

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

MISSION No. **197**

Date: **17 JAN. 45**

TO: **PADERBORN, 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.
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- 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 # 197

Date 17 January 1945

ASSIGNMENT

1. Assigned Target: ALTENBEKEN, GERMANY (Pri)
PADERBORN, GERMANY (Sec)
2. Commitments:

The 401st Group furnished the complete 36 A/C 94th "B" Group. Three PFF A/C were included in the formation, one in each squadron. A GH A/C (from 303rd Gr) was flying as deputy group lead. And a spare accompanied each squadron.

EXECUTION

1. Target Bombed: PADERBORN, GERMANY (PFF)
2. a. Group Leader: Major R. WHITE (Dempsey)
Lead Navigator: Capt. C. W. SELLERS (Walters-"Mickey")
Extra Navigator: Capt. R. F. CAUSEY
Lead Bombardier: Capt. W. W. DOLAN
b. Low Sqdn Leader: 1st Lt. J. J. BROWN
Lead Navigator: 1st Lt. J. D. BROWN (Goodman-"Mickey")
Lead Bombardier: 1st Lt. W. F. SCHIEFER
c. High Sqdn Leader: 1st Lt. W. R. JENNINGS (McGoldrick-Deputy)
Lead Navigator: 1st Lt. W. M. FOLKS
Lead Bombardier: 1st Lt. I. SCHKLOVEN
3. Flight Over England:
 - a. Takeoff:

As briefed - all aircraft took off satisfactorily.

- b. Squadron and Group Assemblies:

Individual ships were slow making formation but the squadrons and the group were well formed before departing the Cottesmore buncher.

MISSION SUMMARY REPORT (contd)

3. c. Route Over England:

As briefed except after point "D" a wide turn was made to fall into good wing formation. Soon after leaving the buncher 94th "A" was seen and identified. Our group fell in behind the 94th "A" lead group as briefed between points B and D, 94th "C" could be seen behind our formation. At control point 1 we were one minute early and in good formation with the lead group and in proper #2 division position.

4. Attack:

a. Flight to Target:

From Control point #3 until the IP our group was in good wing formation behind the "A" group. On the route across the North Sea a thin layered cloud formation was encountered with the base of the clouds varying between 18,000' and 21,000'. The Division leader (94th "A") decided to make the penetration and climb on course. The clouds and contrails made formation difficult but using "Gee" and an occasional glimpse of the lead group we were able to stay on course and in formation. The climb was continued over the continent until the message from Buckeye Blue was received at which time we were at 23,000'. "Buckeye Blue" gave the target area as 10/10 undercast with high cloud above 24,000'. A descent was made and the formation was in the clear at 22,000'. A few minutes later 94th "A" group came out of the clouds directly ahead about 2-3 minutes away. The 94th "C" group was then seen about 10 miles south slightly behind and about 600 feet higher. It was decided over VHF that the 94th "C" would "S" over and behind our group. This was possible because our high squadron was about 4 miles behind- they had lost contact in the clouds. The remainder of the route to the target (PFF) was flown as briefed. At the point where the high squadron was lost in the clouds no VHF was operative in the high lead ship, hence, the deputy high squadron leader took over and led the formation throughout the remainder of the mission.

b. Bombing Run:

The scouting force called suggesting bombing by instruments. Shortly afterwards the GH aircraft informed the lead that the GH was out. The air commander then stated that we would bomb the secondary by PFF. The IP was made as briefed and the bomb run began. The Mickey called to clutch in, and corrections made at each check point. As the indices met the bombs were salvoed. Bomb run was made with use of the C-1. The lead ship salvoed all others used a 150' intervalometer setting.

c. Flight From Target:

After bombing, our group took over the Division lead with permission from the 94th "A" group. (the lead group was making a second bomb run). Several incorrect H2X fixes were taken causing our group to get west of course on the route from the target. The 94th "C" group crossed behind our group and flew west and south of our track and took over the Division lead. The remainder of the route was flown as briefed.

Mission Summary Report (C9nt'd)

4. d. Return to Base:

On information from Cycle Relay the let down was as briefed and a normal landing was made. All ships landed safely at home base.

e. Weather:

Weather was described as 4/10 to 6/10's over channel, increasing to 7/10 on reaching the continent. Became 10/10ths over target, cumulus clouds tops approximately 10,000 feet. Over channel thin layered stratus clouds and contrails were encountered, base variable from 18,000 - 21,000 tops estimated at 25,000 becoming 22,000 - 24,000 base. Over continent with breaks in this high cloud near target area. Contrails were formed within 1000' of these clouds.

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation:

The low and lead squadrons were in good formation throughout the mission. The high squadron lost contact in the clouds and was behind until the last part of the bomb run.

h. Conclusions and Recommendations:

(1) The C group did not make enough effort to stay in position in the division column. (2) The choice of the secondary target was poor. If a GH run was started on the primary and bombing became impossible a 360° became necessary to bomb the secondary. Our GH equipment failed just prior to the IP so we were able to make one run on the PFF secondary, (3) The route away from the target called for such accurate course and timing that conflict between groups was almost inevitable. Our group flew west of course away from the target and the following course away from the target and the following groups overshot their IP. Only the difference in altitude prevented shuffling of the group.

5. Aircraft Not Attacking:

High Squadron:

43-38862 - Not Sortie. Returned early when prop ran away, cut throttle, attempting to feather engine without success. # 2 engine failure on return as a result -- possible material failure. (Mechanical)

6. Enemy Opposition:

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

7. Battle Damage:

~~None~~

None.

8. Casualties:

None.

Mission Summary Report (Cont'd)

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

10. Bombing Data:

a. Observations:

Due to complete undercast no observations could be made.

b. Disposition of Bombs:

Lead Squadron:

All 12 scheduled A/C bombed the secondary target dropping 9 X 100 GP's and 63 X 1000# RDX's. The spare returned 6 GP's to base.

Low Squadron:

All 12 scheduled A/C attacked the secondary target, dropping 12 X 1000# GP's and 60 X 1000# RDX's. The spare returned 6 RDX bombs to base.

