

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

MISSION No. **229**

Date: **15 MAR. 45**

TO: **ZOSSEN , GER.**

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

I. MISSION SUMMARY REPORT

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

II. STATISTICAL SUMMARY OF OPERATIONS

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

401ST BOMBARDMENT GROUP (H)
R E P O R T O F O P E R A T I O N A L
D A Y
MISSION SUMMARY REPORT

MISSION # 229

Date 15 March 1945

ASSIGNMENT

1. Assigned Target: ZOSSEN/WUNSDORF, GERMANY (German Staff Hq)
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "B" Group. Two PFF were included in the lead squadron, with one in each of the other two. Due to one A/C F.T.O. only one spare accompanied the formation.

EXECUTION

1. Target Bombed: ZOSSEN/WUNSDORF, GERMANY (Vis)
2. a. Group Leader: Major A. H. CHAPMAN (Seder)
 Lead Navigator: Capt. C. M. SMITH (Goodman-MO)
 Extra Navigator: 1st Lt. L. F. STEWART
 Lead Bombardier: 1st Lt. F. CONWAY
 b. Low Sqdn Leader: Capt. P. E. CAMPBELL
 Lead Navigator: 1st Lt. R. F. WHITNEY (Dean-MO)
 Lead Bombardier: 1st Lt. E. K. STOUT
 c. High Sqdn Leader: 1st Lt. R. S. HAYES
 Lead Navigator: 1st Lt. C. B. MINOR (Barnes-MO)
 Lead Bombardier: 1st Lt. K. E. SANDOE
3. Flight Over England:
 a. Takeoff:

Prior to take off a one hour delay in timing was received accounting for differences in track chart. Take off for 37 A/C was normal in clear weather. One A/C failed to take off because of a blown tire.

MISSION SUMMARY REPORT (Cont.)

3. b. Squadron and Group Assemblies:

Group assembled at 9500' and had 37 A/C in formation 17 minutes prior to leaving the buncher. Group departed buncher 1 minute early on course as 94th "A" had called his plan to depart 1 minute early over VHF to 94th "B" leader.

c. Route Over England:

Route and timings as briefed joining 94th "A" at point "O". Division assembly was made as briefed with 94th "B" in eighth position in "A" Task Force.

4. Attack:

a. Flight to Target:

Over channel 94th "A" dropped behind 94th "B" but 94th "B" remained proper distance behind 41st C (6th in column). One double drift over channel and one over Zuider Zee put 94th "A" back ahead of 94th "B". 94th "B" rode left of course entire penetration to avoid prop wash from preceding groups. Timings made good and no opposition encountered.

b. Bombing Run:

Lead Sqdn:

Buckeye called that the target could be bombed visually. The lead squadron uncovered at the IP and began the bomb run. Visibility was approximately three miles and therefore difficult to pin point. As the group neared the target area smoke and fire completely covered the area making it impossible to locate the MPI. And when it came upon the target the only alternative was to pick up the area directly in line of the sight. A quick synchronization was made and bombs away at 1447 $\frac{1}{2}$. C-1 was used satisfactorily. Results were unobserved.

Low Sqdn:

When the air commander called that bombing would be visual the low squadron encountered a ground haze which made the run difficult. Being on aDR heading and everything pre-set the bombardier immediately began pin pointing to the target. As he approached the target it was noted that smoke and fire made it impossible to pick out the MPI. Not having a RAF grid to use the bombardier had to approximate the MPI. Bombs away at 1448 on a heading of 87°. Results were observed to be poor. C-1 was operational.

High Sqdn:

The high squadron took over bomb run interval just before the IP and crossed the IP a little south of course. The navigator and bombardier did pin point pilotage the whole way down the run. The high squadron remained the same distance south of course. The bombardier corrected after taking over to the left and ~~and~~ could pick up the MPI to the right of that assigned. He saw the railroad plainly. At the last minute he could pick up the building just short of the MPI, and moved his cross hairs to the

MISSION SUMMARY REPORT (Cont)4. b. Bombing Run: (Cont)High Sqdn:

left and up. It is felt the bombs hit very close to the assigned MPI since he could see within 1000' of it. The haze was heavy, no clouds, dense smoke. The bomb run was good although the high squadron leader was worried about over running the low box. C-1 was fair. Results unobserved.

c. Flight From Target:

Let down to 22,000' and group rally made very quickly after target. 94th "A" announced he was with drawing at his bombing altitude so this prevented 94th "B" from letting down to briefed 21,500', 94th "B" stayed left of the column to avoid prop wash but entire division was north of course on with drawal. No opposition on withdrawal.

d. Return to Base:

Crossed channel at 12,000' as per "Buckeye" recommendation. Let down to 1000' from wing break up point to base through moderate haze layer. Normal formation landing, all ships landing safely.

e. Weather:

Weather was described as clear until Brunswick area was reached, at which point haze was encountered. In addition to ground haze, a middle cloud was encountered between IP and target. Weather over target was clear with considerable ground haze and air to ground visibility approximately 3 - 5 miles. Non-persistent contrails were encountered on route back.

f. Fighter Support:

Support was excellent.

g. Comments on Formation and Interval:

Formation was good in lead and low but high squadron was too far back. High squadron had poor formation on withdrawal.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

A/C 42-97478 - Credit. No 4 engine failed and pilot jettisoned bombs 3 minutes past IP. (Mech)

MISSION SUMMARY REPORT (Cont)

6. Enemy Opposition:

No air nor ground opposition encountered. (see Flak Report)

7. Battle Damage:

None.

8. Casualties:

None.

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

10. Bombing Data:

a. Observations:

Results were poor. All bombfalls were short.

b. Disposition of Bombs:

Lead Squadron:

Of the 12 A/C entering enemy territory, eleven attacked the target, dropping 31 X 500# RDX, 35 X 500# GP and 44 X 500# IB bombs. A/C 478 had engine trouble and jettisoned 6 GP's and 4 IB's 3 minutes past IP. The spare returned 6 RDX and 4 IB bombs to base.

Low Squadron:

All 12 scheduled A/C attacked the target, dropping 72 X 500# GP and 48 X 500# IB bombs.

High Squadron:

All 12 A/C airborne attacked the target, dropping 18 X 500# RDX, 54 X 500# GP and 48 X 500# IB bombs.

MISSION SUMMARY REPORT (Concl'd)

10. c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Main Bombfall	35	35	49	500#	RDX	1/10	1/40
			161*	500#	GP	1/10	1/40
			140	500#	IB	-	-
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			49	500#	RDX	1/10	1/40
			161	500#	GP	1/10	1/40
			140	500#	IB	-	-
Other Expenditures			6	500#	GP	1/10	1/40
			4	500#	IB	-	-
Bombs Returned			6	500#	RDX	1/10	1/40
			4	500#	IB	-	-
Total (Loaded on A/C Taking Off)			55	500#	RDX	1/10	1/40
			167	500#	GP	1/10	1/40
			148	500#	IB	-	-

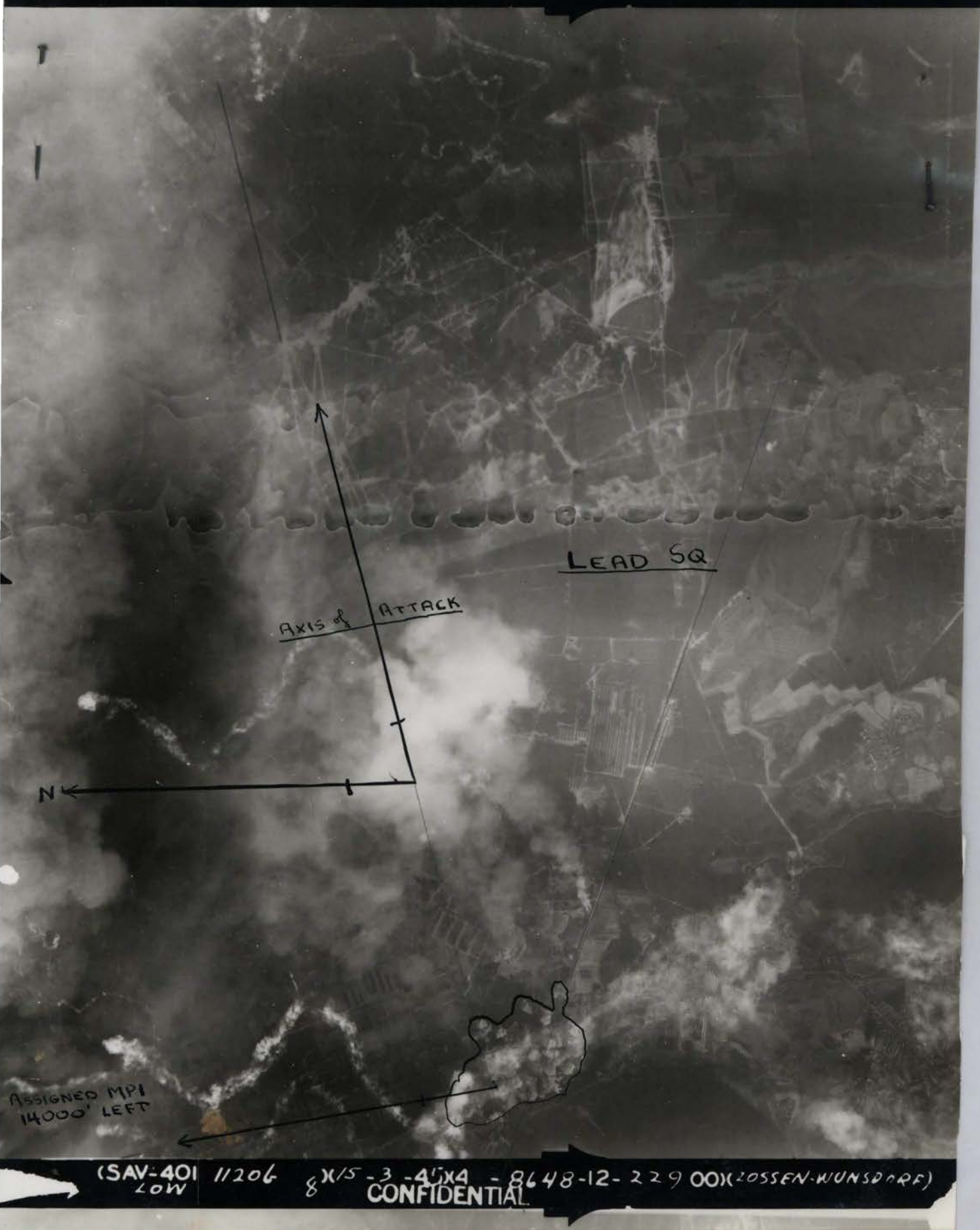
* Incl long delays: 2 - 1 hr.
 2 - 6 hr.
 2 - 12 hr.

