

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

WDL
WEL

MISSION No. **252**

Date: **18 APR. 45**

TO: **HI BOX-TRAUNSTEIN, GER.**
LEADS LOW BOX-FREISING, "

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 # 252

Date 18 April 1945

ASSIGNMENT

1. Assigned Target: TRAUNSTEIN, GERMANY (Transformer Station)
2. Commitments: The 401st Group furnished three 10 A/C squadrons for the 94th "A" Group (Division Lead). One PFF and one PFF-GH were included in the lead squadron, one PFF in the low, and one PFF-GH and a PFF in the high. No spares were furnished.

EXECUTION

1. Target Bombed: TRAUNSTEIN, GERMANY (High Squadron)
FREISING, GERMANY (M/Y - Lead and Low Squadrons)
2. a. Division & Group Leader: COL. E. ROMIG (Coleman)
Lead Navigator: Capt. A. SHAPIRO (Peterson - MO)
Extra Navigator: 2nd Lt. D. L. PATRICK
Lead Bombardier: Capt. H. W. MEADVILLE
b. Low Squadron Leader: 1st Lt. J. E. HART
Lead Navigator: 1st Lt. M. H. ANDREWS (Eaton - MO)
Lead Bombardier: 1st Lt. G. W. PEEK
c. High Squadron Leader: 1st Lt. J. D. GERBER
Lead Navigator: 1st Lt. L. E. LOWRY (Bell - MO)
Lead Bombardier: 1st Lt. A. R. BIASELLA
3. Flight Over England:
 - a. Takeoff:

Takeoff was normal and as briefed -- all aircraft took off successfully in ten ship squadrons.

Mission Summary Report (Cont'd)

3. b. Route Over England:

94th "A" Group fell into lead of the wing at Pt."D" and started climb. Between Pt. "D" and CP # 1 a couple of double drifts were made to lose time. 94th "A" passed CP # 1 on course, $\frac{1}{2}$ minute late with the rest of the wing and division following it in good order.

4. Attack:

a. Flight to Target:

Flight over the continent was essentially as briefed in, CAVU weather, all groups following the Division Leader in normal position. Just before the IP "Buckeye" called and stated Target #1 had 5/10-7/10's clouds and the groups had a 50-50 chance to bomb it visually. The Division Leader decided to attempt to bomb it and the squadrons uncovered in trail at the IP. After the lead and low squadrons were unable to bomb the group went on to Target # 2.

b. Bombing Run:

All 3 runs were started on Mickey. The lead and low squadrons went straight over the target but couldn't see it to drop visually (as briefed) because of the clouds. The high squadron made a PFF run with a visual assist. They stayed on a mickey run all the way until the last minute of the run, at which time the bombardier picked up the target through breaks in the clouds. The bombardier could see they were to the right so he made 2 course corrections to the left and then repositioned his rate hair and let 'em go. The pattern was loose but some of the strikes were right on the MPI showing good results. The lead and Low squadrons proceeded on route to the No. 2 target. Cloud cover there was 5/10 but the lead got a good 5 minute run on the target. There was no assigned MPI in the M/Y so the bombardier simply laid 'em across the track with excellent results.

The Low squadron had about a 2 minute run on the No. 2 target. They started out on PFF and got a good course set up and the mickey man gave the bombardier the clutch in point. Then the bombardier took over and bombed visually. He saw the Lead squadrons bombs hit so he moved over a little to the left and hit the M/Y with excellent results. All 3 squadrons used the AFCE. Bombs were salvoed by the 3 leaders and dropped with a minimum intervalometer setting by all others.

c. Flight from Target:

Rally was made just past Target # 2 and 94th "A" continued on to lead the division column out. It started letdown to 15,000 until it reached the troop line, when it then maintained descent until reaching coast.

Mission Summary Report (Cont'd)

4. d. Return to Base:

The group returned directly to base. One ship landed first on continent and then returned -- one aircraft is missing. All others landed safely at home base.

e. Weather:

Weather was CAVU to 10° E., becoming 5/10 to 7/10's over target # 1, but cleared so target # 2 could be bombed. No contrails.

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation and Interval:

Formation and interval generally good.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

A/C 43-38646 - Credit. Aircraft was hit severely by flak prior to reaching IP. It was seen to jettison its bombs before it was last sight of.

6. Enemy Opposition:

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

7. Battle Damage:

None.

8. Casualties:

10 MIA - (A/C 43-38646)

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

10. Bombing Data:

a.- Observations:

Strike photos indicate good results on both targets. On Traunstein, 50% of the high squadron's bombs were within 1000' of the assigned MPI. On the M/Y at Freising, 100% of the lead squadron's bombs were within 1000' of the selected MPI and 95% of the low squadron's bombs were within 1000' of the selected MPI.

Mission Summary Report (Cont'd)

10. b. Disposition of Bombs:

Lead Squadron:

All 10 scheduled A/C attacked the target, dropping 176 X 250# M57 GP bombs. A/C 072 had 4 bombs hang up which it returned.

Low Squadron:

All 10 scheduled A/C attacked the target, dropping 180 X 250# M57 GP bombs.

High Squadron:

Of the 10 scheduled A/C EET, nine attacked the target, dropping 161 X 250# GP's. A/C 646 was hit by flak just before IP and jettisoned it load of 18 bombs. A/C 468 had 1 bomb hang up which it returned.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Target # 1	9	9	161	250#	GP	1/10	None
Target # 2	20	20	356	250#	GP	1/10	None
Total Bombs on Target			517	250#	GP	1/10	None
Other Expenditures			18	250#	GP	1/10	None
Bombs Returned			5	250#	GP	1/10	None
Total (Loaded on A/C Taking Off)			540	250#	GP	1/10	None

11. Lost Aircraft:

A/C 43-38646 (Viehman) - #5 high flight lead section. High Squadron. Was hit by flak at 4727-1153E, jettisoned his bombs at 4727-1155E but continued to lose altitude and lag behind; Nos. 3 and 4 engines were feathered and when last seen was under control.

Subsequent information from a fighter group reports that 9 men of crew were seen to bail out at 4908-1004N. Possibility that crew is safe behind allied lines.

Submitted By:

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

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

Date 18 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Freising, 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 0850 hours.
- b. Group formed at 0943 hours on Gottesmore buncher.
at 5,000 ft.
- c. Wing assembly was completed at 1016 hours at 52-25N 00-45E
- d. Route over England was (~~not~~) flown as briefed.

D/D to lose time.

- e. Methods of navigation over England.

Gee, Pilotage, D.R.

- f. Division formation was joined at 1105 hrs. at 50-55N 00-58E
- g. Flight to I.P. was (~~not~~) as briefed.

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

Pilotage, PFF, D.R.

- i. Bomb run.

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

- (2) True heading over target 310.
- (3) Actual drift 6L.
- (4) Altitude over target 18300.
- (5) Time bombs away 1453.
- (6) Wind used for bombing 10/22.
- (7) Method of target identification.

Visual with PFF

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

None

(9) Weather over Target.

5-7/10ths

(10) Axis of withdrawal 316

j. Group rally was accomplished at 48-40N 11-25E at 1500 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, D. R. Pff

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

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

q. Performance of equipment.

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

/S/ Aaron Shapiro
AARON SHAPIRO
Capt., A. C.

Lead Navigator., Lead Sq.

FOR HUNDRED FIRST BOMBARDMENT GROUP (H) Low Sq.
Office of the Navigation Officer

Date 18 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Freising, 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 0953 hours.
- b. Group formed at 0943 hours on Cottesmore buncher.
at 5,000 ft.
- c. Wing assembly was completed at 1016 hours at 52-25N 00-45E
- d. Route over England was (~~not~~) flown as briefed.

D/D to lose time

- e. Methods of navigation over England.

D.R., Gee, Pilotage

- f. Division formation was joined at 1105 hrs. at 52-55N 00-58E
- g. Flight to I.P. was (~~not~~) as briefed.

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

Gee, Pilotage, D.R.

- i. Bomb run.

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

- (2) True heading over target 320.
- (3) Actual drift 6L.
- (4) Altitude over target 17500.
- (5) Time bombs away 1454.
- (6) Wind used for bombing 006/21.
- (7) Method of target identification.

Visual, with PFF.

~~(8) Difficulties on bomb run~~

None

(9) Weather over Target.