High Squadron:

Of the 12 scheduled A/C taking off, eleven bombed the secondary target, dropping 66 X 1000# RDX bombs. A/C 862 returned early and jettisoned 6 RDX bombs in area "B" in the channel. The spare returned 6 bombs to base.

c. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over</u> <u>Target</u>	<u>Bomb-</u> <u>ing</u>	<u>Num-</u> <u>ber</u>	<u>Size</u>	<u>Type</u>	<u>Fusing --</u>	
						<u>Nose</u>	<u>Til</u>
Main Bombfall	35	35	189	1000#	RDX	1/10	1/100
			21	1000#	GP	1/10	1/100
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			(189	1000#	RDX	1/10	1/100
			(21	1000#	GP	1/10	1/100
Other Expenditures			6	1000#	RDX	1/10	1/100
Bombs Returned			(12	1000#	RDX	1/10	1/100
			(6	1000#	GP	1/10	1/100
Total (Loaded on A/C Taking Off)			207	1000#	RDX	1/10	1/100
			27	1000#	GP	1/10	1/100

11. Lost Aircraft:

None

Submitted By:

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

Combat Sq. Leader: CAPT STELZER Date: 17 JAN 1945

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

HIGH SQDN AT T/O, CRUISE &
OVER-TARGET

SQDN

612 SQ JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUEZARD

MC GOLDRICK

550 (PTF)

DONALSON

JENNINGS

132

941

SQDN

CURRAN

SQDN

JONES

072

541

KELSO

SCHIELER

LONG

MEAD

791

113

637

993

STEELE

947

CAREY

NIELSON

862

588

SPARES

HART

706(RETURNED)

Combat Sq. Leader: LT BROWN Date: 17 JAN 1945

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

**LOW SQDN AT T/O, CRUISE &
OVER-TARGET**

BROWN

SQDN
612 SC JALWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

HARTSOCK

259 (PTT)

SEDER

664

780

SQDN

MAYS

602

SQDN

CGK

680

SORENSEN

MORAN

CAMPBELL

KLIEPE

738

677

8733

628

BABCOCK

565

MORTON

RICHARDSON

151

646

SPARES

WHITE

330 (RETURNED)

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

Date 17 Jan 1945

SUBJECT: Lead Navigator's Narrative of Raid on Paderborn, 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 0905 hours.
- b. Group formed at 1026 hours on Cottesmore buncher.
at 11,000 ft.
- c. Wing assembly was completed at 1048 hours at Pt. D.
- d. Route over England was (~~not~~) flown as briefed.

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

- f. Division formation was joined at 1048 hrs. at Pt. D.
- g. Flight to I.P. was (~~not~~) as briefed.

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

Gee, Mickey, D.R., Pilotage

- i. Bomb run.

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

- (2) True heading over target 181.
- (3) Actual drift 20 L.
- (4) Altitude over target 22,000.
- (5) Time bombs away 1229.
- (6) Wind used for bombing 270/68.
- (7) Method of target identification.

FFF

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 128 to 55.

- j. Group rally was accomplished at _____ at 1233 hrs.
k. Wing rally was accomplished at _____ at _____ hrs.
l. Division rally was accomplished at _____ at 1235 hrs.
m. Flight home was (not) as briefed.

After target 4 incorrect mickey fixes given. East of Bielefeld used D.R. till mickey picked up Osnabruck. Determined mickey fixes incorrect by the bombing smoke markers at Bielefeld.

n. Methods of navigation on return route.

D.R., Mickey, Gee, Pilotage

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

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

q. Performance of equipment.

- (1) Mickey 80 mile range very good
- (2) Gee weak
- (3) Radio Compass ok
- (4) Fluxgate ok
- (5) Other equipment. Navigator's oxygen system out.
Bombardier's heated suit caught fire.

/S/ R. F. Causey - C. W. Sellers
Capt., A. C. Capt., A.C.

Lead Navigator. , Lead Sq.

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

Date 17 Jan 1945

SUBJECT: Lead Navigator's Narrative of Raid on Paderborn, 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 0922 hours.
- b. Group formed at 1026 hours on Cottesmore buncher.
at 11,000 ft.
- c. Wing assembly was completed at 1048 hours at Pt. D.
- d. Route over England was (~~not~~) flown as briefed.

e. Methods of navigation over England.

Gee

- f. Division formation was joined at 1048 hrs. at Pt. D.
- g. Flight to I.P. was (~~not~~) as briefed.

h. Methods of navigation to the I. P.

Gee, Mickey

i. Bomb run.

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

- (2) True heading over target 180.
- (3) Actual drift 415.
- (4) Altitude over target 20200.
- (5) Time bombs away 1230.
- (6) Wind used for bombing 280/60.
- (7) Method of target identification.

10/10ths. FFF

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 120 T.H.

- j. Group rally was accomplished at _____ at 1233 hrs.
k. Wing rally was accomplished at _____ at _____ hrs.
l. Division rally was accomplished at _____ at 1235 hrs.
m. Flight home was (not) as briefed.

After target 4 incorrect mickey fixes given. East of Bielefield used D.R. till mickey picked up Osnabruck. Determined mickey fixes incorrect by the bombing smoke markers at Bielefield.

- n. Methods of navigation on return route.

DR, Mickey, Gee, Pilotage

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

q. Performance of equipment.

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

/s/ J. D. Brown

J. D. BROWN

1st Lt., A. C.

Lead Navigator., Low Sq.

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

Date 17 Jan 1945

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

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

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

- a. T/O at 0907½ hours.
- b. Group formed at 1026 hours on Gottesmore buncher.
at 11,000 ft.
- c. Wing assembly was completed at 1048 hours at Pt. D.
- d. Route over England was (~~not~~) flown as briefed.

- e. Methods of navigation over England.

Pilotage, Gee

- f. Division formation was joined at 1048 hrs. at Pt. D.
- g. Flight to I.P. was (~~not~~) as briefed.

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

Gee, D.R.

- i. Bomb run.

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

- (2) True heading over target 182.
- (3) Actual drift 720.
- (4) Altitude over target 22600.
- (5) Time bombs away 1230.
- (6) Wind used for bombing Metro.
- (7) Method of target identification.

PFF

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 128.

- j. Group rally was accomplished at _____ at 1233 hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at 1235 hrs.
- m. Flight home was (not) as briefed.

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

/s/ R. G. Lewis

R. G. LEWIS

1st Lt., A. C.

Lead Navigator., High Sq.