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer



8

ASSIGNED MPI: 24800 OVER
6300 LEFT

LOW ~~SQUADRON~~ SQUADRON

STRIKES

Axis of Attack

N ←

(SAV-401 11207-7 X15-3-414 -8500 -12-237 00)(ZOSSEN-WUNSDORF)
LEAD
CONFIDENTIAL

6

ASSIGNED
MPI

AXIS of ATTACK

HIGH SQ

N

PRODDLE STRIKES
12000' SHORT

(SAV-401 HIGH 11205 - 5 X15 -3 -45X4 -8033 -12-248 00)(ZOSSEN-WUNSDORF)
CONFIDENTIAL

PRIMARY

Target No.

5213E/7/a
5213E/7/b

ARMY HEADQUARTERS
BARRACKS & TANK TRAINING DEPOT

ZOSSEN
ZOSSEN/WUNSDORF
(GERMANY)

Illustration No.

5213E/7/1

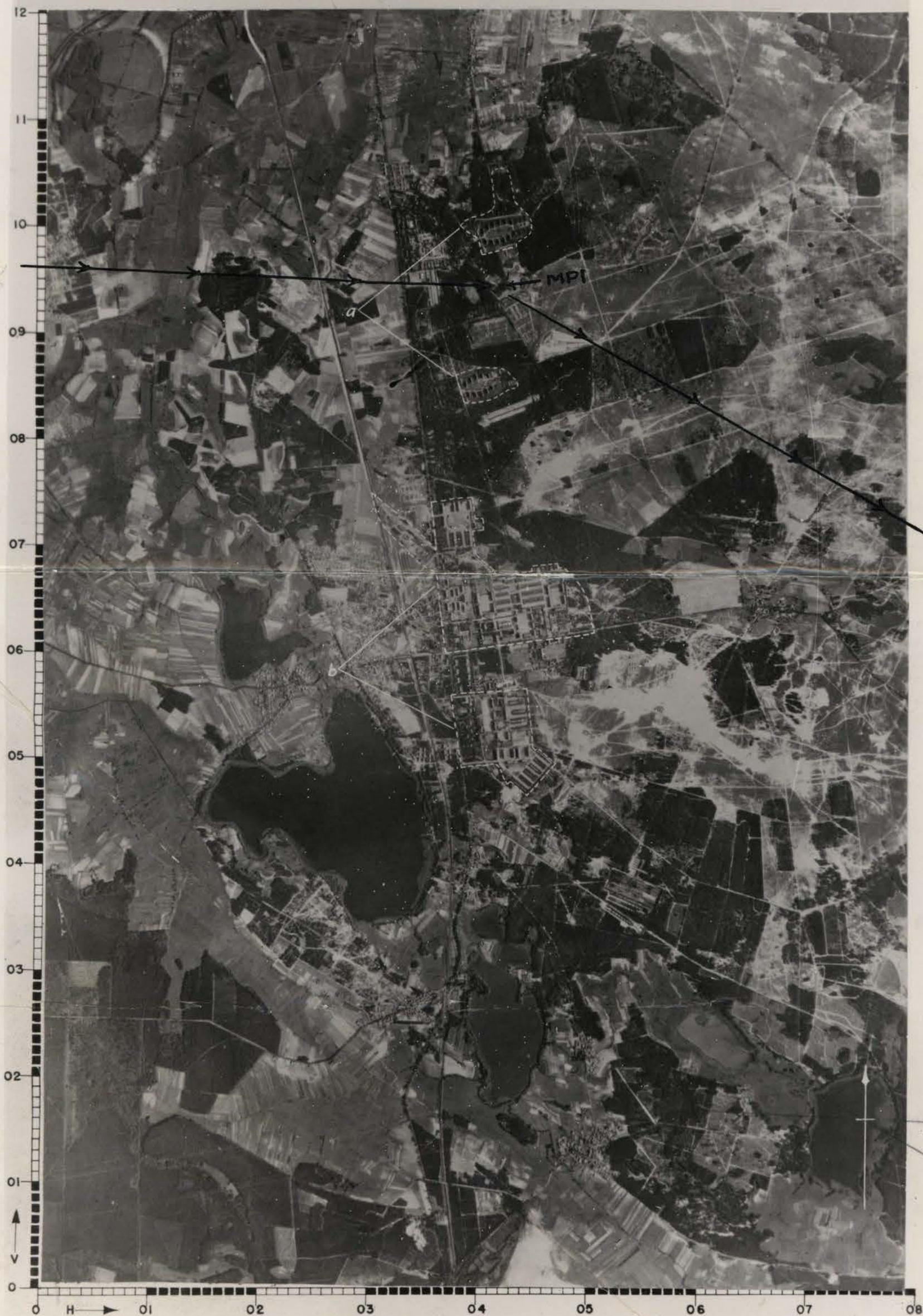
G.S.G.S. 4416 Sheet P 8 a.RZ 920138; b.RZ 927116 Lat. $52^{\circ}10'40''N$. Long. $13^{\circ}28'40''E$.

Photographed 19 June 1944

0 2000
Yards approx.
1:32,800 approx.

Issued March 1945

52893



94TH B GROUP

Combat Sq. Leader: MAJ CHAPMAN Date 15 March 1945

Deputy Sq. Leader: LT TAUSIG

Deputy Gp. Leader: LT TAUSIG

614 Sqn

613 SO JARNOCK
616 IN MACRA
614 IW COLFELSB
615 IV SULZARD

SEDER (CHAPMAN)

550

401st Lead Squadron on Take Off
and over Target

CAMERON

151

TAUSIG

153

Sqn

Sqn

HARCOCK

565

DJERNES

468

SALISBURY

551

VIEHMAN

738

SOERENSON

395

AYRE

931

FONDREN

478

JAMES

602x
646

GRAY GRAY

330

SPARKS

LINDSEY

602 Ret

94TH B GROUP

Combat Sq. Leader: **CAPT CAMPBELL** Date: **15 March 1945**
Deputy Sq. Leader: **LT HART**
Deputy Cp. Leader: **LT TAUSIG**

401st Low Squadron on Take Off
and over Target

613 ^{Sq. Ldr.} **CAMPBELL**
612 **SG JABLOCK**
613 **IN-MACRO**
614 **IW COLFOUR**
615 **IY BELLAND**

GRACRAFT
146

618 **HART**
077

^{Sq. Ldr.}
MC KENNEY
862

^{Sq. Ldr.}
LEVY
730

GEREN
758

SMITH
132

NIELSON
588

BERNEBURG
947

MAHARICK
842

JONES
160

LITCHFIELD
706

SPARKS

94 B GROUP

Combat Sq. Leader: CAPT HAYES

Date: 15 March 1945

Deputy Sq. Leader: LT BODDIN

Deputy Cp. Leader: LT TAUSIG

612 SQDN

612 SQ JABROCK

613 IN LACRO

614 IN COLFOLUB

615 IV BULLAND

401st Low Squadron on Take Off

and over Target

HAYES

033

DE MARCO

790

BODDIN

767

SQDN

SQDN

FRENCH

506

SMITH

891

STEPHENS

113

LONG

637

KELAN SPENCE

738

HUDNALL

689

CAMPBELL

733

BLONQUIST

398

GILLER

810

SPARBO

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

Lead

Date 15 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Zossen, 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 1030 hours.
- b. Group formed at 1835 hours on Cottesmore buncher.
at 9500 ft.
- c. Wing assembly was completed at 1210 hours at 50-05N.
- d. Route over England was ~~(not)~~ flown as briefed. 00-40E

e. Methods of navigation over England.

Gee, Radio, Pilotage, D.R.

f. Division formation was joined at 1224 hrs. at Cromer

g. Flight to I.P. was ~~(not)~~ as briefed.

h. Methods of navigation to the I. P.

Mickey, Pilotage, D.R.

i. Bomb run.

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

3 mi south of actual IP

- (2) True heading over target 80
- (3) Actual drift 5 right
- (4) Altitude over target 29500
- (5) Time bombs away 1447 1/2
- (6) Wind used for bombing 305/25
- (7) Method of target identification.

Visual

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

Hazy and smoke limited pin-pointing into Target.

(9) Weather over Target.

Heavy haze

(10) Axis of withdrawal 96.

j. Group rally was accomplished at 52-00N 13-47E at 1452 hrs.
k. Wing rally was accomplished at " " at " hrs.
l. Division rally was accomplished at " " at " hrs.
m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Mickey, Pilotage, 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 **OK**
- (2) Gee **Out at Eng. Coast**
- (3) Radio Compass **OK**
- (4) Fluxgate **OK**
- (5) Other equipment. **OK**

~~/s/ C. M. Smith~~ - ~~L. F. Stewart~~
~~C. M. SMITH~~ ~~L. F. STEWART~~
~~Capt., A.C.~~ ~~1st Lt., A. C.~~
Lead Navigator. , Lead Sq.

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

Low

Date 15 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Zossen, 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 1032 hours.
- b. Group formed at 1140 hours on Cottesmore buncher.
at 8500 ft.
- c. Wing assembly was completed at 1210 hours at 53-05N 00-40E
- d. Route over England was (not) flown as briefed. xxx

e. Methods of navigation over England.

Gee, D.R.

- f. Division formation was joined at 1224 hrs at Groner
- g. Flight to I. P. was (not) as briefed. xxx

h. Methods of navigation to the I. P.

D.R., Pilotage (Mickey out)

i. Bomb run.

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

- (2) True heading over target 87
- (3) Actual drift 4 right
- (4) Altitude over target 22900
- (5) Time bombs away 1447
- (6) Wind used for bombing 205/25
- (7) Method of target identification

Visual (Haze)

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

Haze and smoke

(9) Weather over Target.

1-3/10ths middle clouds

(10) Axis of withdrawal 110.

j. Group rally was accomplished at 52-00N 13-47E at 1452 hrs.
k. Wing rally was accomplished at " " at " hrs.
l. Division rally was accomplished at " " at " hrs.
m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Pilotage, Gee

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

q. Performance of equipment.

