONQUIST

SC V 8810

SPARE

CLARK

SC L 8637

SPARE LEADS:

PFF IY C 8033, Disp 33
Vis IY L 8941, Disp 24

GROUND SPARES:

IW N 8862, Disp 45
IW U 8425, Disp 1

Coast Only. Don't Load

SHEARER

SC X 7664

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: High Squadron 94th "A" Group. Date 17 April 1945/
 2nd Lt. BELL, T.B.
2. Mickey Operator 1st Lt. WOLF, A.H. No. of PFF Missions 4 #2
3. Pilot 1st Lt. WOLF, A.H. D/R Nav. 1st Lt. HOAG, C.L.
4. Bombardier 2nd Lt. HASHIMOTE, G. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 653 Briefed Position x
 (Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0910 Landing 1857
7. If deputy lead assumed the lead, state when and why Yes
8. Where was the decision made to bomb by PFF? Rear to the T.P. it was
9. Initial point used as briefed decided that run would begin H2X
 Was this the briefed I.P.?
10. Distance at which the mickey operator first identified the target: 40 miles
11. Length of the bombing run: Visual 30 miles PFF 30 to 30 miles
12. Was there crowding or interference by other formations on the bombing run?
no. If so, explain
13. In the opinion of the mickey operator was drift killed? yes.
14. If not explain why
14. Were bombs released early, on time, or late according to the mickey equipment?
on time
15. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ☒ No ☐ Explain
16. What was the bombing formation? ✓
 (Group) (Squadron)
17. Target attacked Green
18. Where did the sighting team try to center the bombfall? T.P.I.

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 21,900' Track G.S. Time 1400. W.
21. Bomb Load 12 X 250's Bombs Dropped 12 X 250's
4 X 4-17's 4 X 4-17's
 (a) Brought back, reason SB.
 (b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
 (a) PFF _____ (e) Dropped on smoke Bombs of _____
 (b) Visual _____ (f) PFF sighting for range only _____
 (c) Pff (Visual Assist) ☒ (g) Visual sighting for range only _____
 (d) Visual (PFF assist) ☒ (h) Any other _____
23. In making sighting did mickey operator:
 (a) Set up course? yes
 (b) Sight for range? yes
 (c) Supply data to bombardier for presetting bomb sight? no
 (d) Do anything else? no
24. In making sighting did bombardier:
 (a) Sight for deflection? yes
 (b) Sight for range? no
 (c) Preset bombsight with data from mickey operator? no
 (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator?
gravel speed & winds
26. If weather interfered with success of this mission, state how? no
27. What was the nature and extent of cloud coverage on bombing run and at the target _____

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing report (Cont'd)

28. Remarks and Recommendations: Bomb run began
as an H₂X run. M.O. set up course, sighted
for range and gave bombardier sighting
angles down to ~~and~~ and including 530.
At that time, bombardier was able
to take over visually. He made correction
in course, only, prior to bombs away.

29. Were scope photos taken? Yes No ✓ If not, explain

No camera

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

416 H

653

033

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: 416# Squadron 94th "A" Group. Date 17 April 1945.
2. Mickey Operator 2nd Lt. McDONOUGH, J.J. No. of PFF Missions 2
3. Pilot 2nd Lt. EGLIN, F.I.L. D/R Nav. F/O SCHMIDT, F.A.
4. Bombardier 2nd Lt. SITES, J.C. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 033 Briefed Position x
 (Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0911 Landing 1911
7. If deputy lead assumed the lead, state when and why Kif
8. Where was the decision made to bomb by PFF? Line to I.P.
9. Initial point used as briefed Was this the briefed I.P.? ye.
10. Distance at which the micky operator first identified the target: 35 miles
11. Length of the bombing run: Visual PFF 30 miles
12. Was there crowding or interference by other formations on the bombing run?
No. If so, explain _____
13. In the opinion of the micky operator was drift killed? Yes.
14. If not explain why _____
15. Were bombs released early, on time, or late according to the micky equipment?
on time
16. Was the micky equipment operating so that a satisfactory sighting could be made on the target: Yes ☒ NO ☐ Explain _____
17. What was the bombing formation? (Group) (Squadron)
18. Target attacked Guinea
19. Where did the sighting team try to center the bombfall? M.P.T.

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 27,070' Track 28° G.S. 245K Time 1400-W 238 at 35 K.
21. Bomb Load 12 H X 250's Bombs Dropped 12 H X 250's
1 SB 1 SB
- (a) Brought back, reason _____
- (b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
- (a) PFF _____ (e) Dropped on smoke Bombs of leaf Hk, Li py.
- (b) Visual _____ (f) PFF sighting for range only _____
- (c) Pff (Visual Assist) _____ (g) Visual sighting for range only _____
- (d) Visual (PFF assist) _____ (h) Any other _____
23. In making sighting did mickey operator:
- (a) Set up course? no
- (b) Sight for range? no
- (c) Supply data to bombardier for presetting bomb sight? no
- (d) Do anything else? no
24. In making sighting did bombardier:
- (a) Sight for deflection? no
- (b) Sight for range? no
- (c) Preset bombsight with data from mickey operator? no
- (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? _____
- Ground speed & wind
26. If weather interfered with success of this mission, state how? no
27. What was the nature and extent of cloud coverage on bombing run and at the target Heavy haze