Air Commander - Major White

FLIGHT PLAN 94th B (Second) F. O. 608

PILOT Captain Dempsey

NAVIGATOR Capt. R.F. Causey - Capt. C. W. Sellers

DATE 17 January 1945

STATIONS 0740

ENGINES 0840

TAXI 0855

T.O. 0910

LEAVE BASE Cottesmore 1027

COAST OUT 1102

ENEMY COAST 1137

I.P. 1213

TARGET 1226

ENEMY COAST 1412

English Coast 1518 ETR 1606

SUN

MOON

TWILIGHT

Rises

Sets

Rises

Sets

AM

PM

Zero Hr - 1030

Ref alt - 22000

Bomb alt - 22000

Oxygen - 4:15

Enemy territory - 2:35

WATCH

Fast Slow

RATE

secs / hour

Gaining Losing

At

C.M.T.

Div assembly - Felixtowe to 52-37 04-37E

Letdown on Cottesmore Buncher - Normal - 010 mag.

FROM	W/V	HEIGHT	IAS	T.A.S.	COURSE	DRIFT	TRUE	VAR.	MAG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA		
Ass 11000 level	UESD		MPH / K	(K)	RSE	FT	HDNG.		HDNG.					TIME	BODY	ALT. AZI.
52-44N 00-39W	280/51	11000	150	153	055	-13	042	10	052	185	19	06	1027	Depart		
Donnington (H)													1033			
52-55N 00-12W	280/52	12000	150	155	118	46	124	10	062	203	37	11	1044			
Swaffham (H)																
52-38N 00-42E	280/53	15000	150	159	165	48	183	10	193	173	36	12 1/2	1057			
Hadleigh (H)																
52-03N 00-57E	280/55	15000	150	163	109	43	112	9	121	217	16	4 1/2	1102	Eng. Coast CP 1	1102	
Felixtowe (CP1)																
51-58N 01-21E	280/58	22000	150	172	072	-9	063	8	071	222	127	34 1/2	1137	Coast CP 2	1137	
52-37N 04-37E																
"																
52-37N 07-45E	270/74	22000	150	183	090	0	090	7	097	257	114	26 1/2	1204			
"																
52-23N 08-41E	"	"	"	183	113	10	123	6	129	248	37	9	1213	I. P.		
"																
I. P.				182	165	423	188	6	194	187	38	12 1/2	1226	TARGET CP 3	1226	
TARGET (via or GH)																
51-46N 08-56E	"	"	"	182	090	0	090	5	095	256	6	2 1/2	1229			
51-46N 09-06E																
"																
52-26N 08-29E	"	"	"	182	330	-20	310	6	316	134	46	21 1/2	1252			
"																
52-37N 07-45E	"	"	"	183	293	-9	284	6	290	114	28	16	1308			
"																
"	270/74	22000	150	183	270	0	270	7	277	109	114	1:03 1/2	1412	CP 4		
52-37N 04-37E	Begin descent													Coast. Div Break up	1412	
"																
Ormer	280/52	2000	170	177	279	0	279	9	288	125	83	40	1:06	1518	Eng. Coast	
52-55N 01-20E				191		42	281		290	90	39	26				
Kings Lynn	286/40	2000	150	131	253	49	262	10	272	95	36	23	1541	Wing Break up		
52-45N 00-23E	"	2000	150	131	246	411	257	10	267	98	40	25	1606	ETR		
Base																
Felixtowe	280/44	0 to 15000	150	143	114	44	118	10	128	186	78	26	1024	OTO Takes 38 min to climb		
													1102			

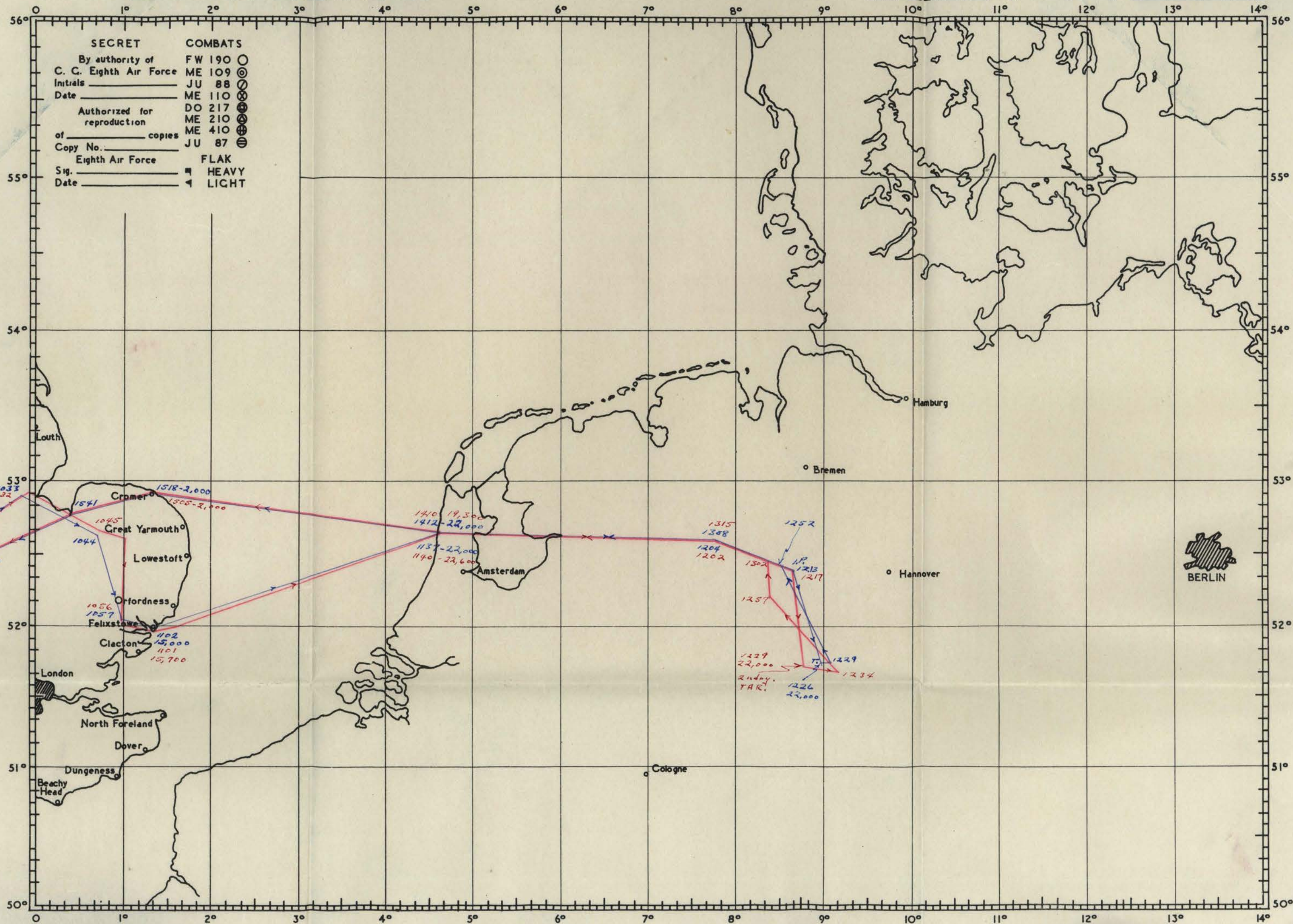
FLIGHT RECORD															
TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH /K	HEIGHT & AIR TEMP.	T. A.S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0840	Engines started														
0853	Taxi														
0905	TAKE OFF														
0923			125		52-44N 01-04W		150	8000							
0930	305/40		145		Cottesmore Weather ship wind 305/40K		150	11000 -6							
0945			360		Circling buncher		145	10500 -5							
1024			41		Point Y, 3 min early		150	11000				162	19	7	1031
1026					Group formed										
1032					Point B, 1 early		150	12000				195	37	11 1/2	1043
1043					Point D, 1 early		150	13000 -10							
1045					52-44N 01-03E										
1048			183		Wing formed		150	14000							
1056			105		Point E		150	15000				206	16	4 1/2	1100 1/2
1001			58		Point Z, CP 1, 1 early, 2 south		150	15700				197	127	39	1140
1106			65		8 south of course		145	16500							
1111			60		52-04N 02-07E		145	18000 -22							
1117	65	-5	62		52-12N 02-33E Wind 285/33K. Gee		145	19000 -24				190	79	25	1142