- (1) Mickey **Out**
- (2) Gee **Poor**
- (3) Radio Comp **Good**
- (4) Fluxgate **Good**
- (5) Other equipment.

/s/ R. F. Whitney

R. F. WHITNEY

1st Lt., A. C.

Lead Navigator, **Low Sq.**

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

Date 15 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Zossen, 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 1030 hours.
- b. Group formed at 1140 hours on Cottesmore buncher.
at 9500 ft.
- c. Wing assembly was completed at 1215 hours at 53-11N 00-51E
- d. Route over England was (not) flown as briefed. ~~xxx~~

e. Methods of navigation over England.

Pilotage, D.R., Radio, Gee

- f. Division formation was joined at 1230 hrs. at Groner
- g. Flight to I.R. was (not) as briefed. ~~xxx~~

h. Methods of navigation to the I. R.

Pilotage, Gee, D.R., Mickey

i. Bomb run.

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

- (2) True heading over target 64
- (3) Actual drift -2 R.
- (4) Altitude over target 24840
- (5) Time bombs away 1448
- (6) Wind used for bombing 245/26
- (7) Method of target identification.

Pilotage.

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

Vis. about 4 mi. Could get pin-pints to target. Lot of smoke at MPI.

(9) Weather over Target.

No clouds, but very hazy. Vis about 3-5 miles.

(10) Axis of withdrawal 130.

j. Group rally was accomplished at 52-00N 13-47E at 1452 hrs.
k. Wing rally was accomplished at " " at " hrs.
l. Division rally was accomplished at " " at " hrs.
m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Pilotage, D.R., Mickey, Radio

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

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

q. Performance of equipment.

(1) Mickey **Very good**
(2) Gee **" "**
(3) Radio Compass **Good**
(4) Fluxgate **Good**
(5) Other equipment. **OK**

/s/ Charles B. Minor

CHARLES B. MINOR

1st Lt., A. C.

Lead Navigator., High Sq.

PILOT Capt. Chapman

NAVIGATOR

Capt. C. M. Smith - Lt. L. F. Stewart

DATE 15 March 1945

STATIONS 0810 ENGINES 0910 TAXI 0925 T.O. 0940

LEAVE BASE Cott. 1053
 COAST OUT 1124
 ENEMY COAST 1203
 I.P. 1337
 TARGET 1350
 ENEMY COAST 1610
 Eng. Coast 1650 ETR-- 1736

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Z. Hr - 1100
 Ref alt- 24000
 Bomb alt- 23500
 Oxygen - 5 hr.

WATCH Fast Slow RATEsecs/hour Gaining Losing
 At G.M.T. Div assembly - Crosser to 52-45N 04-35E.

Letdown Cott. Buncher - Normal - 010 Mag.

FROM	W/V	HEIGHT	I.A.S.	T.A.S.	COURSE	DRIFT	TRUE	VAR.	MAG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA		
TO	UESD		MPH	(K)		FT	HDNG.		HDNG.					TIME	BODY	ALT. AZI.
52-44N 00-39E	240/20	9500	150	150	004	-6	358	A11	009	160	11	04	1053	Depart		
Grantham (B)													1057			
52-55N 00-38E	242/21	11500	150	154	074	A2	076	A10	086	174	55	19	1116			
Point D																
53-10N 00-50E	"	"	150	155	128	A7	135	A10	145	162	23	08	1124	Eng. Coast, CP 1	1124	
Crosser CP 1																
52-56N 01-20E	250/25	21500	150	168	095	A4	099	A9	108	190	120	38	1203	Coast, CP 2	1203	
52-45N 04-37E																
52-35N 08-00E	285/21	21500	150	182	094	-1	093	A7	100	203	125	37	1242			
"																
52-22N 08-28E	303/21	21500	150	"	128	A1	129	A6	135	203	21	06	1249	CP 3		
"	Begin climb															
52-38N 09-40E	305/22	23500	150	184	070	-6	064	A6	070	196	48	15	1304			
"																
52-40N 11-33E	307/23	23500	150	188	082	-5	83	A5	88	205	69	20	1325			
"																
52-13N 12-20E	"	23500	150	"	133	A1	134	A4	138	211	40	11	1337	IP		
"																
T. 52-10-40N 13-28-40E	"	23500	150	"	095	-4	091	A4	095	207	42	12	1350	Target		
"	Begin descent															
52-06N 18-45E	305/22	22000	170	210	112	-1	111	A4	115	232	12	3	1353			
"																
51-51N 13-37E	302/21	21500	150	182	198	A6	204	A4	208	186	16	5	1359			
"																
52-12N 12-10E	"	21500	150	"	293	A1	294	A4	298	161	58	21	1422			
"																
52-32N 11-25E	"	"	"	"	305	0	305	A4	309	161	34	13	1435			
"																
52-38N 09-40E	"	"	"	"	275	A3	278	A5	283	163	65	24	1459			
"																
52-22N 08-28E	"	"	"	"	250	A5	255	A6	261	168	48	17	1516	CP 4		
"																
52-35N 08-00E	"	"	"	"	308	-1	307	A6	310	161	21	8	1524			
"																
52-45N 04-37E	285/21	21500	150	"	274	A3	277	A7	284	163	125	46	1610	Coast		
"																
52-45N 04-37E	211 248/21	11000	170	184	275	-3	278	A9	281	162	120	30	1658	English Coast		
Crosser	A3 240/15	6500	150	143		-4	271		280	130	39	18	1658			
Kings Lynn	240/15	2000	A7	133	254	-3	252	A10	261	119	35	18	1726	Wing Break-up		
Base	"	"	150	133	247	-2	245	10	255	118	39	20	1696	ETP		

Base		245/15 0 to		150	142	070	A1	071	157	75	29	1055	LFTO. Takes 29 min to climb		
Crosser		11500		A5								1124			
TIME	COURSE	W/V USED &/OR D.R. DRIFT	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	TIME	G. S.	TO RUN DIST.	TIME	E.T.A.
Flares: Normal					VHF - Authentication - "Radio City"										
Lead - RY					Abandon mission - "Tare-Baker-Leve"										
Low - R					Chaff - Discharge at IP, continue for 15 min.										
High - G					Spares - Turn back & R.										
					Interval - 1 min between Groups										
					PTT - #2										
					#3 52-32N 13-14E. #4 52-36N 11-52E.										
1010					Engines										
1029					Take off, runway 23										
1047			195		VHF Wind 270/29K		140	7000							
1051			195		Cottessmore - Circle to form group		150	9500	152						
1059	297	-8	305		Drift reading. Setting up API		150	5500	152						
1103	187	A8	195		Drift reading. APC trouble		150	9500	152						
1109	074	-3	075		Swing too wide - APC - wind 265/25K		150	9500	152						
1115	275	-5	280		APC set up OK		150	9500	152						
1119	238	A2	240		Wind 250/24K. Normal turn		150	9500	152						
1135					Group formed		150	9500	152						
1152	004	-8	356		Depart Cottessmore, 1 min early		150	9500	152			160	11	04	1156
1156	004	-8	356		A/C 52-51N 00-48W		150	9500	152	104	04	160			

FLIGHT RECORD

TIME	COURSE	W/V USED E/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1157½	074	0	074		Pt. B, Cranham, Start climb		150	9500	152						
1157½	074	0	074		A/C to D (53-10N 00-50E)		150	9500	154			170	55	18½	1216
1200	074	A	075		Drift. "G" out		150	9800							
1205	079	-A	080		Poston 53-00N 00-01W	Check wind 250/24K	150	11000	154	22	08	170	32½	11	1216
1210	074	A	075		Behind "codcraft Able		150	11500	157						
1215½	074	A	075		Pt. D 53-10N 00-50E	Wind 250/29K	150	11500	159	32½	10½	186			
1216	120	/9	137		A/C to CP #1, Craner		150	11500	157			170	23	08	1224
1219	125	/9	134		53-00½N 00-59½E, Gee		150	11500	156						
1219-- 1124	125 - /9		134-- 137		52-56N 01-21E, P.		150	11500	156	23	08	170			
1124	095	/5	100		A/C to CP #2. Post wind 250/30		150	11500	Av. 160			194	120	37	1301
1225			040		Turn to right to attain position in "A"		150	11600							
1228½			050		53-04N 01-32E, G		150	11800							
1230	100	/5	105		Climbing		150	12000	av 160			192	114	35½	1304
1232			100		52-08N 01-52E, G		150	12500	160			192	102	32	1304
1236½			100		53-06N 02-12E, G.		150	13700	av 150	21	06½	194			
1236½	105	/5	110		A/C to CP #2		150	13200							
1245			105		"G" in operative again. Wind 250/30		150	14700							
1250	100	/5	105		D.R. 52-58N 03-25E		150	16000	165	43½	13½	192	46	14½	1304½
1255			115		Spare turning back D.D. to left to get behind A		150	17000							
1256½			085		52-56N 03-55E, M.		150	17200		62	20	186			
1301			120		52-54N 05-12E, M.		150	18000							
1304			095		CP #2, on course, 1 min late		150	18500	168	120	40	180			
1304	095	/5	100		A/C to 52-35N 06-00E "A" abreast of us.		150	18500	av 180			208	125	36	1340
1310			085		52-50N 05-07E. Another DD		150	21500							
1316			150		DD - Pilotage 52-53N 05-37E		150	21500							
1321	095	/5	100		52-42N 05-52E, Pilotage. In Div formation		150	21500				208	78	22½	1343½
1326	095	/5	100		52-41N 06-29E		150	21500	184	21½	05				
1329½			100		52-40N 06-41E		150	21500	184						
1334			100		Smoke marker 52-38N 07-16E		150	21500	184						
1336			100		52-35N 07-19E		150	21500	184						
1340			090		Wind 250/30K		150	21500	184						
1344			av 100		A/C 52-32N 08-00E		150	21500	184						
1344	120	/7	135				150	21500	184			200	21½	06½	1350½
1349	123	-3	120		52-25N 08-30E. CP #3, on time, on course		150								
1349	070	-5	065		Metro 305/22K, A/C		150	21500	184				48	14½	1403½
1355			055		09-16E 52-27E, Pilotage		150	23500	190						
1359			055		52-29N 09-39E		150	23500	190						
1402			055				150	23500	190						
1402			083		A/C 52-40N 09-35E		150	23500	190	46	13	212			
1404			083		" " Pilotage Wind 305/25K		150	23500	190			206	69	20	1424
1407	079	-4	083		1 mi n. Celle 52-39N 10-05E		150	23500	190						
1418½			083		52-43N 11-35E		150	23500	190	56½	14½	230			

SIGNED

NAVIGATOR

DATE _____

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

At G.M.T.