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: I.P. was made as
brief. A.O. followed through on the run

29. Were Scope Photos taken? Yes ☒ No ☐ If not, explain

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

HIGH

653

033

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: Low Squadron 94th "A" Group. Date 17 April 1945.
2. Mickey Operator 1st Lt. BARNES, J.H. No. of PFF Missions 23
3. Pilot 1st Lt. GERBER, J.D. D/R Nav. 1st Lt. LOWRY, L.E.
4. Bombardier 2nd Lt. BIASILLA, A.R. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 707 Briefed Position x
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0912 Landing 1912
7. If deputy lead assumed the lead, state when and why
8. Where was the decision made to bomb by PFF? Before IP
9. Initial point used Bridge IP Was this the briefed I.P.?
10. Distance at which the mickey operator first identified the target: 45 mi
11. Length of the bombing run: Visual PFF 30 miles
12. Was there crowding or interference by other formations on the bombing run?
No If so, explain
13. In the opinion of the mickey operator was drift killed? Yes
14. If not explain why
15. Were bombs released early, on time, or late according to the mickey equipment?
Yes
16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ✓ NO Explain
17. What was the bombing formation? x
(Group) (Squadron)
18. Target attacked Dresden
19. Where did the sighting team try to center the bombfall? On MP1

-1-

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? In target area

20. Bombs away altitude 20,400' Track 031° G.S. 180K Time 1358

21. Bomb Load 124 X 250 GP Bombs Dropped See X
M-17 B

(a) Brought back, reason Smoke

(b) Where jettisoned, reason _____

22. Type of Sighting: (Check One)

(a) PFF _____ (e) Dropped on smoke Bombs of _____

(b) Visual _____ (f) PFF sighting for range only _____

(c) Pff (Visual Assist) ☒ (g) Visual sighting for range only _____

(d) Visual (PFF assist) _____ (h) Any other _____

23. In making sighting did mickey operator:

(a) Set up course? Yes

(b) Sight for range? Yes

(c) Supply data to bombardier for presetting bomb sight? no

(d) Do anything else? no

24. In making sighting did bombardier:

(a) Sight for deflection? Yes

(b) Sight for range? Yes

(c) Preset bombsight with data from mickey operator? no

(d) Do anything else? no

25. What assistance did navigator give bombardier and Mickey operator? _____

Winds, Drift + Ground Speed

26. If weather interfered with success of this mission, state how? _____

Thick haze necessitated bombing target at 4000' below bridge at dusk

27. What was the nature and extent of cloud coverage on bombing run and at the target Thick haze and smoke at target

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: They set up course
to target because thick haze made pinpointing difficult,
gave bombardier three checks, then bombardier took
over and put crosshairs in general area he thought
was general area of MPI which was covered by smoke
at the time.

29. Were Scope Photos taken? Yes ☒ No ☐ If not, explain

30. Draw below the bombing formation (i.e. Combat wing, Group
or Squadron) with the serial no. of each PFF A/C at the target.

Low Sq

707

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: Lead Squadron 94th "A" Group. Date 17 April 1945.
2. Mickey Operator 2nd Lt. DEAN. H.G. No. of PFF Missions 18
3. Pilot 1st Lt. ASCHENBACH. A.D. D/R Nav. 1st Lt. BRAZZIL. W.R.
4. Bombardier 1st Lt. FOLKETS. A. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 825 Briefed Position x
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0412 Landing 1847
7. If deputy lead assumed the lead, state when and why _____
8. Where was the decision made to bomb by PFF? Not made Before the I.P.
9. Initial point used Breda IP Was this the briefed I.P.? _____
10. Distance at which the mickey operator first identified the target: 40 miles
11. Length of the bombing run: Visual 40 miles PFF 40 Miles
12. Was there crowding or interference by other formations on the bombing run?
No If so, explain _____
13. In the opinion of the mickey operator was drift killed? Yes
14. If not explain why _____
15. Were bombs released early, on time, or late according to the mickey equipment?
ON TIME
16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ☒ NO ☐ Explain _____
17. What was the bombing formation? _____
(Group) (Squadron)
18. Target attacked Oresden
19. Where did the sighting team try to center the bombfall? ON MPI

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? On MP1
20. Bombs away altitude 21,100 Track 034° G.S. 207 K Time 1358 270 / 47 K
21. Bomb Load 12 4 X 250 GP M-17 1B Bombs Dropped 000 X
- (a) Brought back, reason _____
- (b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
- (a) PFF _____ (e) Dropped on smoke Bombs of _____
- (b) Visual: ✓ (f) PFF sighting for range only _____
- (c) Pff (Visual Assist) ✓ (g) Visual sighting for range only _____
- (d) Visual (PFF assist) _____ (h) Any other _____
23. In making sighting did mickey operator:
- (a) Set up course? Yes
- (b) Sight for range? Yes
- (c) Supply data to bombardier for presetting bomb sight? No
- (d) Do anything else? No
24. In making sighting did bombardier:
- (a) Sight for deflection? Yes
- (b) Sight for range? Yes
- (c) Preset bombsight with data from mickey operator? No
- (d) Do anything else? No
25. What assistance did navigator give bombardier and Mickey operator? Winds, Drift + bomb speed
26. If weather interfered with success of this mission, state how? None
at 1900 target necessitated bombing target at 4000' below briefed altitude
27. What was the nature and extent of cloud coverage on bombing run and at the target Underground base and smoke in target area.