FLIGHT RECORD

TIME	COURSE	W/V USED &/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	
1132			58 60				145	22000 -30	180						
1136	67	-7 285/36K	60		285/36K		"	"	"			204			
1140			87		Op. 2, 3 min late		150	22600							
1143 1/2			87		Am. 12° @ 17 mi.		143	23000 -33	165						
1147 1/2	87	-1	86		Alkmaar 88° @ 26 mi.	270/76K				28	6 1/2	258	74	17	1205
1151			89		Zwolle 49°, 13 mi.	Descend 1000	147	22000							
1202			89		Enschede 12°, 29 mi.		145	22000							
1206		270/68K			Rheims 029, 20 1/2 mi.		"	"							
1208			122		Delrus		150	22000							
1217	178	24	202		I. P. as briefed		150	21000							
							150	22000 -30	178			244	19	03	
1229	161	420	181		BOMBS AWAY, Paderborn		150	22000				188			
1233			128												
1235			310		52-42N 09-10W										
1237	310		295		51-40N 09-10E		150	21000	178			116	22	11	1250
1238 1/2			295		114 1/2°, 32 1/2 mi. Osnabruck										
1245			310		Saxony		150	20000							
1237			340		20 mi W. Osnabruck		150	20000							
1250			360		15 mi, 17° Dummer Lake										
1300			330		52-20N 08-23E		170	20000	198			128	23	12	
1302			284		52-22N 08-22E		150	20000				128	23		1314
1315			290		52035N 07-44E		150	20000							
1319			274		52-36N 07-35		150	19300							
1323			274		Rheims 344°, 23 mi.		150	19000 -25	176						
1327			274		" 326, 27 mi.										
1330	271	44 290/50K	275		" 314, 30 mi. Wind 290/50K, PTF		150	20000	176	16	07	134	30	13	1343
1336			274		52-40N 06-34E		150	19300							
1343	265	46	271		Meppel		155	19500							
	273 1/2	41 1/2 280/60K	275		Pilotage 280/60K		152	19300	178	40	20	120	22	11	1354
1353			270		52-47N 05-26E		"	"				120	37	18 1/2	1411
1410 1/2			270		CP 4, German Coast, 1 1/2 early		150	19300							
1415			279		V2 trail from Immen		166	19000							
1430			280		52-40N 03-20E		166	18200							
1445			285		52-38N 02-35E		172	9800	B-17 going back						
1500			282		52-55N 01-40E		172	4000				144			
1505			260		Comer, English Coast in		156	2000							
1518			260		52-47N 00-40E		155	2000	27	13		125	49	24	1542
1522			260		Kings Lynn		155	2000							
1536			247		Peterborough		160	2000							
1542					Base										
1544 1/2					Landed										

I certify that this is a true copy of the Lead Navigator's Log.