5/10ths patchy cu.

(10) Axis of withdrawal

315 TH

j. Group rally was accomplished at 48-40N 11-25E at 1500 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.

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

/s/ M. H. Andrews

M. H. ANDREWS

1st Lt., A. G.

Lead Navigator, Low Sq.

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

Date 18 April 1945

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

TO : Commanding Officer, 401st Bombardment Group (H), APO 55
U. S. Army.

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

- a. T/O at 0850 hours.
- b. Group formed at 0940 hours on Gott. V buncher.
at 5600 ft.
- c. Wing assembly was completed at 1016 hours at 52-25N 09-43E
- d. Route over England was ~~(not)~~ flown as briefed.

D/D to lose time.

- e. Methods of navigation over England.

Pilotage, D.R.

- f. Division formation was joined at 1105 hrs. at 50-55N 09-58E.
- g. Flight to I.P. was ~~(not)~~ as briefed.

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

Pilotage, Mickey

1. Bomb run.

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

- (2) True heading over target 20.
- (3) Actual drift -4.
- (4) Altitude over target 18600.
- (5) Time bombs away 1435.
- (6) Wind used for bombing 10/28K.
- (7) Method of target identification.

FFF with V.A.

(8) Difficulties on bomb run.

6-8/10ths cu. clds at 12000

(9) Weather over Target.

6-8/10ths.

(10) Axis of withdrawal 318 Mag.

j. Group rally was accomplished at 48-40N 11-25E at 1500 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.

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

p. Fighter rendezvous were (not) as briefed.

q. Performance of equipment.

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

/s/ Lawrence E. Lowry

LAWRENCE E. LOWRY

1st Lt., A. C.

Lead Navigator, High Sq.

PILOT Capt. ColemanNAVIGATOR Capt. A. Shapiro

DATE 18 Apr 11 1945

STATIONS	0735	ENGINES	0835	TAXI	0845	T.O.	0855
LEAVE BASE	0735		0835		0845		0855
COAST OUT		0956					
ENEMY COAST		1105					
I.P.		1157					
TARGET		1419					
ENEMY COAST		1433					
		1706					
		1806					

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Z. Hr. - 0930
Ref. alt.- 22000
Bomb alt.- 18000
Oxygen - 1 1/2

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

At.....G.M.T. Div. Assembly - Dungeness to 50-15N 04-00E

Letdown Cott. Puncher - Normal

FROM	ASS. 5000 Lead	W/V	HEIGHT	IAS	T. A. S.	COU-	DRI-	TRUE	VAR.	MAG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
TO	Cott. Y puncher	UESD		MPH	(K)	RSE	FT	HDNG.		HDNG.					TIME	BODY	ALT.	AZI.
52-44N 00-39W	Bourne (A)	270/10	5000	150	141	075	-1	074	A10	084	151	11	5	0956	Depart			
52-47N 00-22W	Thetford (D)	"	"	"	"	119	A2	121	A10	131	150	A6	19	1020				
52-25N 00-45E	Blisswell P.M. SP 8 (E)	274/11	6000	150	143	187	A5	192	A10	202	143	84	35 A2	1057				
51-02N 00-27E	Pungeness (CP 1)	"	"	"	"	109	A1	110	A10	120	154	21	08	1105	Eng. Coast, CP 1,		1105	
50-55N 00-58E	49-32N 07-00E	"	"	"	"	110	A1	111	A8	119	154	246	136 A5	1246	CP 2, 1157 -	50-44N	04-00E	
"	"	st. climb																
48-45N 10-20E		290/16	15000	150	154	110	0	110	A6	116	170	197	48 A5	1339	CP 3, 1321 -	49-05N	09-00E	
"		"																
47-44N 10-37E		294/22	18000	150	169	170	A6	176	A5	181	180	62	21 -1	1359				
"		"																
IP 47-26N 12-03E		296/23	18000	150	173	107	-2	105	A5	110	195	61	29 A1	1419	IP			
"		"																
T. 47-52N 12-38E		"	18000	150	"	042	-7	035	A4	039	178	34	12 A2	1433	TARGET			
"		"																
48-00N 12-32E		"	"	"	"	333	-5	328	A4	332	154	9	4	1437				
"		"																
48-43N 11-03E		"	18000	150	"	306	-1	305	A4	309	150	73	29 -1	1505	Descend as	CP 4, 1537		
"		"													desired at	A9-11N		
"		"													10° E.	09-00E		
Pungeness		-5 290/17	12000	170	182	289	0	289	A6	295	165	66	24 -2	1804	Eng. Coast, CP 5, 1706			
"		A7 274/11	6000	150	143	289	-1	288	A8	291	131	347 413	37 3:01					
"		"																
Spl. #8		"	6000	150	143	289	-1	288	A10	298	131	21	10	1814				
"		"																
Wistech		L & V	2000	150	136	354	0	354	A10	004	136	99	44	1858				
"		"																
Pass		"	2000	"	134	249	0	249	A10	259	134	30	13	1911	ETA			
"		"																
"		"																
Pass		"																
Pungeness		6 274/11	0 to 6000		143	149	A3	152	A10	162	150	110	44	1021	INTO			
Cott.		A7												1105				
Pungeness		6	5 to 6000		"	152	A4	156	A10	166	149	124	50	1015	Last time for Group			
"		A7												1105	Departure.			
Flares - Normal					VHF: Authentication - "Yanky Clipper"							Chaff - 5 min before IP, continue 8 min.						
					Abandon Mission - "Fox-able-Mike"							Interval - 2 min between Groups						
					Target - "O-Ghee"													

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	
0850					T/O. Cannot get buncher signal on radio compass. Needle seems to be working backwards.										
0905		248/11			Cottesmore. Set APT		150	5000	141						
0925		weather ship			Radio compass working now. Signals not being keyed very well.										
0943					Group formed										
0955½			076		On course						152		11	05	1000½
0959			076		52-46N 00-22E		150	5000							
0959			123		" "						149		46	19	1018
1016½			123		52-25N 00-45E		150	5000			158		46	17½	
1016½	200/20K		192		wing formation. Have to lose time. Start climb		5000				121		84	41½	1057
1022½	4		195												
1027	220/16				Set APT 52-03N 00-11E					23	10½	131	61	28	1055
					Double drift to lose time										
1042	43		245												
1043			195		Back on course		150	6000	143						
1044½		304/79	195		51-25N 00-32E 304/7K, Bombette						131		25½	11½	1056

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	
1048 ¹ 1051			190		Doing another double drift										
1056 ¹			150		51-00N 00-27E										
1056 ¹			100		Going to Dungeness		145	6000							
1105 ¹			100		C.P. 1, 50-55N 00-58E					23	09				
1105 ¹			105		Division			6000				153	24	9 ¹	1115
1115 ¹			105		Coast 50-48N 01-37E		150	6000 #8				153	129 ¹	48 ¹	1154
1118 ¹			110												
1125			110		50-42N 02-08E		148	6000 #8							
1136 1145 1147	-4 ¹		110 105 105		50-33N 02-52E 50-23N 03-31E		148	6000 #8	141	30	11	164	47	17	1153
1151			120		Pilotage map off; correcting to CP 2		140	6000 #8							
1155			110		CP 2, on course, 2 min early		140	6000				153	206	1:21	1316
1156 ¹	300/28		110		50-13N 04-05E										
1200	109	-4	105		Following track on mercator			6000 #8							
1207 ¹			105		50-04N 04-43E		148	6000							
1218	340/23K AP				49-54N 05-21E		148	6000	141	27	10 ¹	154	149	58	1316
1219			100									154	67 ¹	26 ¹	1244 ETA to climb
1229	110	-10	100												
1236 ¹			100		49-43N 06-29E		148	6000 #8							
1243			100		Begin climb 49-35N 06-57E		150		(148)						
1252 ¹	AP 59/31		100		49-29N 07-27E		150	8500 #3							
1257			105												
1308 ¹			105		49-16N 08-27E		150	12000 -2				145	24	10	1318 ¹
1312 ¹			110		Correcting to CP 3										
1316			100		CP 3, on course, 5 min. early			14000 -6				160	56	21	1737
1329 ¹			103		48-56N 09-45E			16000 -10							
1333 1337	-10		103 103				150	17000 -12							
1337			172		48-46N 10-20E Turned wide, then covered back to course.		150	17500 -13	172			190	62	19 ¹	1456 ¹
1341	-5		185				150	18000 -15	174						
1347 ¹	-7		170		47-44N 1035E			18000 -17	176						
1347 ¹	29/32		100		Drift on 3 headings							156	61	23 ¹	1421
1406			95												
1410 1414			150		47-34N 11-18E										
1419			100		Flak, low			18000							
1420			100		I. P. 47-26N 12-03E										
1420	29/32		042		" " "							145	31	14	1430
1434	42 H.S. drift	10/22	36		Over target. Covered. 47-52N 12-38E		150	18000							
1434	312	"	322		To Freising		150	18000				167	47	15	1449
1438	"				48-00N 12-31E										
1442 ¹	OV21	041	313		Mickey course										
1450	OV21	041	303												