C O N F I D E N T I A L

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing report (Cont'd)

28. Remarks and Recommendations:

*Bomb run began as H2X was
in the process of being
maneuvered into position. Bomber got in course to target and gave bomb
3 checks. At that time bombardier took over
bombardier took over and made visual run on
target, thick ground fog making pinpointing difficult
and placed crash hair as what he thought
was the general area of the M.P.I. which was
partially obscured by smoke.*

29. Were Scope Photos taken? Yes No ✓ If not, explain

No camera in A/C

30. Draw below the bombing formation (i.e. Combat wing, Group
or Squadron) with the serial no. of each PFF A/C at the target.

See SQ

223

550

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: LEAD Squadron 94th "A" Group. Date 17 April 1945.
2. Mickey Operator 2nd Lt. SMITH, L.B. No. of PFF Missions 6
3. Pilot 1st Lt. TOBIN, W.L. D/R Nav. 2nd Lt. TURNER, C.L.
4. Bombardier 2nd Lt. MOREAU, N. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 550 Briefed Position x
 (Type) (Serial No.) (Lead) (Deputy-Lead)
6. Take Off 0909 Landing 1855
7. If deputy lead assumed the lead, state when and why Nil
8. Where was the decision made to bomb by PFF? 10 miles before the I.P.
9. Initial point used 2 Mi N. of briefed this the briefed I.P.? No.
10. Distance at which the mickey operator first identified the target: 41 miles
11. Length of the bombing run: Visual. PFF 30 miles
12. Was there crowding or interference by other formations on the bombing run?
No. If so, explain _____
13. In the opinion of the mickey operator was drift killed? yes.
14. If not explain why _____
15. Were bombs released early, on time, or late according to the mickey equipment?
on time
16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ☒ NO ☐ Explain _____
17. What was the bombing formation? _____
 (Group) (Squadron)
18. Target attacked Gresden, Germany
19. Where did the sighting team try to center the bombfall? bad.

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 21,250' Track 44° G.S. 211 K Time 1359-W-270 at 47K
21. Bomb Load 12 X 250 Bombs Dropped 12 X 250
4 7-175 4 H-175
 (a) Brought back, reason 58.
 (b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
 (a) PFF _____ (e) Dropped on smoke Bombs of leaf #1, leaf #2
 (b) Visual _____ (f) PFF sighting for range only _____
 (c) Pff (Visual Assist) _____ (g) Visual sighting for range only _____
 (d) Visual (PFF assist) _____ (h) Any other _____
23. In making sighting did mickey operator:
 (a) Set up course? no
 (b) Sight for range? no
 (c) Supply data to bombardier for presetting bomb sight? no
 (d) Do anything else? no
24. In making sighting did bombardier:
 (a) Sight for deflection? no
 (b) Sight for range? yes
 (c) Preset bombsight with data from mickey operator? no
 (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? _____
gave speed & wind
26. If weather interfered with success of this mission, state how? yes
27. What was the nature and extent of cloud coverage on bombing run and at the target very hazy

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: I.P. was made 2 mile
south of target position. M.O. followed through
to the 65° sighting angle then switched over
for photos. Believe the run was P.F.F.
with a wing aircraft.

29. Were Scope Photos taken? Yes ☒ No ☐ If not, explain

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

~~HIGH~~
LEAD

825
~~550~~

550

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

17 April 1945

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), Station 123, APO 557.

1. The following is a list of combat Officers and EM taking part in today's mission:

AIRPLANE #44-8653

DUTY	RANK	(LAST)NAME	FIRST	(MI)	SQUADRON
P	1st Lt	Wolf	Adolph	H.	615th
CP	2nd Lt	Kelly	James	J.	"
N	1st Lt	Hoag	Carl	L.	"
B	2nd Lt	Hashimoto	Gene	(NMI)	"
M/O	2nd Lt	Bell	T.	B.	"
RO	T/Sgt	Huzineo	Andrew	(NMI)	"
TT	T/Sgt	Palmer	Edward	W.	"
TG	S/Sgt	Banning	Robert	O.	"
FG	Sgt	Ely	Calvin	P.	"

AIRPLANE #44-3707

P	1st Lt	Gerber	John	D.	615th
CP	2nd Lt	Taylor	Richard	W.	"
N	1st Lt	Lowry	Lawrence	E.	"
B	2nd Lt	Biasella	Armond	R.	"
M/O	1st Lt	Barnes	James	H.	"
RO	T/Sgt	Freitas	Daniel	D.	"
TT	S/Sgt	Maksey	Chester	W.	"
TG	S/Sgt	Atchinson	Alfred	E.	"
FG	S/Sgt	McKenna	James -	P.	"