FLIGHT RECORD

TIME	COURSE	W/V USED E/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1418	087	4	089		A/C		150	23500				222	40	11	1429
1418	133	46	139												
1425		45	135		Flak		150								
1429			167		52-26N 11-52E, A/C. "S"-ing to keep in line				190				21	6	1435
1433					52-15N 12-05E		150	23500	190						
1436			090		I.P., Flak pointing to target		150	23500	190						
1437			085		52-12N 12-29E										
1444			089		Wind 305/25K		145	23500	190						
1447			080		BOMBS AWAY G Hdgs 52-10N 13-28E		146	23500	190	36	10				
1450	190				DR 52-06N 13-45E, A/C		150	23000	190				16	5	1457
1452	190		204		PFF 52-00N 13-47E			22000	184						
1456	190		204		DR 51-51N 13-39E A/C		147	22000	184	16	5				
1500	296		294		51-51N 13-30E, P41.		147	22000	183				53	20	1520
1505			290		51-58N 13-16E, PFF		150	22000	184				42	16	1521
1508			290		52-00N 13-01E		150	22000	184						
1514	287	43	290		52-05N 12-37E, H.		150	22000	184	26	09	17	18	06	1520

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	
1519	290	A3	293		260/22 Schenebeck		150	22000	184	41	14	176			
1519	304	A1	305		A/C 52-11N 12-12E. Wind 325/15K		150	22000	184			170	34	12	15314
15234			330		52-20N 12-05E, Pilotage		150	22000	184						
1526	304	A1	305		Flak @ Stendan. Gpl. bombing		150	22000	184						
1532			300		Schenebeck 341/34 mi		150	22000	184	34	124	164			
1532	275	A3	278		A/C 52-34N 11-23E. Wind 325/15		150	22000	184			174	65	224	15554
1537			278		52-38N 11-09E, Pilotage		150	22000	184						
1545	275	A5	280		52-40N 10-30E, W.		150	22000	184			178			
1551	275	-8	280		52-38N 10-05E, Pil.		150	22000	184	48	19	152			
1558			280		Wind 300/32K. 52-42N 09-34E		150	22000	184	66	26	152			
1558	245	A9	254		A/c to CP 4		150	22000	184			164	45	164	16144
16054			240		52-32N 09-10E. Staying left of "A"		22000	184							
16104			240		Delmonkonst 354/40 mi.		150	22000	184						
16144	308	-1	307		CP 44, on course, 2 min early		150	22000	184						
1617			300		52-24N 08-20E, Pilotage		150	22000	184			150	16	064	16234
1623			300		A/C 52-35N 00-00E		150	22000	184	214	084	150			
1623	274	-15	279		A/C to coast out		150	22000	184			153	125	49	1712
1627			293		Oldenburg 52-33N 07-38E		150	22000	184			153	109	43	1710
1631	277		299		52-33N 07-19E		149	22000	184	11	4	133	98	38	1709
1638	275		282		52-41N 06-42E		146	22000	184	23	74	153	77	30	1709
16454	270	268	268		2wolle 18/360 52-46N 06-23E		148	22000	185	24	44	153	64	25	17104
1647	272		268		52-43N 06-12E, Pil		148	22000	184	7	2	153	57	22	1709
16574	279		285		52-40N 05-30E, PFF		147	22000	184	25	10	146	32	124	1710
1705			275		52-46N 05-00E		148	22000	184	18	74	146	15	6	1711
17104	275		275		Coast out, on course		148	22000	184			125x	46x		
1711			278		Begin letdown		165	22000					125	46	17564
1715			276		Spl. #5		152	18000	196	11	144	170			
1725			273		DR 52-48N 03-32E		169	14500					30		1755
1730	270		273		Leveled off		165	12000	157						
1740			268		D.H. 52-52N 05-30E		150	12000	157	374	15		464	18	1758
1747			265		LOP Spl. #, T.B. 251		150	12000	157						
1748			265		LOP, SPL #7 T.B. 220		147	12000							
1759			265		Over Cromer		150	12000							
1759			251		Cromer, A/C		150	12000							1833
1810	250		251		52-49N 00-42E. Begin letdown		170	12000					51	20	1830
1815	250		246		Kings Lynn A/C		170	7000							
1815	247		246		Kings Lynn		170	7000					39	15	1830
1820					Over Wisbeck		170	5000							
1833			280		Ease . Fuel off			1500							
1835					Landed										
I certify that this is a true copy of the Lead Navigator's Log.															

SIGNED J. F. IGAN Major, A. C. NAVIGATOR

TRACK CHART

DATE Mar. 12, 1945

TARGETS

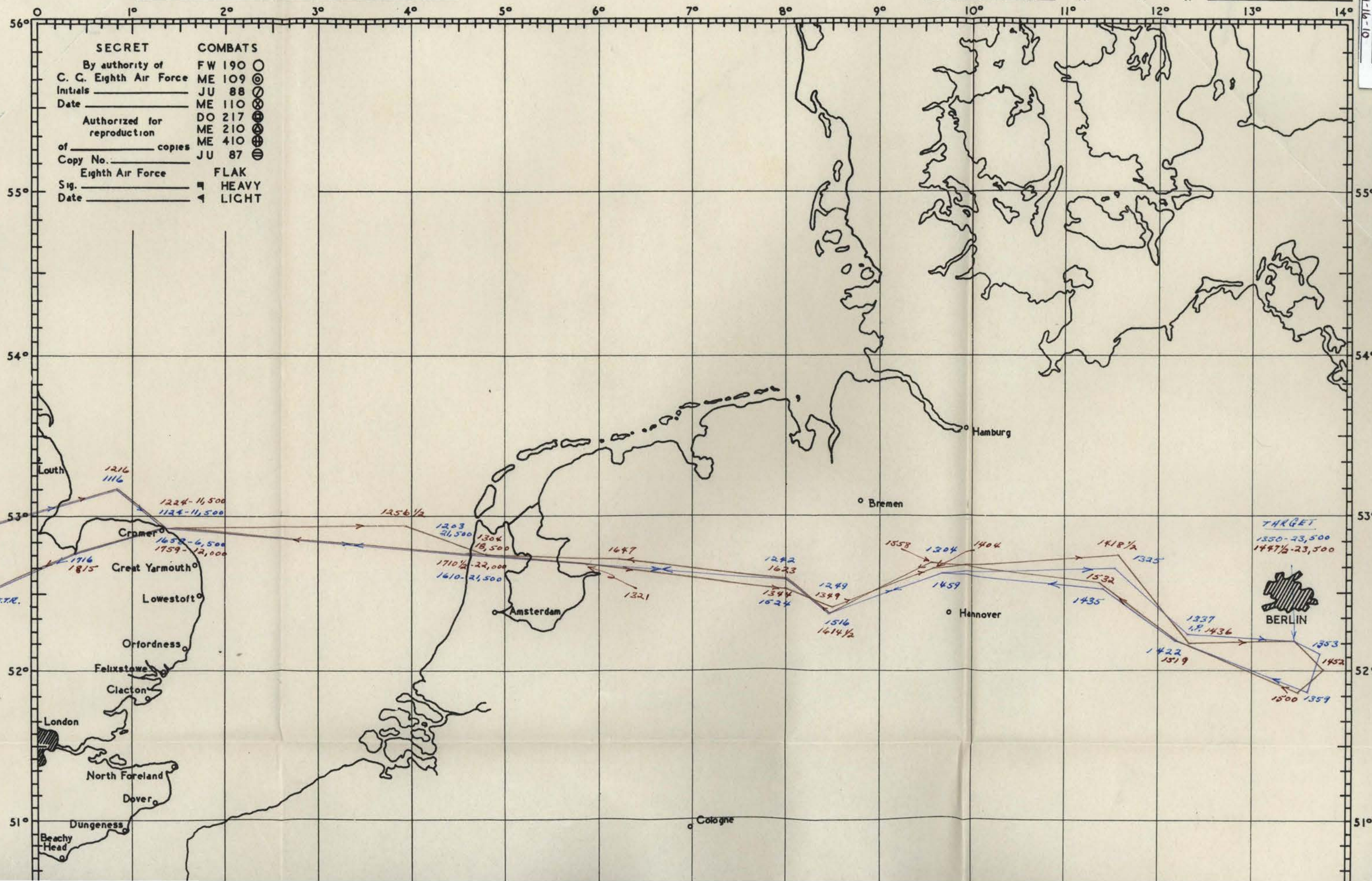
PRIMARY

Losser, Germany

Blue
Brown

ROUTE FOLLOWED BY

Briefed
401st B. G. (H)