SIGNED _____ NAVIGATOR

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	
1453½	303½	46½	310	314	BOOM AWAY - Freising	48-25N 11-45E	150	18300							
1453½			316		Rally										
1500					48-40N 11-25E		150	18000							
1500	289	47	296		Going down		150	18000				171	100	35	1535
1512					D/D. Going around city - Nordlingen		170	17000							
1514					48-54N 10-30E		170	15000							
1518			296				150	1500							
1527½					49-05N 09-45E. Letting down again		165	15000							
1533			280		Correcting to CP 4			13000							
1537			296		CP 4. 49-12N 09-00E. on time		170	11000							
1547			296		49-23N 08-22E		160	6000	148						
1553			290				160								
1558½			300		49-31N 07-52E			6000		23	9½	146	252		Fr. Coast 1:44 1732½
1609	312/16		290		49-38N 07-16E		158	6000							
1619½			285		49-47N 06-41E		150	6000				145	112	46½	1706
1621			280				160								
1637½			290		49-55N 05-30E		148	5500							
1651½			290		50-06N 04-47E		155	7000							
1706			290		CP 5. on course, on time. 50-17N 04-00E		160	7000		33	14½	136	93	41	1747
1714			290		50-23N 03-31E		155	7000		19	08	143			
1725			290		50-31N 02-53E		155								
1727			280		pilot getting out of prop wash										
1732			280		50-34N 02-29E										
1733			290		Correcting to course		155	7200							
1742			295												
1747½			295		50-46N 01-36E. French Coast		155	7200	(152)			136	25	11	1758½
1758			295		Dungeness 50-55N 00-58E			7000				136	21	9	1807
1807			290		Spl. #8. 51-02N 00-27E		160	7000							
1807			350												
1814			350		51-17N 00-19E		160	7200							
1819					51-29N 00-13E		160	7200		12	5	144			
1824½	354	-4	350		51-43N 00-08E		160	7000							
1828½			350												
1828½			325		51-49N 00-01E. Letting down			7000				140	45	18	1846½
1834½			325				170	6000							
1848½					over field		150	1000							
1851½					Land										
I certify that this is a true copy of the Lead Navigator's Log.															
										JAMES F. IGANVILLE Major, A. C. SIGNED Navigation Officer					
										NAVIGATOR					

TRACK CHART

DATE April 18, 1940

TARGETS

PRIMARY High Box - Traunstein, Germany
Lead & Low Box - Freising, Germany

Blue

Red

ROUTE FOLLOWED BY

Briefed
101st B.G.(H)



8

TARGET #2

LEAD (B)
CAPT. MEADVILLE
RF = 1/18000
100% within 1000'
60% " 500'
Pattern 1542' X 1542'



Actual MPI

D/A
314°

N

(SAV-401 11378- 7)(18-4-45)(8825-12- 18000)(FREISING)
RESTRICTED





(SAV-401 11379 7)(18 4 45)(4 8453 2175 (MISSING) REST.

TARGET NO. 1 -- Double Track Rail Bridge. SALZBURG
TARGET NO. 4 -- 10 Track Siding & Station. AREA

Special Illustration
No. 714/2

(47°53'N. 12°38'E.)

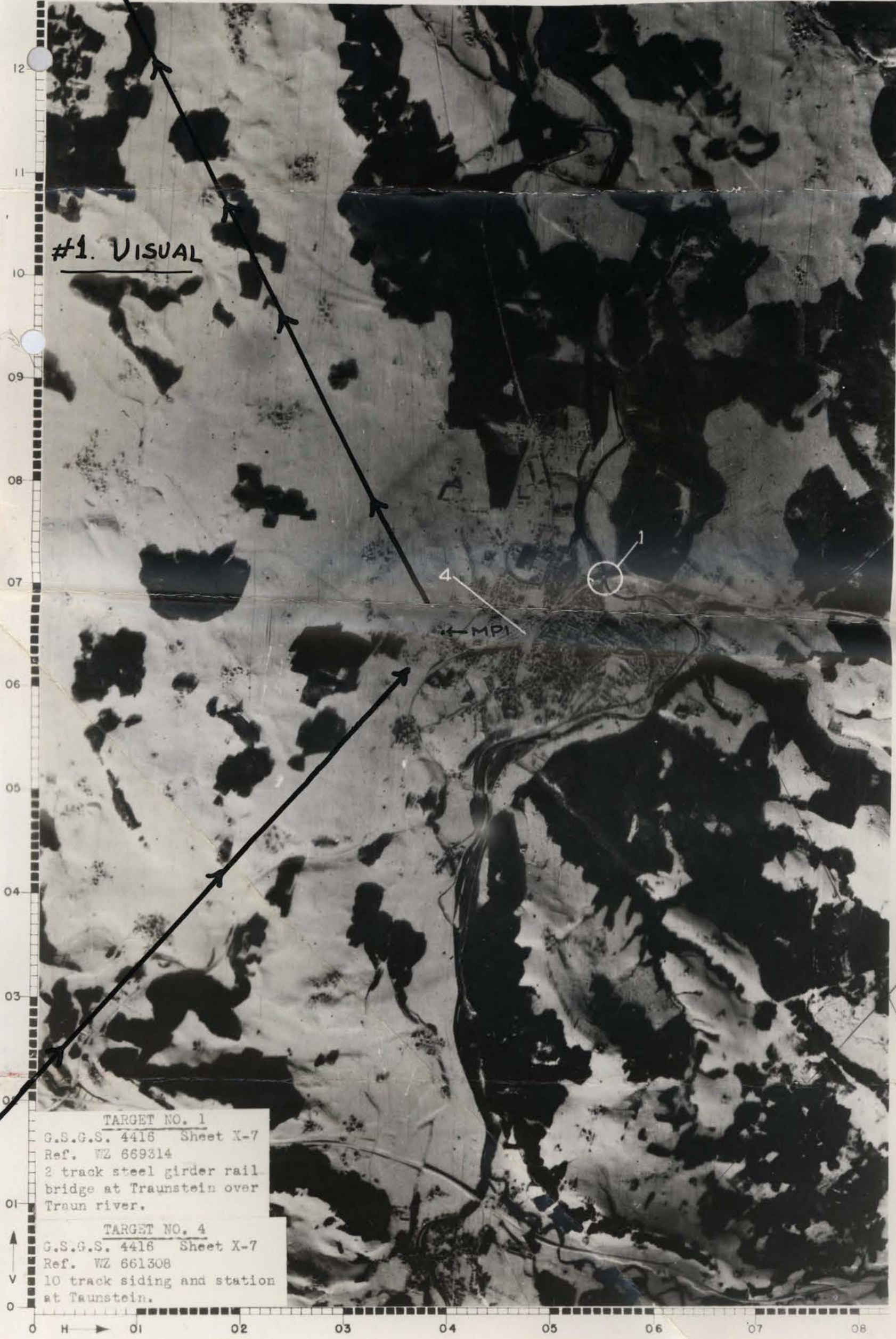
0 500 1000 1500 2000 Yds.

(1:32,000) approx.