AIRPLANE #44-3825

P	1st Lt	Aschenbach	Allen	D.	615th
CP	Major	Chapman	Alvah	H., Jr	614th
N	1st Lt	Brassil	William	R.	615th
Ex N	2nd Lt	Gross	Eugene	P.	"
Bo	1st Lt	Folkerts	Arthur	(NMI)	"
M/O	2nd Lt	Dean	Hugh	G.	"
RO	T/Sgt	Feigenbaum	George	J.	"
TT	S/Sgt	Wilson	Ben	G.	"
TG	1st Lt	Althoff	John	R.	"
FG	S/Sgt	Watson	Robert	W.	"

Loading list for 17 April 1945 - continued

AIRPLANE #44-8033

DUTY	RANK	(LAST)NAME	FIRST	(MI)	SQUADRON
P	2nd Lt	Eglin	Frederick	I.	615th
CP	2nd Lt	Volts	Donald	L.	"
N	F/O	Schmidt	Frank	A.	"
B	2nd Lt	Sites	J.	C.	"
M/O	2nd Lt	McDonough	Jonn	J.	"
RO	S/Sgt	Pavluska	George	A.	"
TT	S/Sgt	Swift	Gene	E.	"
TG	Sgt	Espy	Robert	J.	"
FG	Sgt	Collins	Rupert	Y.	"

AIRPLANE #44-8550

P	1st Lt	Tobin	William	L.	615th
CP	1st Lt	Cauhape	Victor	(NMI)	"
N	2nd Lt	Turner	Cecil	L.	"
B	2nd Lt	Moreau	Norman	(NMI)	"
M/O	2nd Lt	Smith	Larkin	B.	"
RO	Sgt	Kantor	Walter	J.	"
TT	Sgt	Bertram	Joseph	N.	"
TG	Sgt	VanCamp	Oliver	H.	"
FG	Sgt	McAlister	Jesse	J.	"

AIRPLANE #43-39941

P	1st Lt	Novell	Morris	H.	615th
CP	2nd Lt	Gerant	John	M.	"
N	2nd Lt	Price	George	B.	"
B	2nd Lt	Phinney	Roderick	T.	"
RO	S/Sgt	Stevens	Edger	M.	"
TT	S/Sgt	Knower	Russell	S.	"
BGT	S/Sgt	Benedict	Cloyde	W., Jr.	"
TG	Sgt	Broadbooks	Ray	(NMI)	"
FG	S/Sgt	Martineau	Emile	R.	"

G/H	2nd Lt	Sassmannshausen	Walter	B.	flying with 614th
G/H	2nd Lt	Guillermety	Fred	A.	" " "
G/H	2nd Lt	Blank	Samuel	(NMI)	flying with 613th
BT	S/Sgt	Revette	John	L.	flying with 612th

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

AAF Station # 128
 17 April 1945

SUBJECT: Loading List.

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

1. The following is the loading list for today's mission.

PLANE 43-38791

P	2nd Lt.	COOK, JOHN D.	614th Sq
CP	2nd Lt.	PARKER, VICTOR E.	"
N	F/O	URJEVICH, MARTIN H.	"
B	2nd Lt.	FERRELL, ARDEN A.	"
RO	Sgt.	Rothman, Milton W.	"
TT	Sgt.	Tarino, Louis J.	"
BT	Sgt.	Butcher, Robert E.	"
TG	Sgt.	Cohen, Milton	"
WG	Sgt.	Featherston, James W.	"

PLANE 42-102151

P	1st Lt.	LINDSEY, JOHN E.	"
CP	2nd Lt.	MADLEY, WILLIAM M.	"
N	F/O	BRUMMETT, JAMES O.	"
CTG	S/Sgt.	Green, Warren H.	"
RO	Sgt.	Ippolito, Samuel	"
TT	Sgt.	Warner, Carl F.	"
BT	Sgt.	Sanders, William H.	"
TG	Sgt.	Portier, Ellis A.	"
WG	Sgt.	York, John C.	"
RCM	S/Sgt.	Allaire, Joseph S.	"

PLANE 42-102077

P	1st Lt.	DODSON, FLOYD	"
CP	F/O	DAVIDSON, ROBERT L.	"
N	F/O	WILENSKY, JULIUS	"
B	1st Lt.	DUNCAN, HERBERT O.	"
RO	Sgt.	Kenney, Theodore B.	"
TT	Sgt.	Avellino, Vincent J.	"
BT	Sgt.	Ferguson, Walter H.	"
TG	Sgt.	Adkins, Jake	"
WG	Sgt.	Tomaszewski, William	"

Loading List (Con't)

PLANE 43-38677

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

JAMES, HERBERT W. 614th Sq
 KAHLER, RAYMOND W. "
 SASSMANNSHAUSEN, WALTER B. 615th Sq
 Branch, Willard A. 614th Sq
 Kent, Donald R. "
 Parker, Robert S. "
 Toloso, Melvin H. "
 McCallen, Lynn G. "
 Baumann, Archie M. "

PLANE 42-97322

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

HOLMES, GENE H. "
 FREDERICK, RALPH A. "
 JAMES, KENNETH W. "
 Watkins, Jack W. "
 Cox, Clyde F. "
 Knight, Eddie R. "
 Jakubowski, Julius J. "
 Kennedy, Jack W. "
 Peverill, Edward S. "

PLANE 42-97478

P 2nd Lt.
 CP 2nd Lt.
 N F/O
 CTG Sgt.
 RO Sgt.
 TT Sgt.
 BT Sgt.
 TG Sgt.
 WG Sgt.