B. J. White
Major, A. C.
Air Commander



TRACK CHART

DATE Jan. 17, 1945

TARGETS

PRIMARY

Paderborn, Germany

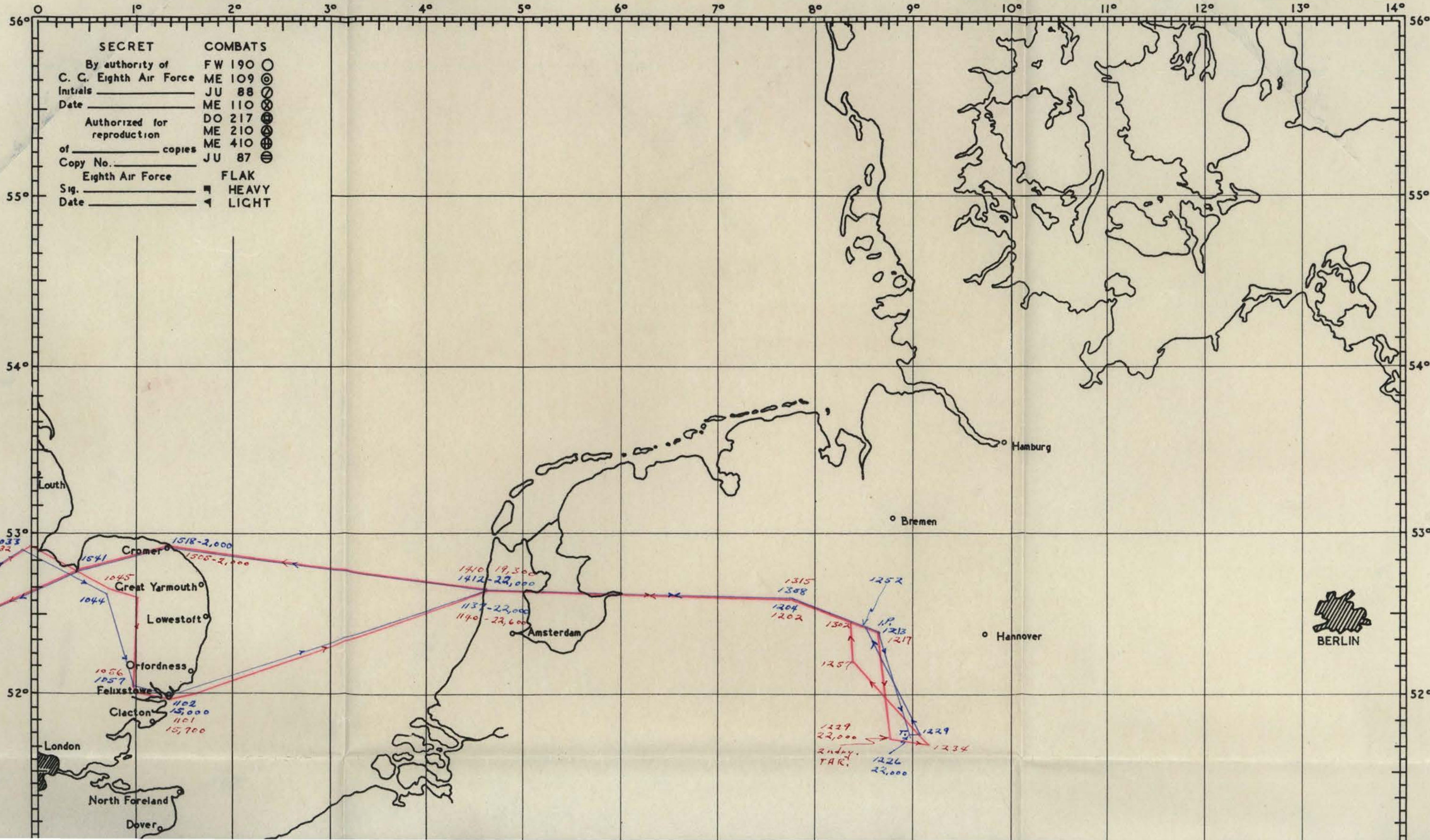
Blue

Red

ROUTE FOLLOWED BY

Briefed

401st B.G. (H)



SECONDARY

Target No.
6(d)(1)13
Industrial

RAILWAY WORKSHOPS -- PADERBORN
and MAIN STATION GERMANY
(51°43'N - 08°44'E)

Target
Identification
Print

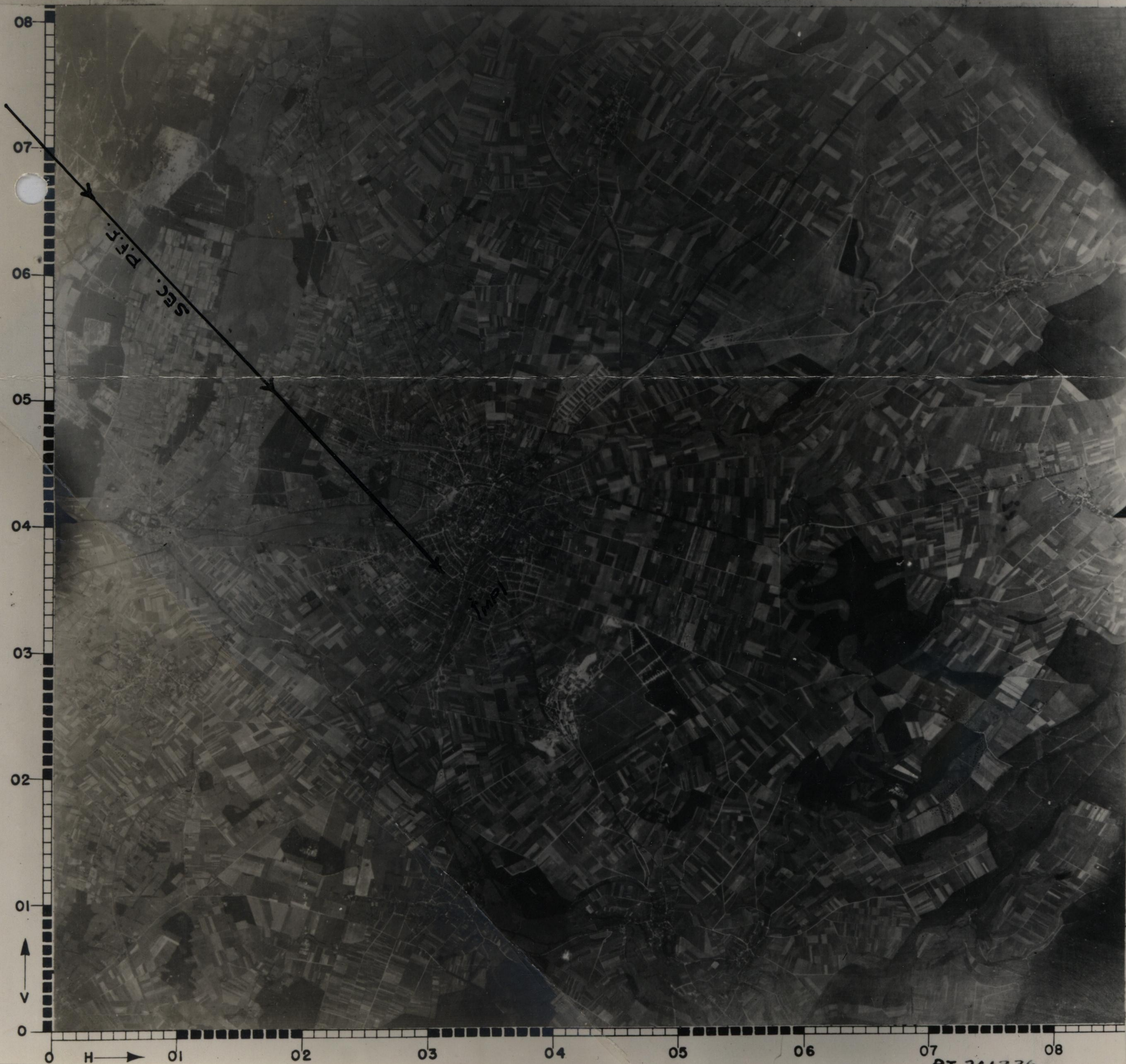
0 2000 4000 6000 8000 yds.

(1:64,000) approx.