Neg. No. PT 202935

Issued April 1945

Photographed 12 January 1945



STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 691

Date of 18 April 1945

PART I - ATTACKS & RESULTS

94TH A GP						
	LEAD	LOW	HIGH			
	Borrowed A/C	Borrowed A/C	Borrowed A/C			
1. No. of A/C Failing to Take Off	--	--	--			
2. No. of A/C Sorties	10	10	10			
3. No. of A/C Sorties less Unused Sp	10	10	10			
4. No. of A/C Credit Sorties	10	10	10			
5. No. of Effective Sorties	10	10	9			
6. No. of Non-Effective Sorties	--	--	1			
(a) Early Returns Included						
7. Name of Primary Target # 1	TRAUNSTEIN					
(a) No. of A/C Attacking	--	--	9			
(b) No., Size, Type of Bombs			161 X 250# GP			
8. Name of Secondary Target # 2	FREISING					
(a) No. of A/C Attacking	10	10				
(b) No., Size, Type of Bombs	176X 250#GP	180X 250#GP				
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	1			
13. No. of A/C MIA - Flak			1			
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	0850	0953	0850			
19. Time of Attack	1453 ^{1/2}	1454	1435			
20. Total Time for Mission	100	100	91			
21. Altitude of Release	18,300	17,500	18,600			
22. Type of Sighting (Vis. H2X, GH, etc)	Vis	Vis	H2X with 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	Excellent	Excellent	Good			

None A/C borrowed from Groups:

None A/C loaned to Groups:

* Encountered flak at 4727-1153E -
 meager, accurate. None over target.

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 252

Date 18 Apr 45

PART II - NON-EFFECTIVE SORTIES

94 A Gp							
	LEAD		LOW		HIGH		
		Borrowed A/C		Borrowed A/C		Borrowed A/C	
29. Non-Effective Sorties	None		None		1		
(a) Weather							
(b) Personnel							
(c) Enemy Action					1		
(d) Other Non-Mechanical							
(e) Mechanical & Equipment							
30. Mechanical & Equipment Failures							
(a) Engine							
(b) Oil System							
(c) Fuel System							
(d) Supercharger							
(e) Propeller & Governor							
(f) Communication System							
(g) Guns & Turrets							
(h) Bomb Release							
(i) Bomb Bay Doors							
(j) Electric System							
(k) Instruments							
(l) Oxygen Equipment							
(m) Bomb Sights							
(n) A/C in General							

31. Reasons for Failure to Attack:

A/C 43-38646 - Credit. Aircraft encountered flak just before IP - two engines were out when the pilot was seen to jettison his bombs. (Other)

W.D.A.G. FORM
12 Modified
10-4-45 401st BG AMW 507

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT MEADVILLE DATE 18 April 1945
PILOT COL BOMIG (COLEMAN) TAKE OFF 0850
NAVIGATOR CAPT SHAPIRO AIRPLANE _____
WING 94th A GROUP 401st SQDN Lead LANDED 1853
OBJECTIVE PREISING, GERMANY (MPI) _____
METHOD OF ATTACK X
Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 10 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 250# M 57 GP FUSING: NOSE 1/10 TAIL --
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 180 RELEASED 176
INFORMATION AT RELEASE POINT:
Altitude of Target 1543 Temp Aloft: Metro -18 Actual -17
True Altitude above target 16767 Mag Head. order 38 Actual 314
Ind. Altitude 18300 True Heading 310
Pressure alt of target -319 @ SL Drift, Est 6R Actual 6L
Altimeter setting 29.92 True Track 304
C.I.A.S. 150 T.A.S. 200 Actual Range 7216
G.S. Est 200 Actual 202 B.S. Type M-9
Wind Direc Metro 303 Actual 10 Time of Release 1453.2
Wind Veloc. Metro 29 Actual 25 Intervalometer Setting Min
D.S. 156.4 Trail 70 ATF 34.15 Length of Bombing Run 5min
Tan. D.A. Est .53 Actual .44 C-1 Pilot OK A-5 --
Mean Temp: Metro 41 Actual 41 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C Min
LOW SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____
HIGH SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

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

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

BOMBARDIER	LT. PEEK		DATE	18 April 1945	
PILOT	LT. HART		TAKE OFF	0853	
NAVIGATOR	LT. ANDREWS		AIRPLANE		
WING	94th A	GROUP	401st	SQDN	LOW
				LANDED	1900
OBJECTIVE	FREISING, GERMANY		(MPI)		
METHOD OF ATTACK			X		
	Individual	Flight	Squadron	Group	Wing
NUMBER A/C IN GROUP	10		COMPOSITE GROUP		
DEFLECTION AND RANGE SIGHTING GROUP	Lead A/C		COMPOSITE GROUP		
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:	1 A/C				
BOMBS, TYPES AND SIZES	250# M 57 GP		FUSING: NOSE	1/10	TAIL --
BOMBS, TYPES AND SIZES			FUSING: NOSE		TAIL
BOMBS, TYPES AND SIZES			FUSING: NOSE		TAIL
NUMBER OF BOMBS LOADED	180		RELEASED	180	
INFORMATION AT RELEASE POINT:					
Altitude of Target	1543		Temp Aloft: Metro	-18	Actual -17
True Altitude above target	16863		Mag Head, order	38	Actual 324
Ind. Altitude	17500		True Heading	320	
Pressure alt of target	-319 @ SL		Drift, Est	8R	Actual 6L
Altimeter setting	29.92		True Track	314	
C.I.A.S.	180	T.A.S.	198	Actual Range	7590
G.S. Est	200	Actual	182	B.S. Type	M-9
Wind Direc Metro	300	Actual	76	Time of Release	1454
Wind Veloc. Metro	29	Actual	24	Intervalometer Setting	Min
D.S.	156.3	Trail	75	ATF	34.04
Tan. D.A. Est	.53	Actual	.46	Length of Bombing Run	2 min
Mean Temp: Metro	41	Actual	43	C-1 Pilot	OK
Type of Release: Lead A/C	Salvo		Type of Release: Other A/C	Min	
LOW SQDN: ALTITUDE			TIME OF RELEASE	MAG HEADING	
HIGH SQDN: ALTITUDE			TIME OF RELEASE	MAG HEADING	

JULIUS PICKOFF
Major, Air Corps
Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. BIASELLA DATE 18 April 1945
PILOT LT. GERBER TAKE OFF 0852
NAVIGATOR LT. LOWRY AIRPLANE _____
WING 94th A GROUP 401st SQDN High LANDED 1909
OBJECTIVE FRAUNSTEIN, GERMANY (MPI) _____
METHOD OF ATTACK _____
Individual Flight X Squadron Group Wing
NUMBER A/C IN GROUP 9 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 250# M 57 GP FUSING: NOSE 1/10 TAIL _____
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
BOMBS, TYPES AND SIZES 162 FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 162 RELEASED 161
INFORMATION AT RELEASE POINT:
Altitude of Target 1543 Temp Aloft: Metro -18 Actual -16
True Altitude above target 16990 Mag Head, order 38 Actual 24
Ind. Altitude 18600 True Heading 20
Pressure alt of target -319 @ SL Drift, Est 8R Actual 4R
Altimeter setting 29.92 True Track 24
C.I.A.S. 150 T.A.S. 204 Actual Range 8840
G.S. Est 200 Actual 180 B.S. Type M-9
Wind Direc Metro 300 Actual 10 Time of Release 1435
Wind Veloc. Metro 29 Actual 32 Intervalometer Setting Min
D.S. 154.1 Trail 72 ATF 34.35 Length of Bombing Run 2min
Tan. D.A. Est .51 Actual .52 C-1 Pilot OK A-5 _____
Mean Temp: Metro 41 Actual 0 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C MIN
LOW SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____
HIGH SQDN: ALTITUDE _____ TIME OF RELEASE _____ MAG HEADING _____

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

JULIUS PECKOFF
Major, Air Corps
Group Bombing Officer

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

J-A-4/3

413.44

18 APRIL

1945

SUBJECT: Communications Report, Operational Mission No 252 . (Field Order 691)

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>5</u>	3. HF/DF Bearings (QDM's)	<u>0</u>
b. Bunchers, England	<u>25</u>	4. VHF/DF Homings	<u>00</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>30</u>	<u>30</u>	4. Gee-H	<u>0</u>	<u>0</u>
2. H2X	<u>5</u>	<u>5</u>	5. Carpet (Barrage)	<u>19</u>	<u>19</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>25</u>			
8. Total number of units released		<u>5,400</u>			

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FOUR - REMARKS

HAROLD M. KENNARD, JR.
Maj, A C,
Gp Com O.**CONFIDENTIAL**

SECRET

REPORT ON A.A. GUNFIRE.
401st EMBARKMENT GROUP (HV) d

ASSIGNED. **Traunstein & Freising**

1. TARGET: DATE OF MISSION **18 April 1945**
 BOMBED. **Traunstein (High Sq.) - Freising (Lead & Low Sq.)**

2. ROUTE AS FLOWN:

As briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	5/10 at #1 - Clear at #2.	Clear until 1000Z
CONTRAILS - -	None	None
SEEN-UNSEEN -		

4. DESCRIPTION OF FLAK AT TARGET:

NONE

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

Hattenberg (4727-1155Z) - Meagre, accurate, tracking.