NOWLIN, ROBERT E. "
 STILES, MEREDITH N. JR. "
 CUTTER, MARSHALL W. "
 Post, George W. "
 Morgan, Donald W. "
 Reed, Raymond B. "
 LaSalle, Carl Jr. "
 Waldron, Arthur R. "
 Van Wie, Franklyn A. "

PLANE 43-38565

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

RICHARDSON, GEORGE L. "
 NELLANS, JOHN L. "
 HANSON, HARVEY E. "
 Smith, Malcolm F. "
 Rash, Clifford J. "
 Madden, John F. "
 Mechtel, John F. "
 Suggs, Lois D. "
 Confer, John V. "

PLANE 42-97602

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

PARK, COLIN I. "
 DUNNE, MICHAEL D. "
 O'NEILL, LAWRENCE H. "
 Salie, Howard W. "
 Sayre, James O. "
 Fields, Richard D. "
 Wirth, Thomas J. "
 Snyder, Edwin M. "
 Grayczyk, Clarence J. - "

Loading List (Con't)

PLANE 43-38646

P	1st Lt.	CAMERON, ELLIOTT F.	614th Sq
CP	2nd Lt.	BROCKIE, THOMAS H.	"
N	2nd Lt.	GUILLERMETY, FRED A.	615th Sq
CTG	S/Sgt.	Fasullo, Thomas G.	614th Sq
RO	Sgt.	DeLeon, Jerrold J.	"
TT	S/Sgt.	Fabian, Emory P. Jr.	"
BT	Sgt.	Margas, Mike S.	"
TG	Sgt.	Clendenin, Charles M.	"
WG	Sgt.	Gabbert, David J.	"
RCM	S/Sgt.	Allison, Carl M.	"

PLANE 43-38425

P	2nd Lt.	SHORT, CARL W.	"
CP	2nd Lt.	WEATHERLY, WENDELL R.	"
N	2nd Lt.	POSS, ROBERT L.	"
CTG	Sgt.	Hallman, Calvin S.	"
RO	Sgt.	Penney, Leonard V.	"
TT	Sgt.	Kirby, Max E.	"
BT	Sgt.	Hill, Henry H.	"
TG	Sgt.	Tonkin, Harold B.	"
WG	S/Sgt.	Wagner, Aloysius E.	"
CA	Major	CHAPMAN, ALVAH H. JR.	Flying with 615th Sq.

For the Squadron Commander:

DONALD V. KIRKHUFF,
 CAPT., Air Corps,
 Operations Officer.

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

Mission # 251
 17 April 1945

Subject : Loading List

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

Plane 42-31993

P	Cairns, Eldon J.	2nd Lt	612th
CP	Lundgren, Robert P	2nd Lt	612th
N	Rogers, Dallas F	2nd Lt	612th
B	Tallman, George A	2nd Lt	612th
RO	Lakota, Jesse B	Sgt	612th
TTG	Hall, Norman B	Sgt	612th
BFG	Carlson, Leonard C	Cpl	612th
TG	Hook, R.A.	Cpl	612th
FG	Timm, Robert A	Sgt	612th

Plane 42-107039

P	Martin, William F	1st Lt	612th
CP	Matthissen, Rex A	2nd Lt	612th
N	Hill, Ben F Jr.	2nd Lt	612th
Tog	Klindworth, Louis O	S/Sgt	612th
RO	Hague, Kenneth, A	T/Sgt	612th
TTG	Delawder, Joseph A	T/Sgt	612th
BFG	Borror, Norwood E	S/Sgt	612th
TG	Becker, Alex A	S/Sgt	612th
FG	Bacon, Charlie M	S/Sgt	612th

Plane 42-102398

P	Moran, Joseph P	2nd Lt	612th
CP	Meredith, Robert C	2nd Lt	612th
N	Dobrowolsky, Michael	2nd Lt	612th
Tog	Donald, Robert W	Sgt	612th
RO	Kalogeras, Chris G	Sgt	612th
TTG	Barner, Edwin L	Sgt	612th
BFG	Adkisson, Cecil P	Sgt	612th
TG	Youmans, Paul L	Sgt	612th
FG	Rose, William	Sgt	612th

Plane 42-97664

P	Clark, Frederick W	2nd Lt	612th
CP	Faksey, William J Jr.	2nd Lt	612th
N	Stapleton, Raleigh B	2nd Lt	612th
Tog	Rossack, Michael R	S/Sgt	612th
RO	Griseto, Vito T	Sgt	612th
TTG	Sands, Robert E	Sgt	612th
BFG	Holmgren, Robert P	Sgt	612th
TG	VandeMortel, Eugene B	Sgt	612th
FG	Ward, Patrick J	Sgt	612th