SECRET

COMBATS

By authority of
C. C. Eighth Air Force

Initials _____

Date _____

Authorized for
reproduction

of _____ copies

Copy No. _____

Eighth Air Force

Sig. _____

Date _____

FW 190 ○

ME 109 ⊙

JU 88 ⊗

ME 110 ⊗

DO 217 ⊕

ME 210 ⊕

ME 410 ⊕

JU 87 ⊕

FLAK

HEAVY

LIGHT

TARGET

1350-23,500

1447 1/2-23,500



BERLIN

SECRET

COMBATS

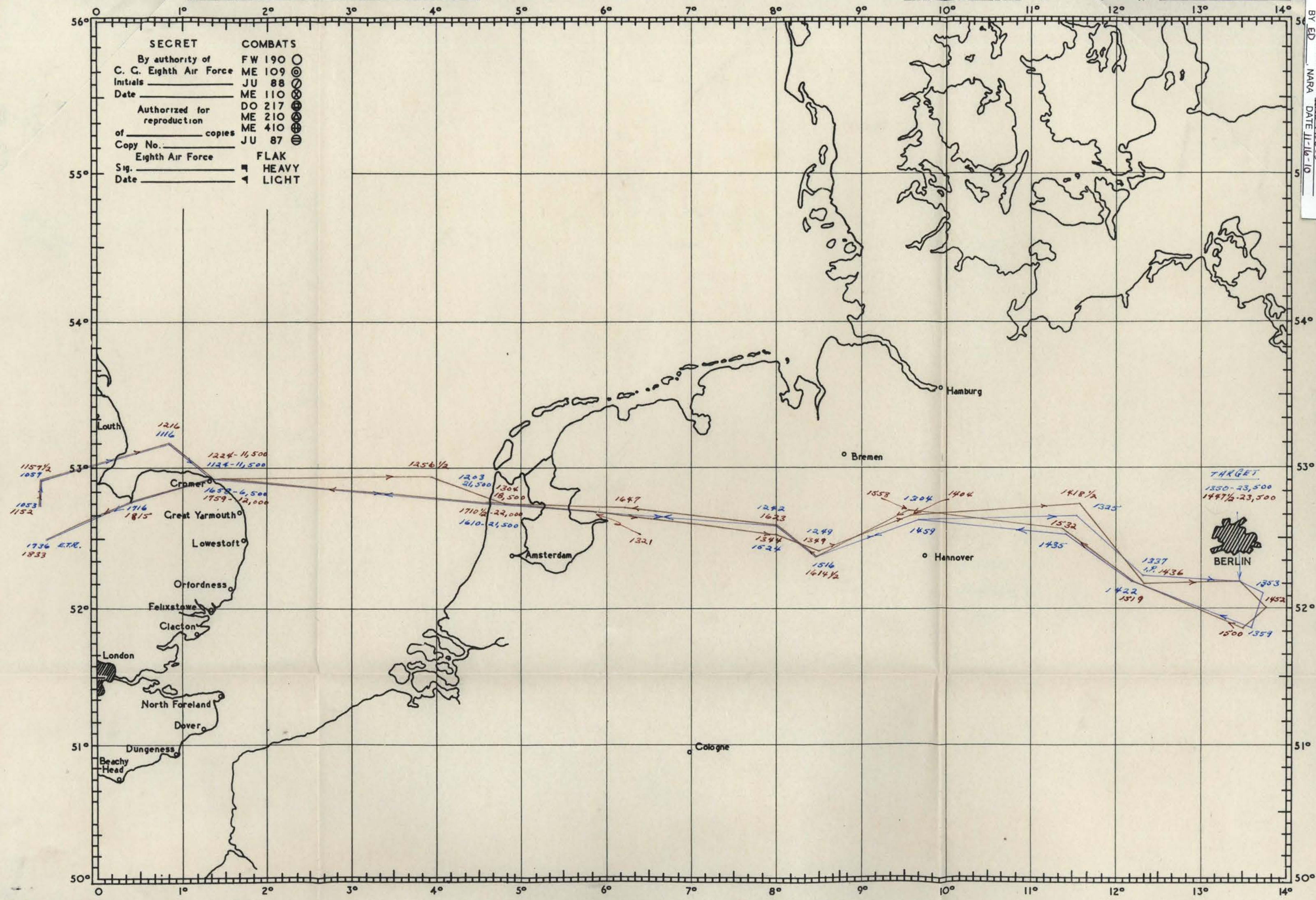
By authority of
C. G. Eighth Air Force
Initials _____
Date _____

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

Authorized for
reproduction
of _____ copies
Copy No. _____

Eighth Air Force
Sig. _____
Date _____

FLAK
HEAVY
LIGHT



STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 657

Date of 15 March 1945

PART I - ATTACKS & RESULTS

94th "B" Group

	LEAD	LOW	HIGH
	Borrowed A/C	Borrowed A/C	Borrowed A/C
1. No. of A/C Failing to Take Off	*	-	1
2. No. of A/C Sorties	13	12	12
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	11	12	12
6. No. of Non-Effective Sorties	1	-	-
(a) Early Returns Included	-	-	-
7. Name of Primary Target	ZOSSEN (Vis)		
(a) No. of A/C Attacking	11	12	12
(b) No., Size, Type of Bombs	31 X 500# RDX 35 X 500# GP 44 X 500# IB	72 X 500# GP 48 X 500# IB	18 X 500# RDX 54 X 500# GP 42 X 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	1030	1032	1030
19. Time of Attack	1447 $\frac{1}{2}$	1447	1448
20. Total Time for Mission	94:20	94:20	94:20
21. Altitude of Release	23,500	22,900	24,840
22. Type of Sighting (Vis. H2X.GH.etc)	Vis	Vis	Vis
23. Enemy Resistance --AA Inten & Acc	None	None	None
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	POOR	POOR	POOR

None A/C borrowed from Groups:

None A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS401st Gp Mission # 229Date 15 March 1945PART II - NON-EFFECTIVE SORTIES

94th "B" Group

	LEAD	Borrowed A/C	LOW	Borrowed A/C	HIGH	Borrowed A/C
29. Non-Effective Sorties	1					
(a) Weather						
(b) Personnel						
(c) Enemy Action						
(d) Other Non-Mechanical						
(e) Mechanical & Equipment	1					
30. Mechanical & Equipment Failures						
(a) Engine	1					
(b) Oil System						
(c) Fuel System						
(d) Supercharger						
(e) Propeller & Governor						
(f) Communication System						
(g) Guns & Turrets						
(h) Bomb Release						
(i) Bombay Doors						
(j) Electric System						
(k) Instruments						
(l) Oxygen Equipment						
(m) Bomb Sights						
(n) A/C in General						

31. Reasons for Failure to Attack:

A/C 42-97478 - Credit. No 4 engine failed and pilot jettisoned bombs 3 minutes past IP. (mech)

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

BOMBARDIER LT. CONWAY DATE 15 March 1945
PILOT CAPT SMITH (CHAPMAN) TAKE OFF 1020
NAVIGATOR LT. STEWART, SMITH AIRPLANE _____
WING 94th B GROUP 401st SQUAD Lead LANDED 1035
OBJECTIVE ZOSSEN/NEUDORF, GERMANY (MPI) _____
METHOD OF ATTACK Individual Flight Squadron Group wing
NUMBER A/C IN GROUP 11 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 800# GP FUSING: NOSE 1/10 TAIL 1/40
800# RDX FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES 800# IB FUSING: NOSE -- TAIL --
NUMBER OF BOMBS LOADED 31 RDX - 35 GP - 44 IB RELEASED 31RDX-35GP-44IB
INFORMATION AT RELEASE POINT:
Altitude of Target 100 Temp Aloft: Metro -55 Actual -52
True Altitude above target 23300 Mag Head, order 95 Actual 84
Ind. Altitude 23300 True Heading 80
Pressure alt of target -346 @ SL Drift, Est 42 Actual 22
Altimeter setting 29.92 True Track 82
C.I.A.S. 160 I.A.S. 150 Actual Range 10,872
G.S. Est 104 Actual 207 B.S. Type H-9
Wind Direc Metro 105 Actual 105 Time of Release 14:47 1/2
Wind Veloc. Metro 25 Actual 25 Intervalometer Setting 140ft
D.S. 102.1 Trail 50 ATF 40.15 Length of Bombing Run 30sec
Tan. D.A. Est .45 Actual .545 G-1 Pilot OK A-5 --
Mean Temp: Metro -8 Actual -8 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. STOUT DATE 15 March 1945
 PILOT CAPT CAMPBELL TAKE OFF 1032
 NAVIGATOR LT. WHITNEY AIR PLANE _____
 WING 94th B GROUP 401st SQDN Low LANDED 1854
 OBJECTIVE ZOSSEN/TRINSDORF, GERMANY (MPI)
 METHOD OF ATTACK Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead 4/0 COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY C.W. SIGHTING OPERATION: 1A/0
 BOMBS, TYPES AND SIZES 500# GP FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE --- TAIL ---
 NUMBER OF BOMBS LOADED 72 GP 48 IB RELEASED 72 GP 48 IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 100 Temp Aloft: Metro -35 Actual -30
 True Altitude above target 22800 Mag Head, order 95 Actual 87
 Ind. Altitude 22900 True Heading 83
 Pressure alt of target -346 @ SL Drift, Est 42 Actual 42
 Altimeter setting 29.93 True Track 87
 C.I.A.S. 150 I.A.S. 160 Actual Range 10,322
 G.S. Est 194 Actual 198 B.S. Type M-9
 Wind Direc Metro 505 Actual 280 Time of Release 14:47
 Wind Veloc. Metro 25 Actual 20 Intervalometer Setting 140ft
 D.S. 188.7 Trail 49 ATF 30.65 Length of Bombing Run 35sec
 Tan. D.A. Est .48 Actual .54 C-1 Pilot OK A-5 ---
 Mean Temp: Metro -8 Actual -8 Manual Pilot ---
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

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

BOMBARDIER LT. SANDER DATE 18 March 1945
PILOT LT. HAYES TAKE OFF 1030
NAVIGATOR LT. HINCH AIRPLANE _____
WING 94th B GROUP 401st SQUAD High LANDED 1841
OBJECTIVE ZOSSEN/STENDECK, GERMANY (MPI) _____
METHOD OF ATTACK Individual Flight Squadron Group wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 500# RDX FUSING: NOSE 1/30 TAIL 1/40
500# GP FUSING: NOSE 1/30 TAIL 1/40
BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE -- TAIL --
NUMBER OF BOMBS LOADED 10RDX - 54 GP - 48 IB RELEASED 10RDX-54GP-48IB
INFORMATION AT RELEASE POINT:
Altitude of Target 100 Temp Aloft: Metro -33 Actual -32
True Altitude above target 24450 Mag Head, order 25 Actual 68
Ind. Altitude 24100 True Heading 64
Pressure alt of target -546 ASL Drift, Est -- Actual 18
Altimeter setting 29.62 True Track 65
C.I.A.S. 150 I.A.S. 150 Actual Range 12,591
G.S. Est 194 Actual 228 B.S. Type M-9
Wind Direc Metro 305 Actual 245 Time of Release 14:48
Wind Veloc. Metro 25 Actual 30 Intervalometer Setting 140ft
D.S. 125.5 Trail 58 ATF 41.21 Length of Bombing Run 50sec
Tan. D.A. Est .45 Actual .55 G-1 Pilot OK A-5 --
Mean Temp: Metro -8 Actual -7 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

CONFIDENTIAL

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

J-A-1/4

413.44

15 MARCH

1945

SUBJECT: Communications Report, Operational Mission No 229. (Field Order 657)

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>3</u>	3. HF/DF Bearings (QDM's)	<u>1</u>
b. Bunchers, England	<u>40</u>	4. VHF/DF Homings	<u>1</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>37</u>	<u>37</u>	4. Gee-H	<u>0</u>	<u>0</u>
2. H2X	<u>4</u>	<u>4</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		<u>32</u>			
8. Total number of units released		<u>11, 520</u>			

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FOUR - REMARKS

HAROLD M. KEMMARD, JR.
 Maj, A C,
 Gp Com O.