Photographed 21 July 1944

Issued November 1944



STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. C. 608Date of 17 Jan 45

	LEAD			LOW		HIGH	PFF
		PFF	GH		PFF - GH		
1. No. of A/C Failing to Take Off	-	-	-	-	-	-	-
2. No. of A/C Airborne	11	1	1	12	1	12	1
3. No. of A/C Airborne Less Spares	10	1	1	11	1	11	1
4. No. of A/C Sorties	10	1	1	11	1	10	1
5. No. of A/C Attacking	10	1	1	11	1	10	1
6. No. of A/C Not Attacking	-	-	-	-	-	1	-
(a) Early Returns Included						(1)	
7. Name of Primary Target	ALTENBEKEN						
(a) No. of A/C Attacking							
(b) No., Size & type of bombs							
8. Name of Secondary Target	PADERBORN Germany (PFF)						
(a) No. of A/C Attacking	10	1	1	11	1	10	1
(b) No., Size & type of Bombs	3 1000#GP 57 1000#RDX	6 1000#GP 6 1000#RDX	6 1000#GP 60 1000#RDX	6 1000#GP 60 1000#RDX	6 1000#GP 60 1000#RDX	60 1000#RDX	6 1000#RDX
9. Name of Last Resort Target	---						
(a) No. of A/C Attacking							
(b) No., Size & type of Bombs							
10. Name of Target of Opportunity							
(a) No. of A/C Attacking							
(b) No., Size & type of Bombs							
11. Name of Target Opportunity							
(a) No. of A/C Attacking							
(b) No., Size & type of Bomb							
12. No. of A/C Lost - TOTAL	None	None	None	None	None	None	-
13. - to Flak							
14. - to Flak & E/A							
15. - to Enemy A/C							
16. - to Accident							
17. - to Unknown							

STAT SUMMARY (cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0905	0922	0907 $\frac{1}{2}$
19. Time of Attack	1229	1230	1230
20. Average Time of Flight	6.7	6.8	6.8
21. Altitude of Release	21,292	19,200	22,140
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int. Acc.	None	None	None
24. Fighters	-	-	-
25. Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success			

PFF A/C Borrowed from Groups as follows: 1 GH A/C Borrowed from 303rd Group

PFF A/C Loaned to Groups as follows: None

NOTES: None.

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

BOMBARDIER CAPT DOLAN DATE 17 Jan 1945
PILOT CAPT DEMSEY (WHITE) TAKE OFF 0905
NAVIGATOR LT. SELLERS AI RPLANE _____
WING 94th B Gp GROUP 401st SQDN Lead LANDED 1540
OBJECTIVE PADERBORN, GERMANY (MPI) _____
METHOD OF ATTACK Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 35 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C on leader : 34
BOMBS, TYPES AND SIZES 500# RDX FUSING: NOSE 1/10 TAIL 1/100
BOMBS, TYPES AND SIZES 500# GP FUSING: NOSE 1/10 TAIL 1/100
NUMBER OF BOMBS LOADED 189 RDX 21 GP RELEASED 189 RDX 21 GP
INFORMATION AT RELEASE POINT: PFF
Altitude of Target 550 Temp Aloft: Metro -36 Actual -39
True Altitude above target 21,292 Mag Head, order 191 Actual 187
Ind. Altitude 22,000 True Heading 181
Pressure alt of target 420 at SL Drift, Est 20L Actual 20L
Altimeter setting 29.82 True Track 161
C.I.A.S. 150 I.A.S. 150 Actual Range 10,630
G.S. Est 240 Actual 208 B.S. Type B-3
Wind Direc Metro 270 Actual 270 Time of Release 1229
Wind Veloc. Metro 86 Actual 76 Intervalometer Setting 100ft
D.S. 140.6 Trail 87 ATF 87.8 Length of Bombing Run 40 miles
Tan. D.A. Est .597 Actual .50 C-1 Pilot Yes A-5 --
Mean Temp: Metro -16 Actual -12 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft
HIGH - ALTITUDE -- 22,140 TIME OF RELEASE - 12:30 MAG HEADING 188
LOW - " -- 19,200 " " - 12:30 " " 186

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

S E C R E T

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

ASSIGNED... Altenbeken, Germany

1. TARGET: BOMBED... Paderborn, Germany (PFF) DATE OF MISSION... 17 Jan. 45

2. ROUTE AS FLOWN: Generally as briefed except for coming off target 4-5 miles SW of briefed course to (5230-0820E)

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>10/10 Cumulus-10,000 Tops</u>	<u>7/10-10/10</u>
CONTRAILS - -	<u>none</u>	<u>None</u>
SEEN-UNSEEN -	<u>Unseen</u>	<u>Unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:

None

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

None

6. CHAFF; HOW DISCHARGED: As briefed

7. POSITION OF GROUP: 94th. "B" - 2nd.

8. DETAILS:-

SQDN. PCS.	NO. A/C	DAMAGE MAJ. MIN.		A/C LOST TO AA EA ACC UK				AXIS OF ATTK WITH		TIME OVER TARGET	HEIGHT
<u>Lead</u>	<u>12</u>							<u>186M</u>	<u>130M</u>	<u>1229</u>	<u>22,000</u>
<u>High</u>	<u>11</u>							<u>185M</u>	<u>127M</u>	<u>1230</u>	<u>22,700</u>
<u>Low</u>	<u>12</u>							<u>185M</u>	<u>125</u>	<u>1230</u>	<u>20,200</u>
TOTALS	<u>35</u>										

9. COMMENTS - PHENOMENA:-

S E C R E T

CONFIDENTIAL

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

J-A- 4

Reference Field Order 608.

17 JANUARY

194 5

SUBJECT: Communications Report, Operational Mission No 197.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		2. MF/DF Fixes	<u>0</u>
Splashers	<u>14</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>1</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>35</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>0</u>	6. Total A/C using Gee	<u>38</u>
		AIRBORNE USING G	<u>38</u>

SECTION TWO - USE OF PFF

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

SECTION THREE - USE OF RCM

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

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>1</u>	6. Gee	<u>0</u>
2. VHF	<u>0</u>	7. H2X, Micro-H	<u>1</u>
3. Compass	<u>0</u>	8. Carpet	<u>0</u>
4. Liaison	<u>0</u>	9. IFF	<u>0</u>
5. Command	<u>0</u>	10. SCS-51	<u>NOT USED</u>

SECTION FIVE - REMARKS

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

CONFIDENTIAL

OFFICE OF THE INTELLIGENCE OFFICER
STATION 122 - APO SFV
U. S. ARMY

D-1-4

17 January 1945.

SUBJECT: Crew Comments and Suggestions.