Plane 34-38637

P	Smith, Max A	1st Lt	612th
CP	Korwald, Morris N	2nd Lt	612th
N	VanDuinen, Richard B	2nd Lt	612th
Tog	Schmalz, Nylo R	S/Sgt	612th
RO	Hendrickson, Ernest W	T/Sgt	612th
TTG	Genga, Pietro J	T/Sgt	612th
BFG	Laing, John (NMI)	S/Sgt	612th
TG	Filiatraut, Frank E	S/Sgt	612th
FG	Nimmons, Alston H	T/Sgt	612th
RCM	Martin, James G	Sgt	612th

Plane 44-6113

P	Reynolds, Ralph L	2nd Lt	612th
CP	Elfstrom, Herbert W	2nd Lt	612th
N	Kebea, William A	2nd Lt	612th
Tog	Connors,		612th
RO	Hunt, Ray D	Sgt	612th
TTG	McDaniel, Richard L	T/Sgt	612th
BFG	Stevenson, Cleo D	Sgt	612th
TG	Wieszceninski, Frank J	Sgt	612th
FG	Collinge, Robert J	S/Sgt	612th

Plane 42-31891

P	Mulvihill, William J	2nd Lt	612th
CP	Peterson, Grant E	2nd Lt	612th
N	Leigh, Dale	2nd Lt	612th
TOG	Beam, Andrew S	Cpl	612th
RO	Hakeman, Harold M	Cpl	612th
TTG	Musial, Henry J	Cpl	612th
BTG	Gardner, Donald J	Cpl	612th
TG	Chandler, Henry E	Cpl	612th
FG	Barrett, Robert C	Sgt	612th

Plane 44-6506

P	Kemper, Robert W	2nd Lt	612th
CP	Kibiuk, Theodore	2nd Lt	612th
N	Clark, Robert W Jr.	2nd Lt	612th
TG	McCue, Frank C	Sgt	612th
RO	Kenter, Walter	Sgt	612th
TTG	Conditm Clarence E	Sgt	612th
BTG	Revette, John L	S/Sgt	615th
TG	Parker, George T	Sgt	612th
FG	Hembling, Joseph L	Sgt	612th
RCM	Stitt, John J	Sgt	613th

Plane 43-38810

P	Blomquist, Carl H	2nd Lt	612th
CP	Tullos, Billie M	2nd Lt	612th
N	AUSTIN, MERLIN McDonnell, George A	2nd Lt F/O	612th
TOG	Wood, Frank C	Sgt	612th
RO	Arndt, Frank R	Sgt	612th
TTG	Slaughter, John G	Sgt	612th
BTG	Balfe, James	S/Sgt	612th
TG	Riley, Lex G Jr	Sgt	612th
FG	Jackson, Louis A	Sgt	612th

Plane 43-37628

P	Clemmons, James A	2nd Lt	612th
CP	Codispoti, Vincent A	F/O	612th
N	Haupt, Gerald L	2nd Lt	612th
TOG	Parker, Joseph W S	Sgt	612th
RO	Gooding, Gale A	Sgt	612th
TTG	Engel, Claire H	Sgt	612th
BTG	Raines, Bruce A	Sgt	612th
TG	Burkart, Lester G	Sgt	612th
FG	Burks, Tillman C Jr	Sgt	612th

Plane 42-102992

P	Walker, Verne E	2nd Lt	612th
CP	Filby, Dale	2nd Lt	612th
N	Wendt, Phillip N	2nd Lt	612th
B	Blackerby, William S	2nd Lt	612th
RO	Novak, Edmund M	Sgt	612th
TTG	Seltzer, Jack	Sgt	612th
BTG	Grubbs, Robert C	Sgt	612th
TG	Anderson, Robert J	Sgt	612th
SG	Scarry, John A Jr	Sgt	612th