CONFIDENTIAL

SECRET

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

ASSIGNED.....Zossen/Wunsdorf.....
1. TARGET: BOMBED.....Zossen/Wunsdorf.....
DATE OF MISSION.....15 Mar 1945

2. ROUTE AS FLOWN:

Generally as briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>Clear - Ground haze</u>	<u>Java to Brunswick - ground haze</u>
CONTRAILS - -	<u>None</u>	<u>None-persistent</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:

NONE

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

Stendal - Meagre, inaccurate to accurate, tracking (plotted as probable).
Osnabruck - Meagre - observed.

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

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

8. DETAILS:-

SCEN: POS.	NO. A/O	DAMAGE MAJ. MIN.	A/C LOST TO AA EA AGG UK	AXIS OF ATTN WITH	TIME OVER TARGET	HEIGHT
<u>Lead</u>	<u>12</u>	<u>0</u> <u>0</u>		<u>88°H 104°H</u>	<u>1447</u>	<u>25,500</u>
<u>High</u>	<u>12</u>	<u>1</u> <u>6</u>		<u>68°H 132°H</u>	<u>1448</u>	<u>24,800</u>
<u>Low</u>	<u>12</u>	<u>0</u> <u>0</u>		<u>91°H 114°H</u>	<u>1447</u>	<u>22,900</u>
TOTALS	<u>36</u>	<u>1</u> <u>6</u>				

9. COMMENTS - PHENOMENA:-

Lt. P.D. Myers.

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 557
U. S. ARMY.

D-K-1

14 March 1945

SUBJECT: Crew Comments and Suggestion on Mission to Lohme, Germany 14 Mar 45.

TO : Commanding Officer, Station 128, APO 557, U.S. Army.

1. Lt. John E. Pondren, Pilot A/C 7478 - flew in prop-wash from English coast almost to IP.
2. Lt. Carl M. Gray, Pilot A/C 780 - questioned reason for SOP air speed being dropped to 155 mph in level flight.
3. Lt. William F. Martin, Pilot A/C 039 - although we usually wait one-half hour or more for truck at hard-stand No. 11, the truck was on time today.

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

Sp Engineering

LEAD SQDN. 24TH "A" GROUP

COMBAT SQ. LEADER MAJOR DE JONCKHEERE DATE: 14 MAY 1 1945

DEPUTY SQ. LEADER LT. TAUSIG

DEPUTY SP. LEADER: LT. TAUSIG

34X100 Sps
40 nose 140 tail
+ 2 M 17 180 load
as per chart 3
2500 Habs.

613 SQDN.
RIBLER (DE JONCKHEERE)
612 SC JANWICK
613 IN MACRO
614 IN GOLFOLES
615 IT DUEZAND

LF J 8369 (GH) *Kimball*
TAUSIG

IN R 6146 ✓ IT D 8650 (PFF)

613 SQDN

613 SQDN

SCHILLER

SMITH

IN V 6842 ✓

IN B 6132 ✓

NIELSON

MAY

EGLIE

GREEN

IN D 6538 (RCM) ✓

IN M 9125 ✓

IN U 7706 (RCM) ✓

IN O 1750 ✓

SHEPHERD

IN A 8458 ✓

LITCEFIELD

MC KERRY

IN P 8758 ✓

IN W 8767 ✓

SPARE LD. PFF IT S 8653 DISP 32
SPARE LD. VIS IT Q 8077 DISP 24

MAHARICK

GND SPARES IN N 8862 DISP 45

IN S 2947

~~IN K 8077 DISP 2~~ Replaced 012

EX A/C 50 N 6606 CAPT. GOODMAN

1742

0700-1300 - GRR
1300-1900 - RRR

LOW SQDN. 94TH "A" GROUP

COMBAT SQ. LEADER LT. KOCHERL DATE 14 MARCH 1945DEPUTY SQ. LEADER LT. SPEERDEPUTY GP. LEADER LT. TAUSIG612 SQDN.612 SC JABWOCK
613 IN MACRO
614 IN COLFOLUB
615 IY BUZZARD

KOCHERL (STRAUSS)

IY H 8648 (PFF)

BLOOMQUIST

SPEER

SC J 7790 ✓

IY L 8941 ✓

612 SQDN612 SQDN

GRIME

MARTIN

SC V 8610 (RCM) ✓

SC M 7089 ✓

HOWARD

AHLERS

MORAN

SPENCE

SC B 1662 ✓

SC P 1891 ✓

SC H 2596 ✓

SC T 3788 (RCM) ✓

NOLAN

SC F 8541 ✓

HARVEY-M

HOLT

SPARE LD. PFF IY S 8658 DISP 32

SPARE LD. VIS IY Q 8077 DISP 24

SC R 2593 ✓

SC D 6992 ✓

GND SPARES IN H 8862 DISP 45

~~IN H 8677 DISP 2~~ Replaced 012

WX A/C SC H 6506 CAPT. GOODMAN

HIGH SQDN: 94th A" Op

Combat Sq. Leader: Capt Hart Date: 14 March 1945
 Deputy Sq. Leader: Lt. Knowles
 Deputy Gp. Leader: Lt. Fausi

61st SQDN: 612 SC JARROCK
 613 IN MACHO
 614 IN GOLF CLUB
 615 IY BUZZARD

HUBBELL (HARD)

L 8228 (Geo H)

WHITE

IN Z 8330 ✓

KNOWLES

IY P - 6947

SQDN

THOMPSON, R.

IN T 8646 (RCM) ✓

SQDN

PONDREN

IN Q 7478 ✓

GRAY

JAMES

AYRE

SOHENSEN

IN R 7780

IN P 2012
 IW K 8677 ✓

IN A 7931 ✓

IN F 7395 ✓

DJERNES

IN S 2458 ✓

CAMPBELL

SALISBURY

IN X 8565 ✓

IN Y 7651 (RCM) ✓

OPARIS

VIRIDIAN

IN N 8730

SPARE LD (PPF) IY S 8653 Disp 32
 SPARE LD (VIS) IY Q 8077 Disp 26

2nd Spares: IN N 8562 Disp 45
 IN N 8677 Disp 2 REPLACED 01Z

WX A/C SC N 8506 Capt Goodman

DEFENSE NOTES

DATE: 15 March 1945

DUTY OFFICER: Capt Coit

BRIEFING OFFICER: Lt Rea

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

No. 1 ~~XXXXXX~~ Primary: BERLIN. Headquarters of the German General Staff. This is located in the outskirts of the City - to the South. Bombing Altitude - 23,500

8th are Target - 1st fliv. - 2nd are in column -

PFF done by Group -

No blind bombing unless Target painted, identified - by marker lights -
+ 64. supported by visual pin pointing. -

No. 2 ~~Secondary~~ BERLIN (SPANDAU) Plant engaged in manufacture of special parts

No. 3 for motor vehicles and aircraft. Tools, jigs, dies, etc.

No. 4 ~~East Berlin~~ STENDAL: (5236-1152) Important Rail Communications Center.

5 Same if H2X - Any military objective within H2X within

(2) Other Groups in 94th CBG: 94C (351) ORANIENBURG (5247-1316) Large and

important Marshalling Yard.

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

"A" FORCE

"B" FORCE

40A (305) 41A (303) 94A (457))

94C (351))

40B (306) 41B (379) 94B (401)) BERLIN (5211-1329)

1A (398)) ORANIENBURG

40C (92) 41C (384))

1B (91)) (5247-1316)

1C (381))

b. 2nd AD: Same as 1 AD 36 Squadrons A FORCE -

c. 3rd AD: Same as 1 AD 14 Groups B FORCE

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast:

Cross Continental Coast: 2 AD - Zero plus 41; 1 AD - Zero plus 56; 3 AD - Zero plus

70

b. Fighter Support: 6 Groups of P-51's supporting "A" Force; 4 Groups of P-51's in support of "B" Force.

SECRET

3. ANTICIPATED ENEMY OPPOSITION.

a. Flak: No. 1: No known Flak. No. 2 and 3: 428 guns in Area. In - 45°; out -

300°

b. Enemy Fighters: Intense Enemy reaction may be expected.

c. Smoke Screens: No. 1.: None Known; No. 2 and 3: Probable Effective.

d. Camouflage: Concealed in woods and under ground.

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly:

94A - Glatton

94B - Cottesmore

94C - Kings Cliffe

Crowland

Grantham

Bourne

(5310-0050E)

(5310-0050E)

5310-0050E)

Cromer

Cromer

Cromer

b. Air Commanders: "A" Force: Col McDonald (305); 94C/B and "A" Group;

Capt Dozier (457) 94B: Major Chapman (401); ~~NA~~ "B" Force: Major Richardson (94C

351)

c. Zero Hour and Date: 1100 hours, 15 March 1945

d. General Instructions Pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: 2780 gals

b. Bomb Load (and Intervalometer Settings) 6 x 500 GP 1/10 - 1/40;

4 x M-17 IB (Chart 12) 140 feet Visual or H2X.

c. Chaff Load (Point and Time of Commencing Discharge) 360 units; IP and con-
tinue for 15 minutes.

d. Screening Force: None for "A" Force; 3 mosquitos for "B" Force.

6. COMMUNICATIONS:

a. Flares and Lamps: None.

S E C R E T

b. VHF and Other Radio: (Combining Force Information) 6 x P-51s Buckeye Red
from 20 minutes prior to Foxhole Able. Fighter-Bomber Common (741 and 701)
94 B (Vinegrove 2-8): Fighters Balance two: Ground Sector Control - Colgate on
channels 741 and 701: Authentication - Radio City. Relay A/C - 40 CBW at 20,000
vicinity 5240-0300. Zero plus 15 until recalled.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: _____

b. S.O.P.'s _____

c. Miscellaneous: Base Reference Altitude: 24,000. Interval between
Groups - 1 minute: Division Assembly - Cromer to 5245-0435

d. Security: _____

ROUTE FLIMSIES

Leon F. Stewart
Ray F. Whitney
Andrew J. V. Krain
Michael B. Andrews
Charles B. Minor
D. Walter

S E C R E T

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

AAF Station # 128
 15 March 1945

SUBJECT: Loading List.