6. CHAFF; HOW DISCHARGED: **As briefed - High Sq.**
Not as briefed - Lead & Low Sq. hit #2 target.

7. POSITION OF GROUP: **94th "A" - Lead 1st Div.**

8. DETAILS:-

SQDN. POS.	NO. A/C	DAMAGE MAJ. MIN.		A/C LOST TO				AXIS OF ATTN WITH		TIME OVER TARGET	HEIGHT
				AA	EA	ACC	UK				
Lead	10	0	0	0	0	0	0	314°N	320°N	1453½	18,000
Low	10	0	0	0	0	0	0	324°N	319°N	1454	17,500
High	9	0	0	1	0	0	0	23°N	318°N	1455	18,600
TOTALS	29	0	0	1	0	0	0				

9. COMMENTS - PHENOMENA:-

Capt. W.W. Hill.

SECRET



TARGET NO. 4
U.S.C.S. 4416 Sheet K-7
Ref. WZ 561308
IC track siding and station
at Taunstein.

02 03 04 05 06

94 A Gp - 401st

Combat Sq. Leader: Col Romig Date: 18 Apr 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

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

ROMIG

825 (pff)

DE PALMA

767

GOLF

033 (pff)

MAY

072

LITCHFIELD

583

MAHARICH

591

BERNEBURG

947

KING

862

MC KERRY

730

EVANS

706

SPARES

On takeoff and over target

SPARE LEADS:

GROUND SPARES:

Lo Sq 94 A - 401st

Combat Sq. Leader: Lt Hart Date: 18 Apr 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

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

HART

653(pff

SHEARER

664

TOBIN

148

MARTIN

039

HOWARD

637

HOLT

992

ANLERS

891

HARVESEN

628

CATRUS

506

GUTLER

541

SPARES

On takeoff and over target
SPARE LEADS:

GROUND SPARES:

H1 Sq 94 A - 401st

Combat Sq. Leader: Lt Gerber Date: 18 Apr 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

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

SERGEANT

812(pff)

DODSON

468

LOVELL

153(pff)

AYRE

931

HOLMES

780

SHERSON

791

STEINMAN

478

YEARGAN

012

VIEHMAN

648 (turned back
before target)

MC MILLAN

585

SPARES

At takeoff and over target

SPARE LEADS:

GROUND SPARES:

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

PFF BOMBING REPORT

1. Formation Led: Lead Squadron 94th "A" Group. Date 18 April 1945
2. Mickey Operator 1st Lt Peterson, G.E. No. of PFF Missions 29
3. Pilot Capt. Coleman, W.H. D/R Nav. Capt. Shapiro, A.
4. Bombardier Capt. Meadville, H.W. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 825 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0850 Landing 1851
7. If deputy lead assumed the lead, state when and why Nil
8. Where was the decision made to bomb by PFF? Not made
9. Initial point used Benzgau. point Was this the briefed I.P.? no.
10. Distance at which the mickey operator first identified the target: 30 miles
11. Length of the bombing run: Visual 30 miles PFF _____
12. Was there crowding or interference by other formations on the bombing run?
no. If so, explain _____
13. In the opinion of the mickey operator was drift killed? yes
14. If not explain why _____
15. Were bombs released early, on time, or late according to the mickey equipment?
on time
16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ☒ NO ☐ Explain _____
17. What was the bombing formation? _____
(Group) (Squadron)
18. Target attacked Meising, Germany
19. Where did the sighting team try to center the bombfall? M.P.I.

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

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 16,500' Track 376° G.S. 166K Time 1453-6 0104
22K
21. Bomb Load 17 X 250's Bombs Dropped 17 X 250's
(a) Brought back, reason SB 1 SB
(b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
(a) PFF _____ (c) Dropped on smoke Bombs of _____
(b) Visual ✓ (f) PFF sighting for range only _____
(e) Pff (Visual Assist) _____ (g) Visual sighting for range only _____
(d) Visual (PFF assist) _____ (h) Any other _____
23. In making sighting did mickey operator:
(a) Set up course? yes
(b) Sight for range? no
(c) Supply data to bombardier for presetting bomb sight? no
(d) Do anything else? no
24. In making sighting did bombardier:
(a) Sight for deflection? yes
(b) Sight for range? yes
(c) Preset bombsight with data from mickey operator? no
(d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator?
General speed & winds.
26. If weather interfered with success of this mission, state how? no
27. What was the nature and extent of cloud coverage on bombing run and at the target CAVE 400' to 700'

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

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

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: The #1 target was
overcast. The rendezvous point was used
as an I.P. for the #2 target. M.O. gave
course to the target and then followed
through on the run. Bombarrier was order
to make a rising run and drop.

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

No camera

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

LEAD

825

033

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

PFF BOMBING REPORT

1. Formation led: Low Squadron 94th "A" Group. Date 18 April 1945
2. Mickey Operator 1st Lt Ecton, H.M. No. of PFF Missions 24
3. Pilot 1st Lt Hart, J.E. D/R Nav. 1st Lt Andrews, M.M.
4. Bombardier 1st Lt Peek, G.W. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 653 Briefed Position X
 (Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0853 Landing 1859
7. If deputy lead assumed the lead, state when and why _____
8. Where was the decision made to bomb by PFF? Started PFF run at I.P.
9. Initial point used Turn-off point at primary as this the briefed I.P.? Established
10. Distance at which the mickey operator first identified the target: 40 n.m.
11. Length of the bombing run: Visual 42 n.m. PFF _____
12. Was there crowding or interference by other formations on the bombing run?
no If so, explain _____
13. In the opinion of the mickey operator was drift killed? Yes
14. If not explain why _____
15. Were bombs released early, on time, or late according to the mickey equipment?

16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ✓ NO _____ Explain _____
17. What was the bombing formation? _____
 (Group) (Squadron)
18. Target attacked Greising
19. Where did the sighting team try to center the bombfall? On MPI

-1-

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

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

19. Where do you think the bombs hit? _____
20. Bombs away altitude 17,300 Track 307° G.S. 156k Time 1454 Wind
21. Bomb Load 18 X 250's Bombs Dropped All dropped 006°
1 Snake @ 21k
- (a) Brought back, reason _____
- (b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
- (a) PFF _____ (c) Dropped on smoke Bombs of _____
- (b) Visual _____ (f) PFF sighting for range only _____
- (c) Pff (Visual Assist) _____ (g) Visual sighting for range only _____
- (d) Visual (PFF assist) ☒ (h) Any other _____
23. In making sighting did mickey operator:
- (a) Set up course? Yes
- (b) Sight for range? No
- (c) Supply data to bombardier for presetting bomb sight? No
- (d) Do anything else? Followed thru on course
24. In making sighting did bombardier:
- (a) Sight for deflection? Yes
- (b) Sight for range? Yes
- (c) Preset bombsight with data from mickey operator? No
- (d) Do anything else? Synchronized visually
25. What assistance did navigator give bombardier and Mickey operator? Expected Drift & G.S. on run
26. If weather interfered with success of this mission, state how? No
27. What was the nature and extent of cloud coverage on bombing run and at the target 5/10 tho

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

PRF Bombing Report (Cont'd)

28. Remarks and Recommendations: Made visual attempt to bomb
primary ^{target} but found it to be closed in - so
turn was made for run on secondary. Drift
set up course, killed drift, gave first sighting
angle of 70° when Bomb. picked up the
target and took over visually.
Target remained constant ^{on the scope} all thru
the run.