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

17 APRIL 1945

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

L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-37706	P	2nd Lt.	EVANS	JOHN	B.
	CP	2nd Lt.	RYAN	ROBERT	E.
	N	2nd Lt.	CHOQUETTE	VERNON	C.
	B	SGT.	HOBLER	LEWIS	C.
	RO	SGT.	GALLOTTELLO	PETER	B.
	TT	SGT.	HARRIS	HAROLD	A.
	BT	SGT.	LEWIS	CARL	D.
	TG	SGT.	HOLLAND	SHERMAN	W. JR.
	WG	S/SGT.	NELSON	HOWARD	J.
43-6313	P	2nd Lt.	FORD	WILBUR	H.
	CP	2nd Lt.	McANIRON	TERRANCE	B.
	N	2nd Lt.	DAVIS	CHARLES	E.
	B	2nd Lt.	JANSSEN	DONALD	P.
	RO	SGT.	HANSEN	GEORGE	NMI JR.
	TT	SGT.	MOODY	PHILIP	L.
	BT	SGT.	ENGLETT	WILLIAM	L.
	TG	SGT.	BAILEY	CLARENCE	NMI
	WG	SGT.	BURNS	FRANCIS	F.
42-31730	P	1st Lt.	LEVY	MEYER	NMI
	CP	2nd Lt.	SOUTH	VEEDER	NMI JR.
	N	2nd Lt.	HUNT	CALVIN	A.
	B	SGT.	CROSSLEY	CHARLES	A.
	RO	SGT.	LAUDERDALE	WILBUR	C.
	TT	SGT.	DAVIS	ARNOLD	L.
	BT	SGT.	NICHOLAS	MIKE	S.
	TG	SGT.	HUDSON	JOHN	W.
	WG	SGT.	FOLEY	ROBERT	J.
44-6125	P	1st Lt.	MAY	JAMES	H.
	CP	2nd Lt.	MALONEY	JOSEPH	M.
	N	2nd Lt.	BLANK	SAMUEL	NMI 615th
	B	SGT.	BENSON	WALLARD	K.
	RO	T/SGT.	PAULK	ALBERT	L.
	TT	T/SGT.	SMITH	CHESTER	J.
	BT	S/SGT.	KROZEL	JOSEPH	A.
	TG	S/SGT.	McKEE	WILLIAM	W.
	WG	S/SGT.	NACHFIGAL	FRED	C.
RCM	S/SGT.	FOGLEMAN	JAMES	NMI	
44-8767	P	2nd Lt.	McKENNY	WILLIAM	C.
	CP	2nd Lt.	BURDICK	RICHARD	NMI
	N	2nd Lt.	LEVIN	HERBERT	R.
	B	SGT.	SUNDERLIN	ROBERT	A.
	RO	SGT.	SIEGEL	ARNOLD	W.
	TT	SGT.	HOLLAND	JOHN	W.
	BT	SGT.	JOHANNES	RICHARD	L.
	TG	SGT.	O'BRIEN	JOHN	W.
	WG	SGT.	FRANZBLAU	IRA	A.
42-31672	P	2nd Lt.	SNYDER	GEORGE	F.
	CP	F/O	WALTERSHED	JOSEPH	NMI
	N	F/O	JENTSCH	THEODORE	NMI
	B	F/O	KAULKIN	EDWARD	W.
	RO	SGT.	METZGER	JOHN	J. JR.
	TT	SGT.	CLOSE	LOREN	J.
	BT	SGT.	LACY	VIRGIL	NMI
	TG	SGT.	KRAMER	ROBERT	C.
	WG	SGT.	BARBOUR	CHARLES	B.

43-3862	P	2nd Lt.	LOVELACE	JAMES	G.
	CP	2nd Lt.	McKINNEY	MELVIN	K.
	N	2nd Lt.	PETERSON	MARVIN	W.
	B	SGT.	TAYLOR	THOMAS	H.
	RO	SGT.	WETHERBEE	CHARLES	W.
	TT	SGT.	KUTIL	LESLIE	W.
	BT	SGT.	WRIGHT	CHARLES	L.
	TG	SGT.	HUIRAS	FLOYD	J.
	WG	SGT.	HIDSON	LEONARD	L.
44-6588	P	2nd Lt.	SMITH	SAMUEL	B.
	CP	2nd Lt.	MILLER	WALTER	A.
	N	2nd Lt.	ANDIER	EYLE	E.
	B	S/SGT.	RECKERS	RUSSELL	E.
	RO	S/SGT.	HERCHENROTHER	RAYMOND	A.
	TT	S/SGT.	DILZ	REINOLD	J.
	BT	S/SGT.	McDOW	MILES	H.
	TG	S/SGT.	WOESTMAN	ROBERT	J.
	WG	S/SGT.	HOOD	CLYDE	L.
	RCM	SGT.	KARPE	WILLIAM	E.
44-6842	P	2nd Lt.	LITCHFIELD	DONALD	D.
	CP	F/O	BURTON	FREDERICK	D.
	N	2nd Lt.	DACHYSHYN	HARRY	NMI
	B	SGT.	PASCHAL	ROBERT	W.
	RO	SGT.	OGBURN	FRED	N.
	TT	SGT.	SIMONDS	CHESTER	F.
	BT	SGT.	DAVIS	WALTER	A.
	TG	SGT.	JANAKOS	NICK	NMI
	WG	SGT.	MAURER	FREDERICK	R.
43-38458	P	2nd Lt.	WOODWARD	WILLIAM	W.
	CP	2nd Lt.	MACKIN	PETER	D.
	N	2nd Lt.	WEIDENBEIN	ROGER	G.
	B	2nd Lt.	DULKEN	JOHN	F.
	RO	CPL.	KUHLMANN	EDWARD	R.
	TT	CPL.	COWGILL	EDWARD	NMI
	BT	CPL.	FLEMING	WILLIAM	F.
	TG	CPL.	YOUNGBLOOD	JAMES	H.
	WG	CPL.	JASNOCH	EDWIN	J.
44-6146	P	2nd Lt.	WARTHEN	HARRY	A.
	CP	1st Lt.	CAKEY	KARL	F.
	N	F/O	WHALEY	JOHN	H. JR.
	B	F/O	BRESLOW	HERBERT	NMI
	RO	CPL.	KITA	MICHAEL	G.
	TT	CPL.	KNOTT	CHARLES	H.
	BT	CPL.	FERGUSON	JUNOR	J.
	TG	CPL.	SEALE	CECIL	W.
	WG	CPL.	PLAXICO	DAVIS	L.
<u>FLYING WITH THE 612th SQ.</u>					
	RCM	SGT.	STITT	JOHN	J.