TO : COMBATTING OFFICER, APO SFV, 122, APO SFV, IN ARMY.

1. Major Ralph J. White, Group Leader, suggests that 1st Air Division plan the withdrawal routes of groups which are first over the target so they will not conflict with routes flown by groups bombing later in the same target area.

2. Major White also reports that several A/C left Group formation upon return to England and landed early. Major White did not state which A/C these were.

3. Lt. Curran, pilot A/C 1072, believes that A/C 1072 is the best A/C on the field and one of the best maintained; this A/C is scheduled for 1000 hour check-up, and Lt. Curran's crew do not want to lose this A/C until they have finished their mission.

4. Lt. Long, pilot A/C 1017, reports that the PW in A/C 1017 (Dunkles) left his turret right after bombs away, stating that the gun were pointed down the entire route back.

5. Several crew-members observed that the long runway should have been used on take-off this morning; pilots reported difficulty in landing elsewhere soon enough.

6. Lt. Schuch, pilot A/C 101, thought the Group formation excellent at bombs away.

7. Lt. Coney, pilot A/C 1011, dispersed in area #11, would like to have lights installed in crew chief's seat.

8. Lt. Schlueman, pilot A/C 1078, dispersed in area #11, waited over one hour for a truck to take his crew to interrogation.

9. Lt. Redner, pilot A/C 1008, reported that air-speed was much too slow. He stated that he was indicating 120 mph. It climbed before it was reached, and his prop went off that time, dropping 400 feet before he could recover control of his A/C. He suggests that, when the Group Leader becomes aware that he is over-running, he should cut instead of throttling down so much.

10. Lt. Thorne, pilot A/C 1007, reported that Major White's deputy (Lutinski) flew wide all day. Lt. Thorne believes this was not so much the fault of the deputy leader, but was the result of the fact that the Group Leader was flying very close. Lt. Thorne reports that he was indicating about 120 mph.

11. Lt. Brown, low squadron leader, reported that Lt. Col. High flight leader of the low squadron, flew wide all day, actually flying in echelon off Lt. Brown's wing end.

12. Lt. Green, pilot A/O 885, who was flying #3 position in the low section of the low squadron, reported that the high flight leader was so far out of position at times that he (Lt. Green) had to move practically on top of the #4 A/O of the low section in order to avoid being boxed.

D. J. M.
D. J. M.,
Major, Air Corps,
Group 2-2 officer.

Combat Sq. Leader: MAJOR WHITE Date: 17 JAN 1945

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

LEAD SQDN AT T/O, CRUISE &
OVER-TARGET

SQDN
DEMPSEY
612 SC JAWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

SMITH

371 (PFF)

LOZINSKI

730

125 (GH)

SQDN

UDY

SQDN

THORNE

891

607

JORDAN

DJERNES

SCHLIEMANN

ROADMAN

551

468

788

398

JONES

869

GRIMM

CRACRAFT

810

983

SPARES

HANSEN

758 (RETURNED)

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

17 January 1945

SUBJECT: Loading List.

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

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

PLANE # 44-8371

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	Captain	Dempsey	Ralph	M.	615th
CP	Major	White	Ralph	J.	"
N	1st Lt.	Walters	Donald	E.	"
N	Captain	Causey	Rufus	F.	"
N	Captain	Sellers	Cloyd	W.	"
B	Captain	Dolan	William	W.	"
RO	T/Sgt.	Virgona	Alfonso	J.	"
TT	T/Sgt.	Beeson	Charles	W.	"
TG	2nd Lt.	Gentry	James	H.	"
FG	S/Sgt.	Seaton	Clarence	H. C.	"

PLANE # ~~44-8371~~ 125 GH

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	Captain	Lozinski	Stephen	J.	615th
CP	2nd Lt.	Janecek	Walter	(NMI)	"
N	1st Lt.	Rush	Louis	R.	"
N	2nd Lt.	Bradfute	David	W.	"
B	1st Lt.	Hughes	Harold	E.	"
RO	T/Sgt.	Cobbs	Kenneth	W.	"
TT	S/Sgt.	Makseyn	Chester	W.	"
TG	S/Sgt.	Swatski	Edward	F.	"
FG	S/Sgt.	McKeon	George	T.	"

PLANE # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Smith	Samuel	R.	615th
CP	2nd Lt.	Reinhard	Edward	O.	"
N	F/O	Andler	Lyle	E.	"
B	2nd Lt.	Biasella	Armond	R.	"
RO	Sgt.	Herchenroether	Raymond	A.	"
TT	Sgt.	Dilz	Reinhold	J.	"
BT	Sgt.	McDow	Miles	J.	"
TG	Sgt.	Woestman	Robert	J.	"
FG	Sgt.	Reckers	Russell	E.	"

PLANE # 43-38125

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Udy	John	(NMI)	615th
CP	1st Lt.	Hockaday	Billy	S.	"
N	2nd Lt.	Gross	Eugene	P.	"
B	S/Sgt.	Oviatt	Earl	D.	"
RO	Sgt.	Weinstein	Bernard	B.	"
TT	T/Sgt.	Young	Jack	B.	"
BT	S/Sgt.	Albert	Russell	H.	"
TG	S/Sgt.	Warn	Albert	E.	"
FG	S/Sgt.	Jencks	Robert	L.	"

PLANE # 42-102468

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	DJernes	Carl	P.	615th
CP	2nd Lt.	Spiva	Raymond	H.	"
N	2nd Lt.	Canale	John	F.	"
B	2nd Lt.	Davis	Rex	D.	"
RO	S/Sgt.	LaCourse	Luwien	(NMI)	"
TT	S/Sgt.	Chiu	Donald	(NMI)	"
BT	Sgt.	Billi	Richard	H.	"
TG	Sgt.	Reiher	Gordon	A.	"
FG	Sgt.	Akins	Ora	R.	"

Continued :

LOADING LIST - Continued:

PLANE # 43-37551

P	1st Lt.	Jordan	Robert	E.	615th
CP	2nd Lt.	Miller	Walter	A.	"
N	F/O	Busslawsky	Max	(NMI)	"
B	Sgt.	Carlson	Verner	A.	"
RO	Pvt.	Mauldin	Harold	M.	"
TT	S/Sgt.	Anderson	Howard	E.	"
BT	Sgt.	Caruth	Morton	A.	"
TG	Pvt.	Gorwin	Clarence	P.	"
FG	Sgt.	Seeley	Duane	F.	"