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

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

653

C-O-N-F-I-D-E-N-T-I-A-LPFF BOMBING REPORT

1. Formation Led: High Squadron 94th "A" Group. Date 18 April 1945
2. Mickey Operator and Lt. Pims, G.M. No. of PFF Missions ✓
3. Pilot 1st Lt. Levall, M.N. D/R Nav. and Lt. Price, G.B.
4. Bombardier and Lt. Phinney, R.T. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 153 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take off 0853 Landing 1910
7. If deputy lead assumed the lead, state when and why _____
8. Where was the decision made to bomb by PFF? not made
9. Initial point used as briefed Was this the briefed I.P.? —
10. Distance at which the micky operator first identified the target: 35
11. Length of the bombing run: Visual 35 PFF —
12. Was there crowding or interference by other formations on the bombing run?
no If so, explain —
13. In the opinion of the micky operator was drift killed? yes
14. If not explain why —
15. Were bombs released early, on time, or late according to the micky equipment?
on time
16. Was the micky equipment operating so that a satisfactory sighting could be made on the target: Yes ✓ NO — Explain —
17. What was the bombing formation? — (Group) ✓ (Squadron)
18. Target attacked Trautman
19. Where did the sighting team try to center the bombfall? MPI

-1-

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

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

19. Where do you think the bombs hit? Target Area
20. Bombs away altitude 18900 Track 44° G.S. 205 MPH Time 1435 010/40
21. Bomb Load 18 X 450 Bombs Dropped 18 X 450
- (a) Brought back, reason —
- (b) Where jettisoned, reason —
22. Type of Sighting: (Check One)
- (a) PFF — (e) Dropped on smoke Bombs of leafy, high sq.
- (b) Visual ~~X~~ (f) PFF sighting for range only —
- (c) Pff (Visual Assist) — (g) Visual sighting for range only —
- (d) Visual (PFF assist) — (h) Any other —
23. In making sighting did mickey operator:
- (a) Set up course? no
- (b) Sight for range? no
- (c) Supply data to bombardier for presetting bomb sight? no
- (d) Do anything else? no
24. In making sighting did bombardier:
- (a) Sight for deflection? no
- (b) Sight for range? no
- (c) Preset bombsight with data from mickey operator? no
- (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? Ground Speed & Wind
26. If weather interfered with success of this mission, state how? no
27. What was the nature and extent of cloud coverage on bombing run and at the target 5/10

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

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: Primary target was
hit. W/o gave navigators bearings to the
target. Bombs were released on smoke marker
of lead ship. W/o followed thru on the run & gave
handlines two check points on target.

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

No Camera

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

Hi Sqd Dep.

812

153

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

PFF BOMBING REPORT

1. Formation Led: Lead Squadron 94th "A" Group Date 18 Apr. 1945
2. Mickey Operator 1st Lt. Goodman, J. H. No. of PFF Missions 16
3. Pilot 1st Lt. Cole, J. S. D/R Nav. 2nd Lt. Hansen, C. M.
4. Bombardier F/O Butler, T. H. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 033 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0851 Landing 1853
7. If deputy lead assumed the lead, state when and why Nil
8. Where was the decision made to bomb by PFF? Not made
9. Initial point used as briefed Was this the briefed I.P.? Yes
10. Distance at which the mickey operator first identified the target: 30
11. Length of the bombing run: Visual 38 miles PFF _____
12. Was there crowding or interference by other formations on the bombing run?
No. If so, explain _____
13. In the opinion of the mickey operator was drift killed? Yes
14. Were bombs released early, on time, or late according to the mickey equipment?
On time
15. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ✓ NO _____ Explain _____
16. What was the bombing formation? _____
(Group) (Squadron) ✓
17. Target attacked Training, Germany
18. Where did the sighting team try to center the bombfall? M.P. 1

-1-

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

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

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 18,200' Track 306° G.S. 1984.4 Time 1454 W. 41 at 30 K.
21. Bomb Load 17 X 250's Bombs Dropped 17 X 250's
5B. 5B.
- (a) Brought back, reason _____
- (b) Where jettisoned, reason _____
22. Type of Sighting: (Check One)
- (a) PFF _____ (c) Dropped on smoke Bombs of hal Hk. leaf yg.
- (b) Visual _____ (f) PFF sighting for range only _____
- (c) Pff (Visual Assist) _____ (g) Visual sighting for range only _____
- (d) Visual (PFF assist) _____ (h) Any other _____
23. In making sighting did mickey operator:
- (a) Set up course? no
- (b) Sight for range? no
- (c) Supply data to bombardier for presetting bomb sight? no
- (d) Do anything else? no
24. In making sighting did bombardier:
- (a) Sight for deflection? no
- (b) Sight for range? no
- (c) Preset bombsight with data from mickey operator? no
- (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? General fuel & wind.
26. If weather interfered with success of this mission, state how? nil
27. What was the nature and extent of cloud coverage on bombing run and at the target CAV

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

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

PRF Bombing Report (Cont'd)

28. Remarks and Recommendations: I.P. was made #1

target was overcast 10/10's so lead squadron
went to #2 target. The first point after
the target was used as the I.P. for #2.
D.O. followed through, giving bombardier
check points on the run.

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

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

LEAD

825

033

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

PFF BOMBING REPORT

1. Formation Led: High Squadron 94th "A" Group. Date 19 April 1945
2. Mickey Operator 2nd Lt. Bell, T.P. No. of PFF Missions 5
3. Pilot 1st Lt. Gerber, T.D. D/R Nav. 1st Lt. Lowry, L.E.
4. Bombardier 1st Lt. Biasella, A.B. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 812 Briefed Position X
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0852 Landing 1910
7. If deputy lead assumed the lead, state when and why _____
8. Where was the decision made to bomb by PFF? Decision made at I.P. to start by PFF
9. Initial point used Briefed Was this the briefed I.P.? Yes
10. Distance at which the mickey operator first identified the target: 30 n.m.
11. Length of the bombing run: Visual 25 n.m.
PFF _____
12. Was there crowding or interference by other formations on the bombing run?
_____ If so, explain Had to "S" slightly at start of run over running low sqdn.
13. In the opinion of the mickey operator was drift killed? Yes
14. If not explain why _____
15. Were bombs released early, on time, or late according to the mickey equipment?
On time
16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes ☒ NO ☐ Explain _____
17. What was the bombing formation? _____
(Group) (Squadron)
18. Target attacked Primary - Traunstein
19. Where did the sighting team try to center the bombfall? On MP.

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

19. Where do you think the bombs hit? 1 target area

20. Bombs away altitude 17,000 Track 42° G.S. 155 k Time 1435

21. Bomb Load 12 X 250's Bombs Dropped All dropped

Wind
10°
@28k

(a) Brought back, reason _____

(b) Where jettisoned, reason _____

22. Type of Sighting: (Check One)

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

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

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

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

23. In making sighting did mickey operator:

(a) Set up course? Yes

(b) Sight for range? Yes

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

(d) Do anything else? _____

24. In making sighting did bombardier:

(a) Sight for deflection? Yes (for assist)

(b) Sight for range? Yes (" ")

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

(d) Do anything else? _____

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

Expected drift 4 G.S. on run

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

no

27. What was the nature and extent of cloud coverage on bombing run and at

the target 5/10ths

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

Pff Bombs report (Cont'd)
Remarks and Recommendations
C-O-N-F-I-D-E-N-T-I-A-L
Pff Bombs report (Cont'd)
Remarks and Recommendations
C-O-N-F-I-D-E-N-T-I-A-L

27. That was
the targetC-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: I.P. was made good and
decision was made to start run on primary by
PFF. Because they were over running the low again,
they "S" slightly, got suitable interval, and then M/O
set up course, killed drift, and synchronized
with Bomb. Gave Bomb. 6 rate checks and
Bomb. picked up the M.P.T. visually just 10 sec.
before bombs went away — time enough to make a
minor course correction. Rate was perfect and
bombs were seen to hit in the immediate area of the M.P.T.
29. Were scope photos taken? Yes ☒ No ☐ If not, explain

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

812

The lake (Lake Chiem) proved to be
a valuable check point on scope — and target
came in strong at 25 miles and remained
constant thru-out the run.