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

1. The following is the Loading List for today's Mission.

PLANE 42-107151

P	2nd Lt.	CAMERON, ELLIOTT F.	614th Sq.
CP	F/O	DAVIDSON, ROBERT L.	"
N	2nd Lt.	GUILLERMET, FRED A.	"
CTG	A/Sgt.	Fasulo, Thomas G.	"
RO	Sgt.	De Leon, Jerrold J.	"
TT	S/Sgt.	Fabain, Emory P Jr.	"
BT	Sgt.	Margas, Mike S.	"
TG	S/Sgt.	Grasela, Edward S.	"
WG	Sgt.	Gabbert, David J.	"

PLANE 43-38565

P	1st Lt.	BABCOCK, FREDRICK H.	"
CP	1st Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	CRAWFORD, ALLEN H. JR.	"
CTG	S/Sgt.	Casselman, Charles H.	"
RO	T/Sgt.	Bilby, John F.	"
TT	T/Sgt.	Caldwell, Carroll L.	"
BT	S/Sgt.	Cole, Harry L.	"
TG	S/Sgt.	Wilczynski, Walter J.	"
WG	S/Sgt.	Farnham, Walter E.	"
RCM	S/Sgt.	Richey, Leland M.	"

PLANE 43-38738

P	2nd Lt.	VIERMAN, EUGENE A.	"
CP	2nd Lt.	COUTTS, HAROLD K.	"
N	1st Lt.	BRUCE, WILLIAM M.	"
NEM CTG	Sgt.	Orlando, Peter	"
RO	Sgt.	Retzleff, James A.	"
TT	Sgt.	Schwarz, Edwin D.	"
BT	Sgt.	Hobson, Kenneth E.	"
TG	Sgt.	Rutkowski, Joseph E.	"
WG	Sgt.	May, David M.	"
RCM	S/Sgt.	Gemauer, Lawrence	"

PLANE 43-97551

P	2nd Lt.	SALISBURY, THOMAS E.	"
CP	F/O	WYLIE, RONALD J.	"
N	2nd Lt.	BOUCHER, JAMES D. JR.	"
CTG	Sgt.	Wagener, Norman H.	"
RO	Sgt.	Pinkerton, Oliver	"
TT	Sgt.	Benthall, Clyde T.	"
BT	Sgt.	Walls, Joseph F.	"
TG	Sgt.	Chapman, Guy W.	"
WG	Sgt.	Cain, Hobart P.	"

Loading List Cont't.

Plane 42-97478

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

FONDREN, WYLIE K. 614th Sq
VIA, JAMES C. "
COYNE, JOHN T. "
Youmans, Henry A. "
Wensel, John W. "
Brobst, Clyde J. "
Wickline, John H. "
Wilbers, Herman E. "
McCormick, Edson C. "

Plane 43-38330

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

GRAY, CARL M. "
SMITH, CHARLES "
STEWART, RICHARD E. "
Ginthwain, Edward A. "
Fort, Collins G. "
Kirby, Lee D. Jr. "
Harrell, Jean F. "
Saenz, Hector J. "
Bonanno, Joe M. "

Plane 42-39012

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

JAMES, HERBERT W. "
PARKER, VICTOR E. "
MENZEL, GEORGE H. "
Branch, Willard A. "
Kent, Donald R. "
Parker, Robert S. "
Toloso, Melvin H. "
McCallon, Lynn G. "
Baumann, Archie H. "

Plane 42-97602

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

LINDSAY, JOHN E. "
MADLEY, WILLIAM H. "
BRUSHETT, JAMES O. "
Green, Warren H. "
Ippolito, Samuel "
Warner, Carl F. "
Sanders, William H. "
Portier, Ellis A. "
York, John C. "

Plane 42-102468

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

DJERNES, CARL P. "
SPIVA, RAYMOND H. "
CANALE, JOHN F. "
Akins, Ora R. "
LaCourse, Lucian "
Chiu, Donald "
Bill, Richard H. "
Wagner, Algysius E. "
Reiher, Gordon A. "

Loading List (Con't)

PLANE 43-97931

P	2nd Lt.	AYRE, LAWRENCE E.	614th Sq.
CP	2nd Lt.	SCHOCK, NORMAN R.	"
N	2nd Lt.	LEASE, GERALD H.	"
CTG	Sgt.	De Loriez George A.	"
RO	Sgt.	Mandel, Louis I.	"
TT	Sgt.	Brass, Forrest A.	"
BT	Sgt.	Gilbert, Luther F.	"
TG	Sgt.	Myers, John E.	"
WG	Sgt.	Iuni, Andrew W.	"

PLANE 42-97395

P	1st Lt.	SORENSEN, MELVIN H.	"
CP	2nd Lt.	TROUPE, JOHN T.	"
N	2nd Lt.	PACKRELL, JESSE K.	"
CTG	S/Sgt.	Lee, William J.	"
RO	S/Sgt.	Collins, George John G.	"
TT	S/Sgt.	Senorio, Steve S.	"
BT	S/Sgt	Leppanen, Calvin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"

Major ALVAH H. CHAPMAN JR. is flying with the 615th Sq.
 Captain CHARLES H. SMITH is flying with the 615th Sq.

For the Squadron Commander:

DONALD V KIRKRUFF
 Capt., Air Corps,
 Operations Officer.

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations Officer
APO 557Mission 229
15 March 1945

SUBJECT: Loading List

TO : Operations Officer, 401st Bombardment Group (H),
AAF Station 128, APO 557A/C 43-38788

P	Spence, Claude F.	1st Lt.	612th
CP	Reiner, Hughie J.	F/O	"
N	Kennedy, William F.	F/O	"
TOG	Tumminia, Philip (NMI)	Cpl	"
ROG	Starrs, Michael F.J.	Cpl	"
TIG	Lehat, Abraham A.	Cpl	"
BTG	Meadows, Mark R.	Cpl	"
TG	Bane, John D.	Cpl	"
FG	DeFazio, Dante S.	Cpl	"

A/C 44-6113

P	Stephens, Lloyd J.	2nd Lt.	612th
CP	Wilt, Elmer L.	2nd Lt.	"
N	Harper, Robert F.	2nd Lt.	"
TOG	Whitlock, Howard D.	Sgt	"
ROG	Douglass, James B.	S/Sgt	"
TIG	Graham, James D.	Sgt	"
BTG	Wisdom, Kent S.	Pvt	"
TG	Brennan, William J.	Sgt	"
FG	Lwelling, Fred E.	Sgt	"

A/C 42-102398

P	Blomquist, Harold H.	2nd Lt.	612th
CP	Tullos, Billie M.	2nd Lt.	"
N	McConnell, George G.	2nd Lt.	"
B	Austin, Merlyn E.	F/O	"
ROG	Arndt, Frank R.	Pvt	"
TIG	Slaughter, John G.	Cpl	"
BTG	Balfe, James	Sgt	"
TG	Riley, Lex G. Jr	Cpl	"
FG	Wood, Frank O.	Cpl	"

A/C 43-37628

P	Hudnall, Carl L.	1st Lt.	612th
CP	Mitchell, Frank G., Jr.	2nd Lt.	"
N	Martin, Phillip A.	1st Lt.	"
TOG	Beardall, Keith E.	S/Sgt	"
ROG	Knight, Adam (NMI)	T/Sgt	"
TIG	Moorman, Lloyd F.	T/Sgt	"
BTG	Gyles, Alfred R.	S/Sgt	"
TG	Parker, Robert H.	S/Sgt	"
FG	Parker, Matt M.	S/Sgt	"

A/C 43-38637

P	Long, Robert L.	1st Lt.	612th
CP	Watterson, Stuart E. Jr	2nd Lt.	"
N	Crick, Lawrence A.	2nd Lt.	"
TOG	Klindworth, Louis O.	S/sgt	"
ROG	Chastain, Robert R.	S/sgt	"
TTG	Novozak, Henry	T/sgt	"
BTG	Huston, Cecil A.	Sgt	"
TG	Iles, Earl L.	S/sgt	"
FG	Willick, Edward L.	Sgt	"
RCM	Martin, James G.	Sgt	"

A/C 42-31891

P	Smith, Max M.	1st Lt.	612th
CP	Korwald, Morris M.	2nd Lt.	"
N	VanDuinen, Richard B.	2nd Lt.	"
TOG	Schmalz, Nyle R.	S/sgt	"
ROG	Hendrickson, Ernest W.	S/sgt	"
TTG	Genga, Pietro J.	S/sgt	"
BTG	Laing, John (NMI)	S/sgt	"
TG	Filiatraut, Frank E.	S/sgt	"
FG	Pinilis, Emanuel B.	Sgt	"

A/C 43-38733

P	Campbell, Charles J.	1st Lt.	612th
CP	Foy, Phillip W.	2nd Lt.	"
N	Gruhn, David M.	2nd Lt.	"
TOG	Emery, Robert I.	S/sgt	"
ROG	Feo, Gene M., Jr.	T/sgt	"
TTG	Kartes, Charles F., Jr.	T/sgt	"
BTG	Sullivan, Earl Jr.	S/sgt	"
TG	Dalton, Charles K.	S/sgt	"
FG	Murray, Howard M.	S/sgt	"
RCM	Swanson, Theodore K.	Sgt	"

A/C 43-37720

P	DeMarco, Robert P.	2nd Lt.	612th
CP	Virgin, Howard G.	2nd Lt.	"
N	Hill, Ben F., Jr.	2nd Lt.	"
TOG	Ferrlin, Joseph R.	S/sgt	"
ROG	Edwards, Shannon J.	Cpl	"
TTG	Bailey, Ora K.	Cpl	"
BTG	Gray, John J.	Cpl	"
TG	Barrett, Robert G.	Cpl	"
FG	Jackson, Louis A.	Cpl	"

A/C 43-38810

P	Guiler, Gilbert S.	2nd Lt.	612th
CP	Bergman, Wayne H.	2nd Lt.	"
N	Gordon, Robert Jr.	2nd Lt.	"
B	Sims, Morton D.	2nd Lt.	"
RCG	Mountain, John M.	Cpl	"
ITG	Martin, Norman R.	Cpl	"
BTG	Kaschak, Joseph J.	Cpl	"
TG	Deagle, Walter W.	Cpl	"
FG	Graner, John C., Jr.	Cpl	"

A/C 44-6506

P	French, Millard H.	1st Lt.	612th
CP	McKale, William L.	2nd Lt.	"
N	Cannon, Thomas P.	F/O	"
RCG	Johnson, Jerry M.	S/Sgt	"
RCG	Allcroft, James W.	S/Sgt	"
BTG	Hansen, Arthur W.	S/Sgt	"
BTG	Deck, Floyd J.	S/Sgt	"
TG	Lagrange, Wesley	Sgt	"
FG	Devore, Arthur D.	S/Sgt	"