PLANE # 42-07860

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

PLANE # 42-31983

P	1st Lt.	Cracraft	George	K.	615th
CP	2nd Lt.	Magee	Eldon	E.	"
N	2nd Lt.	King	Jack	L.	"
B	S/Sgt.	Guerin	Roland	L.	"
RO	S/Sgt.	Fenwick	Gordon	E.	"
TT	S/Sgt.	Jacquart	Russell	H.	"
BT	Cpl.	Livezey	Lowell	G.	"
TG	Sgt.	Hudson	Leonard	L.	"
FG	S/Sgt.	Allen	Lewis	(NMI)	"

PLANE # 43-38810

P	2nd Lt.	Grimm	Alfred	R.	615th
CP	2nd Lt.	Regan	John	J.	"
N	F/O	Coates	Alvin	B.	"
B	Sgt.	Boyer	William	O.	"
RO	Sgt.	Kapson	George	D.	"
TT	S/Sgt.	Geers	Louis	J.	"
BT	Sgt.	Cox	Glyde	H.	"
TG	Sgt.	Chambers	Arthur	R.	"
FG	Sgt.	Hunsperger	Henry	(NMI)	"

PLANE # 43-38758

P	1st Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
N	2nd Lt.	Greenberg	Martin	(NMI)	"
B	S/Sgt.	Morrison	James	L.	"
RO	T/Sgt.	Ferguson	Hugh	R.	"
TT	T/Sgt.	Milbr	Raymond	A.	"
BT	S/Sgt.	Altieri	Alfonso	A.	"
TG	S/Sgt.	McKnight	Leroy	M.	"
FG	S/Sgt.	Karcher	Alonzo	A.	"

- E N D -

Op. Opus

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

AAF Station # 128
17 January 1945

SUBJECT: Loading List.

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

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

PLANE 44-8259

P	1st Lt.	BROWN, JOHN J. JR.	614th Sq
CP	1st Lt.	MEUSEL, JOSEPH P.	"
N	1st Lt.	BROWN, JOHN D.	"
B	1st Lt.	SCHIEFER, WILLIAM F.	"
RO	T/Sgt.	Arellano, Garciano J.	"
TT	T/Sgt.	Hoffman, Leon W.	"
MO	1st Lt.	GOODMAN, JAMES W.	"
TG	S/Sgt.	Ellis, James	"
WG	S/Sgt.	Martin, Norman D.	"

PLANE 42-97780

P	Captain	SEDER, ARTHUR R. JR.	"
CP	2nd Lt.	RUBINOFF, LOUIS W.	"
N	2nd Lt.	STEWART, LEON F.	"
B	2nd Lt.	CONWAY, FRANCIS JR.	"
RO	S/Sgt.	Backlin, John F.	"
TT	S/Sgt.	Antill, Clarence W.	"
BT	S/Sgt.	Wells, Cleburne D.	"
TG	S/Sgt.	Harris, Cecil D.	"
WG	S/Sgt.	Affel, Richard H.	"

PLANE 44-6509

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

Loading List (Con't)

PLANE 42-97802

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

MAYS, HAL C. 614th Sq
 LIVINGSTON, HERMAN "
 KOSKI, MATTHEW P. "
 SCHAEFER, ROBERT L. "
 Bayes, Willie J. "
 Gay, Clifford E. "
 Cole, William I. "
 Monacella, Joseph L. Jr. "
 Wilson, Billy J. "

PLANE 43-38677

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

MORAN, ROBERT E. "
 WELLMAN, SYLAS H. "
 LE BLANC, JOHN S. "
 DUNCAN, ROBERT H. "
 Brown, Arnold P. "
 Stromberg, Warren B. "
 Detty, Hilert J. Jr. "
 Clark, Charles B. "
 Miller, James J. "

PLANE 43-38738

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

SORENSEN, MELVIN H. "
 TROUPE, JOHN T. "
 ZNEIMER, JOHN H. "
 Lee, William J. "
 Collins, John G. "
 Senoric, Steve S. "
 Leppanen, Calvin E. "
 Nichols, Norman D. "
 Turner, Eldon A. "

PLANE 42-38565

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

BABCOCK, FREDERICK H. "
 BOUSFIELD, JOHN "
 CRAWFORD, ALLEN H. JR. "
 MENZEL, GEORGE H. "
 Bilby, John F. Jr. "
 Caldwell, Carroll L. "
 Wilczynski, Walter J. "
 Parnham, Walter E. "
 Casselman, Charles R. "

PLANE ~~43-38646~~ 43-38646

P 1st Lt.
 CP 1st Lt.
 N F/O
 CTG S/Sgt.
 RO S/Sgt.
 TT S/Sgt.
 BT S/Sgt.
 TG S/Sgt.
 WG Faluso, Joseph J.

RICHARDSON, RICHARD S. "
 HIBBERT, CARL D. "
 BLADES, LEO L. "
 Racick, John "
 Massa, Attilio "
 Walsh, Arthur G. "
 Lamm, Ber Lyle J. "
 Patterson, Donald D. "
 S/Sgt. "

Loading List (Con't)

PLANE 42-107151

P	1st Lt.	MORTON, WALTER L.	614th Sq
CP	1st Lt.	RITCHEY, RALPH	"
N	1st Lt.	PINK, JACK T.	"
B	1st Lt.	HELMS, CHARLES L.	"
RO	S/Sgt.	Hickey, Robert H.	"
TT	S/Sgt.	Block, Joseph R.	"
BT	S/Sgt.	Powers, Willard B.	"
TG	S/Sgt.	Whittington, Charles S.	"
WG	S/Sgt.	Bruschwein, Douglas B.	"

PLANE 42-38580

P	1st Lt.	WHITE, WYLIE K.	"
CP	2nd Lt.	POTTER, FRED R.	"
N	F/O	BRINER, WILLIAM L.	"
B	2nd Lt.	AUFBRANCE, RUSSELL L.	"
RO	S/Sgt.	McCommis, Max I.	"
TT	S/Sgt.	Whitney, Paul A.	"
BT	S/Sgt.	Viescas, Arturo B.	"
TG	S/Sgt.	McQuade, John E.	"
WG	S/Sgt.	Crans, Edwin R.	"

For the Squadron Commander:

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