DATE: 16 AprilDUTY OFFICER: H. BeaBRIEFING OFFICER: Capt. Carl

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: #1 - TRAUNSTEIN, Transferron station(475-2-1238), Visual only. Bombing alt. 18,000'
Only 2 Sps in this MPI. + 401st is first.401st MPI feeds main electrical line into southern Berlin area#2 - FREISING-4824-1145⁽³⁰⁾ M/Y. Visualfor all unitsSecondary: #3 - FREISING, M/Y. H2X-Last Resort: No targets of opportunity selected. Only
targets listed above(2) Other Groups in 94th CBW: 94A (401st) + B (457th) on same
MPI; 94C (351st) + 40A on same MPI.(3) Order of Bombing and Targets of other units in 1st AD: 8 Sps

94A	94C	40B	} ROSENHEIM 4751-1207
B	40A	C	
TRAUNSTEIN		TRAUNSTEIN	
1A-B			

b. 2nd AD: 21 Sps. on 3 Targets in area of PASSAU;
(4635-1329)c. 3rd AD: 10 Sps on 3 Targets in area of KOLN (5003-1513)

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: 1st AD - Humber 0460 -
(5242-0142 - HEMSBY)2nd AD - Bomber 24 - 0440 on route N of 1st flw.3rd AD - Bomber 0 on route N of 1st flw.b. Fighter Support: 1 Sp 5-1's close support this force; 1 Sp
5-1's close support of second force; and 1 Sp free lance
in 1AD area. also 1 Sp each 5-1's for 2nd + 3rd flw.
areas, free lance.

SECRET

3. ANTICIPATED ENEMY OPPOSITION:

a. Flak: No known flak at either target.

b. Enemy Fighters: Possible - jet interceptors may be expected in this area.

c. Smoke Screens: possible.

d. Camouflage: None known.

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: A - Colesmore 5, av' } Colesmore
B - Scatter - 5, av' } Bourne
C - King's Cliffe - 5, av' } Hatfield
 7th Fleet Reserve
 1st Airborne

b. Air Commanders: 1st - Col. Penning - also 94th CBR & A Sp.

"B" Sp - Capt. Pochin

"C" Sp - Maj. Serhan

c. Zero Hour and Date: 0930 -

d. General Instructions Pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: 2780

b. Bomb Load (and Intervalometer Settings) 18 X 250 1/10 - min. delay

2 civil, minimum; 72 X 50'

c. Chaff Load (Point and Time of Commencing Discharge) all bombs
to release 5 min. before P/T for 8 min. 216 units.

d. Screening Force: _____

6. COMMUNICATIONS:

a. Flares and Lamps: Target code - Transponder Station 0080E

M/Y P. PETER - TRAUNSTEIN

M/Y FREISING G - QUEENIE -

b. VHF and Other Radio: (Reporting Force Information) 40th CBU relay

A/C at 5-130-0200 at 29,000'. 0 + 60 until vessel.
4 P-51's Buckeye Red & 4 P-51's Buckeye Blue
will meet vessel.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous: 1st div. Mustang C/S "Pipsscock" with
Blue Wings & fuselage & red Tail surfaces will be
flying expected en route. Do not fire on it.

d. Security:

Russian Rec signals -
flip left wing 3-5 times
" right " 3-5 "

SECRET

5-3

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations Officer
APO 557

18 April 1945
Mission # 252

SUBJECT: Loading List

TO : Operations Officer, 401st Bomb Group, APO 557

Plane 42-107039

P	Martin, William F.	1st Lt.	612th
CP	Matthiesen, Rex A.	2nd Lt.	"
N	Hill, Ben F., Jr.	2nd Lt.	"
Tog	Connor, John N.	S/Sgt	"
ROG	Hague, Kenneth A.	T/Sgt	"
TTG	Delawder, Joseph A.	T/Sgt	"
BTG	Borrer, Norwood E.	S/Sgt	"
TG	Bacon, Charlie M.	S/Sgt	"
FG	Becker, Alex A.	S/Sgt	"

Plane 42-31891

P	Ahlens, Harry, W.	2nd Lt.	612th
CP	Cropp, Robert H.	2nd Lt.	"
N	Moos, Henry W.	2nd Lt.	"
Tog	Sires, Cleon D.	Sgt	"
ROG	Galfo, Armand J.	Sgt	"
TTG	Clark, Herbert M.	Sgt	"
BTG	Holmgren, Robert P.	Sgt	"
TG	Czubat, Adam T.	Sgt	"
FG	Anderson, John E.	Sgt	"

Plane 42-106992

P	Nolt, Howard L.	2nd Lt.	612th
CP	Galley, Ivan L.	2nd Lt.	"
N	Lively, Coy L.	2nd Lt.	"
Tog	Guin, Frederick D.	Sgt	"
ROG	Hunt, Ray D.	Sgt	"
TTG	Chapman, Carl W.	Sgt	"
BTG	Huston, Cecil A.	Sgt	"
TG	Crosson, James J., Jr.	Sgt	"
FG	Klapow, Benjamin	Sgt	"

Plane 43-38541

P	Guiler, Gilbert S.	2nd Lt.	612th
CP	Bergman, Wayne H.	2nd Lt.	"
N	Sims, Morton D.	2nd Lt.	"
Tog	Klindworth, Louis W.	S/Sgt	"
ROG	Mountain, John M.	Sgt	"
TTG	Martin, Norman R.	Sgt	"
BTG	Kaschak, Joseph J.	Sgt	"
TG	Deacle, Walter W.	Sgt	"
FG	Barrett, Robert G.	Sgt	"
ROM	Swanson, Theodore K.	Sgt	"

Plane 44-6506

P	Cairns, Eldon J.	2nd Lt.	612th
CP	Hedde, John E.	2nd Lt.	"
N	Rogers, Dallas K.	2nd Lt.	"
B	Tallman, George A.	2nd Lt.	"
ROG	Lakota, Jesse B.	Sgt	"
TTG	Hall, Norman B.	Sgt	"
BTG	Carlson, Leonard C.	Cpl	"
TG	Hook, R.A.	Cpl	"
FG	Timm, Robert A.	Sgt	"

Plane 43-38628

P	Harveson, Lloyd D.	2nd Lt.	612th
CP	Parsons, Silas P.	2nd Lt.	"
N	Zacamy, John R.	2nd Lt.	"
Tog	Crosby, Lewis A.	Sgt	"
ROG	Hall, Jewell L.	Sgt	"
TTG	Brockway, Glenn L.	Sgt	"
BTG	Moore, Kenneth V.	Sgt	"
TG	Kuhn, Bill W.	Sgt	"
FG	Jeter, Kenneth A.	Sgt	"

Plane 43-38637

P	Howard, Louis F., Jr.	1st Lt.	612th
CP	Wilford, Joseph E.	2nd Lt.	"
N	Davis, Rex D.	2nd Lt.	"
Tog	Rossok, Michael R.	S/Sgt	"
ROG	Carson, Edward M.	T/Sgt	"
TTG	Corbo, Frank J.	T/Sgt	"
BTG	Ford, Billie M.	S/Sgt	"
TG	McQuiston, George E., Jr.	S/Sgt	"
FG	Taylor, Charles F.	S/Sgt	"
RCM	Heaton, Charles E.	Sgt	"

Plane 42-97664

P	Shearer, George L.	2nd Lt.	612th
CP	Lundgren, Robert P.	2nd Lt.	"
N	Welch, Thomas C.	F/O	"
B	Campau, Frederick C., Jr.	2nd Lt.	"
ROG	Heck, John R., Jr.	Sgt	"
TTG	Bujold, Robert J.	Sgt	"
BTG	Kirts, Burton R.	Sgt	"
TG	Alexander, Howard G.	Sgt	"
FG	Stenstream, Norman E.	Sgt	"