NOTESDATE: 17 April 1945DUTY OFFICER: LT. MILLERBRIEFING OFFICER: Capt. Hill

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group: (94th "A")

Primary: #1 (VISUAL) - DRESDEN R.R. CENTRE (5103-1343E) - MPI is

center of Dresden Train Station approximately 1/2 mile east of the R.R. Centre proper

#2 (PT7) - R.R. M/Y at DRESDEN (5104-1342) - MPI is

RAIL OVER ROAD BRIDGE AT EXTREME EASTERN END of M/Y.These targets were requested by the Army.Secondary:Last Resort: Field Order states units are cautioned to attackonly the targets listed above.(2) Other Groups in 94th CBW: 94th "B" - same target - MPI is a Barraging function94th "C" (457) - same target - MPI is a 7th power.

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

1st A,B,C, 94th A,B,C - Dresden R.R. Centre4th A,B,C, 40th A,B,C - Dresden R.R. M/Y.

(8 groups)

b. 2nd AD: R.R. Stations and functions at Kladno (5008-1408); BEROUN (4957-1402)Pysne (5014-1251E), Falkenau (5012-1239E)c. 3rd AD: 14 groups - Dresden R.R. Centre (5104-1344); Bismarck Underground Oil Storage (5026-1421), R.R. Station + functions at Usti (5037-1402E).

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: 1st Div - Clacton to arriveat 5017-0700 at zero + 90; 3rd Div - Southold to arrive at 5017-0700 at zero + 120;2nd Div (8 groups) - Cromer to arrive at 5017-0700 at zero + 154.b. Fighter Support: 5 groups of P-51's - 352nd hp furnishing closesupport for 1C, 94 A+B.

S E C R E T

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: #1 & 2 - 57 guns in area all in range.

Winds 70 mph from 360°.

b. Enemy Fighters: E/A opposition may be expected.

c. Smoke Screens: _____

d. Camouflage: _____

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: 94A (40th) - COTTESMORE - 5000'; 94B (351st) - KINGS CLIFFE - 5000'; 94C (451st) - GLATTON - 5000' (30 A/C in bp)

b. Air Commanders: 94th A - Maj. CHAPMAN - 94th B - Maj. GEIGER.
 94th C - Maj. SPENCER.

Dis Air Comdr - General Brown, C/S "Swordfish Leader".

c. Zero Hour and Date: 1100 hrs.

d. General Instructions Pertinent to Entire Task Force: 2 minutes interval between bps; All bps bomb at 25,000'.

5. SUPPLY:

a. Gas Load: 2780 gals.

b. Bomb Load (and Intervalometer Settings) 12 x 250 GP 1/10 x 1/40

Visual - SAHUO; HAZ - 75'

4 x M17 IBS

c. Chaff Load (Point and Time of Commencing Discharge) Release at 1P + continue for 15 minutes. Each A/C will carry 360 units.

d. Screening Force: 5 Mosquito A/C, C/S Small Rock Blue will rendezvous with Swordfish A/C Leader at 1040-1320 & precede them thru target area dispensing chaff.

6. COMMUNICATIONS:

a. Flares and Lamps: _____

b. VHF and Other Radio: (possible Force Information)

6 P-51's "Buckeye Black" will provide target weather 30 minutes prior to target time of Swordfish Able Leader.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous: 1 Stripped-Down B-17 A/C will act as Command A/C for decision. Pilot: General Gross, c/s "Swordfish Leader".

d. Security:

Russian Recognition Signals:

Basic-Rock Wings

Secondary - 7 in Red 7 Lane

S E C R E T

Ball checked out with Spencer

Station 750

850

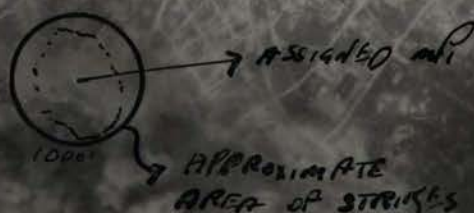
900

910

1026

1837

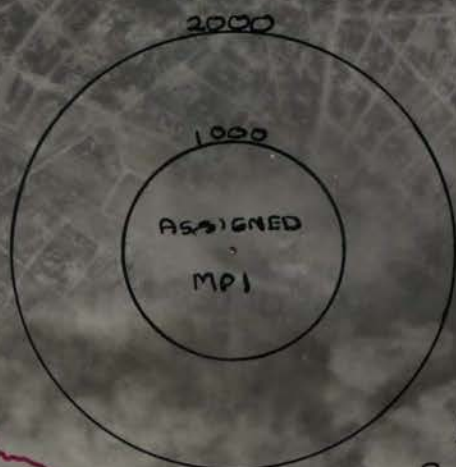
HEAD SQUADRON
PATTERN OBSERVED
By SMOKE



SAV-401 11370-8 X17-4-45X4 7039 7 210 00(DRESDEN) - REST.

HIGH SQUADRON
PATTERN: 780X1730
ACTUAL MPI: 450 RIGHT
100% IN 2000
98% IN 1000





LOW SQUADRON
PATTERN: 1260 X 1470
ACTUAL MPI: 2646 SHORT
1806 LEFT