A/C 42-97664

P	Nolan, James A.	1st Lt.	612th
CP	Twiggs, Calvin H.	2nd Lt.	"
N	Hoffman, Lloyd G.	1st Lt.	"
TCG	Delledonne, Charles L.	S/Sgt	"
RCG	Hathaway, Stanley K.	S/Sgt	"
ITG	Biconolfi, Patrick	S/Sgt	"
BTG	Feldman, Warren H.	Sgt	"
TG	Graupman, Richard C.	T/Sgt	"
FG	Serafino, Ernest A.	T/Sgt	"

"THE END"

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

15 March 1945

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-102947	P	F/O	BERNEBURG	LAVERNE	L.
	CP	2nd Lt.	FUNK	PHILIP	B.
	N	F/O	HEUSCHER	CLIFTON	J.
	B	SGT.	BAILEY	FRANK	W.
	RO	T/SGT.	FERGUSON	HUGH	R.
	TT	SGT.	HUSH	WILBUR	E.
	BT	SGT.	BACKUS	MARVIN	L.
	TG	SGT.	KEY	JAMES	W. JR.
	WG	SGT.	DICK	CHARLES	B.
44-6146	P	1st Lt.	GRACRAFT	GEORGE	K. JR.
	CP	2nd Lt.	MAGEE	ELDON	E.
	N	2nd Lt.	KING	JACK	D.
	B	S/SGT.	GUERIN	ROLAND	L.
	RO	T/SGT.	FINWICK	GORDON	E.
	TT	T/SGT.	JACQUART	ROBERT	R.
	BT	S/SGT.	TRUDEAU	RUSSELL	M.
	WG	S/SGT.	BAKER	RICHARD	E.
	TG	S/SGT.	HILSON	LEONARD	L.
43-37706	P	2nd Lt.	LITCHFIELD	DONALD	D.
	CP	2nd Lt.	BURTON	FREDERICK	C.
	N	2nd Lt.	DACHSHYN	HARRY	(NMI)
	B	SGT.	PASCHAL	ROBERT	W.
	RO	SGT.	OGGURN	FRED	N.
	TT	SGT.	SIMONS	CHESTER	F.
	BT	SGT.	DAVIS	WALTER	A.
	TG	SGT.	JANAKES	NICK	(NMI)
	WG	SGT.	MAURER	FREDERICK	R. JR.
44-6132	P	2nd Lt.	SMITH	SAMUEL	R.
	CP	2nd Lt.	MILLER	WALTER	A.
	N	F/O	ANDLER	LYLE	E.
	B	SGT.	RECKERS	RUSSELL	E.
	RO	SGT.	HERCHERTOTHER	RAYMOND	A.
	TT	SGT.	DILZ	REINHOLD	J.
	BT	SGT.	MC DOW	MILES	H.
	TG	SGT.	WOESTMAN	ROBERT	J.
	WG	SGT.	HOOD	CLYDE	L.
43-38862	P	2nd Lt.	MC KENNY	WILLIAM	G.
	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.	MORRISON	KENNETH	S.
	WG	SGT.	HENNIG HENNIG	CHARLES CHARLES	J. J.

PAINE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6842	P	1st Lt.	MAHARICK	MATT	(NMI)
	CP	2nd Lt.	ROBERSON	WENDALL	W.
	N	2nd Lt.	ROWLEY	RONALD	E.
	B	S/SGT.	ROBERSON	ROBERT	E.
	RO	SGT.	REED	WILLIAM	H. JR.
	TT	SGT.	LANIER	LESLIE	H.
	BT	SGT.	MOORE	WILLIAM	F.
	TG	SGT.	WEBB	WENDALL	R.
	WG	SGT.	MOULTON	GEORGE	W.
43-38758	P	2nd Lt.	GEREN	THURMAN	N.
	CP	2nd Lt.	COLLISS	EUGENE	E.
	N	2nd Lt.	JOHNSTON	WILLIAM	I.
	B	SGT.	CARMICHAEL	WILSON	H.
	RO	T/SGT.	GIANNINI	JOSEPH	(NMI)
	TT	T/SGT.	MC GRARY	LEON	A.
	BT	S/SGT.	CHANCE	HUFORD	D.
	TG	S/SGT.	HARDAWAY	JAMES	R.
	WG	S/SGT.	HARLEN	JAMES	J.
43-31730	P	2nd Lt.	LEVY	MEYERS	(NMI)
	CP	2nd Lt.	SOUTH	VEEDER	(NMI) JR.
	N	2nd Lt.	HERT	CALVIN	T.
	B	SGT.	CROSSLEY	CHARLES	A.
	RO	SGT.	LAUDERDALE	WIBUR	C.
	TT	SGT.	LESHER	DAVIS	M.
	BT	SGT.	NICHOLAS	MIKE	S.
	TG	SGT.	HUDSON	JOHN	W.
	WG	SGT.	FOLY	ROBERT	J.
44-6588	P	1st Lt.	NIELSON	HANS	V.
	CP	2nd Lt.	EMERX THOMAS	JAMES	A.
	N	2nd Lt.	TUGNELSON	MURSHAL	G.
	B	S/SGT.	VIGNETTI	ANGELO	J.
	RO	S/SGT.	HARROWE	EMANUEL	(NMI)
	TT	S/SGT.	SWINDLE	FRANK	G.
	BT	S/SGT.	EVANS	W CARL	E.
	TG	S/SGT.	STEPKA	FRANCIS	S.
	WG	S/SGT.	DE IRA	ARTHUR	R.
43-38160	P	1st Lt.	JONES	ROBERT	S.
	CP	2nd Lt.	DUNIGAN	MAURICE	(NMI)
	N	P/O	STEINMAN	PHILIP	B.
	B	S/SGT.	CARR	RICHARD	W.
	RO	T/SGT.	DELONG	BILLIE	D.
	TT	T/SGT.	KOZYRA	JOSEPH	A.
	BT	S/SGT.	NELSON	HOWARD	J.
	TG	S/SGT.	FOUCH	JAMES	W.
	WG	S/SGT.	GIEGER	LEWIS	O.
FLYING AS RCM OPERATOR WITH LT. NIELSON'S CREW					
RCM	S/SGT.	SPARKMAN	PENY	L.	
FLYING AS RCM OPERATOR WITH LT. GEREN'S CREW					
RCM	S/SGT.	TOOMES	GEORGE	(NMI)	
FLYING WITH 615th SQUD.					
BT	S/SGT.	CLOYD	SHIRELY	E.	

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
Office of the Operations Officer
AAF - Sta - 128 - APO - 587

15 March 1945

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Sta 128, APO 587.

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

PLANE #	DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
44-8850	P	Captain	Seder, Jr.	Arthur	R.	615th
	CP	Major	Chapman, Jr.	Alvin	H.	614th
	H	Captain	Smith	Charles	H.	"
	H	1st Lt.	Stewart	Leon	F.	615th
	M/O	1st Lt.	Goodman	James	H.	"
	B	1st Lt.	Conway, Jr.	Francis	(MMI)	"
	RO	T/Sgt.	Backlin	John	F.	"
	TT	T/Sgt.	Antill	Clarence	H.	"
44-8642	TG	1st Lt.	Rabinoff	Louis	H.	"
	FG	S/Sgt.	Affel	Richard	H.	"
	P	Captain	Campbell	Paul	B.	615th
	CP	2nd Lt.	Gentry	James	H.	"
	H	1st Lt.	Whitney	Ray	F.	"
	M/O	2nd Lt.	Dean	Hugh	G.	"
	B	1st Lt.	Stout	Elridge	K.	"
	ROE/	T/Sgt.	Dupuis, Jr.	Cyrus	J.	"
44-8033	TT	T/Sgt.	Ross	Robert	R.	"
	TG	S/Sgt.	Wren	Donald	L.	"
	FG	S/Sgt.	Cloyd	Shirley	B.	615th
	P	Captain	Hayes	Ralph	B.	615th
	CP	1st Lt.	Head	Clarence	B.	"
	H	1st Lt.	Minor	Charles	B.	"
	M/O	1st Lt.	Barnes	James	H.	"
	B	1st Lt.	Sandoe	Kenneth	B.	615th
44-8767	RO	T/Sgt.	Fulton	William	P.	615th
	TT	T/Sgt.	Lucas	John	(MMI)	"
	TG	S/Sgt.	Smith	Charles	B.	"
	FG	S/Sgt.	Pahl, Jr.	Arthur	B.	"
	P	1st Lt.	Bodden	Frederick	B.	615th
	CP	1st Lt.	Devlin	James	H.	"
	H	1st Lt.	Urain	Andrew	J.	"
	B	1st Lt.	Miller	Donald	A.	"
44-8163	RO	T/Sgt.	Kornegay	Ryan	G.	"
	TT	T/Sgt.	Richardson	Pauchal	(MMI)	"
	BT	S/Sgt.	Buckbaum	Elmer	(MMI)	"
	TG	S/Sgt.	Noble	Chester	G.	"
	FG	S/Sgt.	Langham	Theodore	K. H.	"
	P	1st Lt.	Tausig, Jr.	Herman	(MMI)	615th
	CP	2nd Lt.	Stevenson	Joseph	G.	"
	H	1st Lt.	Walker, Jr.	Henson	F.	"
44-8163	M/O	2nd Lt.	Baker	Leonard	(MMI)	"
	B	1st Lt.	Buchanan	Allen	S.	"
	RO	T/Sgt.	Fitzsimmons	James	J.	"
	TT	T/Sgt.	Johnston	Donald	C.	"
	TG	S/Sgt.	Katz	Alvin	B.	"
	FG	S/Sgt.	Johnson	Warren	B.	"

Continued :

LOADING LIST (Continued)

PLANE # 43-38077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Hart	Jerald	E.	615th
CP	2nd Lt.	Taylor, Jr.	Richard	H.	"
N	2nd Lt.	Andrews	Melvin	H.	"
B	1st Lt.	Rowe	Robert	H.	"
RO	S/Sgt.	Reiss	Herbert	(HMI)	"
TT	Sgt.	Rainey	Robert	E.	"
BT	Sgt.	Knight	Victor	(HMI)	"
TG	Sgt.	Pickering	Edward	H.	"
FG	Sgt.	Smukler	Myron	H.	"

- E N D -