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

18 APRIL 1945

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-102947	P	F/O	BERNEBURG	LAFRANE	L.
	GP	2nd LT.	FUNK	PHILLIP	H.
	N	F/O	BEUSCHER	CLINTON	H.
	B	S/SGT.	BAILEY	FRANK	W.
	RO	T/SGT.	TOMPKINS	HARRY	A. (614th)
	TT	S/SGT.	BUSH	MARVIN	L.
	BT	S/SGT.	BACKUS	WILBUR	E.
	TG	S/SGT.	KEY	CHARLES	W.
	WG	S/SGT.	DICK	CHARLES	B.
44-6588	P	2nd LT.	LITCHFIELD	DONALD	D.
	GP	F/O	BURTON	FREDERICK	D.
	N	2nd LT.	DACHYSHYN	HARRY	(NMI)
	B	SGT.	PASCHAL	ROBERT	W.
	RO	SGT.	OGBURN	FRED	N.
	TT	SGT.	SIMONDS	CHESTER	F.
	BT	SGT.	DAVIS	WALTER	A.
	TG	SGT.	JANAKOS	NICK	(NMI)
	WG	SGT.	MAURER	FREDERICK	R.
RCM	S/SGT.	SPARKMAN	PERRY	L.	
42-31591	P	1st LT.	MAHARICK	MATT	(NMI)
	GP	2nd LT.	ROBERSON	WENDALL	W.
	N	2nd LT.	ROWLEY	RONALD	E.
	B	SGT.	MOULTON	GEO.	W.
	RO	T/SGT.	REED	WILLIAM	H. JR.
	TT	T/SGT.	LANIER	LESLIE	H.
	BT	S/SGT.	MOORE	WILLIAM	F.
	TG	S/SGT.	WEBB	MENDELL	R.
	WG	S/SGT.	HUDSON	LEONARD	L.
43-3862	P	2nd LT.	KING	LIONEL	L.
	GP	2nd LT.	YOUNG	ROBERT	D.
	N	2nd LT.	Mc GARTY	JUSTICE	J.
	B	F/O	WALL	HALLY	P.
	RO	SGT.	REDDEN	GEO.	E.
	TT	SGT.	MOLESKI	JOHN	(NMI)
	BT	SGT.	MERCON	LAWRENCE	C.
	TG	SGT.	ALLEN	PHYLLIS	R.
	WG	S/SGT.	FISHER	MELVIN	C.
43-37706	P	2nd LT.	EVANS	JOHN	B.
	GP	2nd LT.	RYAN	ROBERT	E.
	N	2nd LT.	CHOQUETTE	VERNON	C.
	B	SGT.	HOBBLER	LEWIS	C.
	RO	SGT.	GAILLOTTELLO	PETER	B.
	TT	SGT.	HARRIS	HAROLD	A.
	BT	SGT.	LEWIS	CARL	D.
	TG	SGT.	HOLLAND	SHERMAN	W. JR.
	WG	S/SGT.	BAKER	RICHARD	E.
RCM	S/SGT.	TOOMBS	GEO.	(NMI)	

42-31072	P	1st LT.	MAY	JAMES	H.
	CP	2nd LT.	MALONEY	JOSEPH	M.
	N	2nd LT.	BLANK	SAMUEL	(NMI) (615th)
	B	SGT.	RENSON	WALLARD	K.
	RO	SGT.	HANSEN	GEO.	(NMI) JR.
	TT	T/SGT.	SMITH	CHESTER	J.
	BT	S/SGT.	KROZEL	JOSEPH	A.
	TG	S/SGT.	Mc KEE	WILLIAM	W.
	WG	S/SGT.	NACHTIGAL	FRED	G.

42-31730	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.	O'BRIEN	JOHN	W.
	WG	SGT.	FRANZBLAU	IRA	A.

44-8767	P	2nd LT.	DE PALMA	ALBERT	S.
	CP	2nd LT.	FREW	JAMES	R.
	N	F/O	HAULF	LEOPOLD	ILL
	B	2nd LT.	WOLFE	JOHN	M.
	RO	SGT.	HUGHES	JAMES	R.
	TT	SGT.	FULWIDER	GALE	S.
	BT	SGT.	HOPNER	JACK	L.
	TG	SGT.	ADAMS	JOHN	E.
	WG	SGT.	STRAUB	ARTHUR	J.

FLYING WITH THE 615th	P	CAPT.	COLEMAN	EDWARD	W.
	B	CAPT.	MEADVILLE	HARRY	W.

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

AAF Station # 128.
 18 April 1945.

SUBJECT: Loading List.

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

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

PLANE 42-102468

P	1st Lt.	DODSON, FLOYD	614th Sq.
CP	2nd Lt.	BROCKIE, THOMAS H.	"
N	F/O	WILENSKY, JULIUS	"
B	1st Lt.	DUNCAN, HERBERT	"
RO	Sgt.	Kenney, Theodore B.	"
TT	Sgt.	Avellino, Vincent J.	"
BT	Sgt.	Ferguson, Walter H.	"
TG	Sgt.	Adkins, Jake	"
WG	Sgt.	Tomaszewski, William	"

PLANE 43-97931

P	1st Lt.	AYRE, LAWRENCE E.	"
CP	2nd Lt.	COSDEN, BRYAN L.	"
N	2nd Lt.	LEASE, GERALD H.	"
CTG	S/Sgt.	DeLorie, George A.	"
RO	T/Sgt.	Massa, Attilio	"
TT	S/Sgt.	Brass, Forrest A.	"
BT	T/Sgt.	Campbell, Clarence L.	"
TG	Sgt.	Myers, John E.	"
WG	Sgt.	Iuni, Andrew E.	"

PLANE 43-38565

P	2nd Lt.	MCMILLAN, CHARLES M. JR.	"
CP	2nd Lt.	BLEES, LEONARD A.	"
N	2nd Lt.	STRONG, JAMES R.	"
B	2nd Lt.	WAGSTAFF, SAMUEL S.	"
RO	Sgt.	Steele, Donald M.	"
TT	Sgt.	McAuley, Charles R.	"
BT	Sgt.	Donaldson, William J.	"
TG	Sgt.	Herl, Eugene A.	"
WG	Sgt.	Stevens, Louis D.	"

(Loading List Continued)

PLANE 43-38791

P	1st Lt.	SCREENSEN, MELVIN H.	614th Sq.
CP	2nd Lt.	TROUPE, MOHN T.	"
N	2nd Lt.	GUILLERMET, FRED A.	615th Sq.
CTG	S/Sgt.	Lee, William J.	614th Sq.
RO	S/Sgt.	Collins, John G.	"
TT	S/Sgt.	Senoric, Steve S.	"
BT	Sgt.	Leppanen, Calvin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"
RCM	S/Sgt.	Byrn, Otice G. Jr.	"

PLANE 43-38646

P	1st Lt.	VIEHMAN, EUGENE A.	"
CP	2nd Lt.	GOUTTS, HAROLD K.	"
N	2nd Lt.	STALZER, JAMES J.	"
CTG	S/Sgt.	Orlando, Peter	"
RO	S/Sgt.	Retzlaff, James A.	"
TT	S/Sgt.	Schwarz, Edwin D.	"
BT	Sgt.	Hobson, Kenneth E.	"
TG	Sgt.	Rutkowski, Joseph E.	"
WG	S/Sgt.	Hay, David M.	"
RCM	S/Sgt.	Allaire, Joseph S.	"

PLANE 42-97780

P	1st Lt.	HOLMES, GENE H.	"
CP	2nd Lt.	FREDERICK, RALPH A.	"
N	1st Lt.	JAMES, KENNETH W.	"
CTG	S/Sgt.	Watkins, Jack W.	"
RO	S/Sgt.	Cox, Clyde F.	"
TT	S/Sgt.	Knight, Eddie R.	"
BT	Sgt.	Jakubowski, Julius J.	"
TG	Sgt.	Kennedy, Jack W.	"
WG	Sgt.	Peverill, Edward S.	"

PLANE 42-39012

P	1st Lt.	YEARGAN, OTIS L.	"
CP	2nd Lt.	SHORT, JAMES A. JR.	"
N	2nd Lt.	BINZEL, CHARLES C.	"
CTG	Sgt.	Seabridge, William F.	"
RO	Sgt.	Braxton, Lonnie A. Jr.	"
TT	Sgt.	Hirzel, Robert C.	"
BT	Sgt.	Enterkin, Isaac J. Jr.	"
TG	Sgt.	Gross, J. C.	"
WG	Sgt.	Thomas, Edward B.	"

PLANE 42-97478

P	1st Lt.	STEEDMAN, ROBERT M.	"
CP	2nd Lt.	BUSH, FRANK R.	"
N	1st Lt.	SACKS, DAVID W.	"
CTG	Sgt.	Petrowsky, Albert F.	"
RO	Sgt.	Bacon, George S. Jr.	"
TT	Sgt.	Crowe, Harold F.	"
BT	M/Sgt.	Royal, William E.	"
TG	S/Sgt.	Dunn, Donald R.	"
WG	Sgt.	Bateman, Maurice B.	"

T/Sgt. Tompkins, Harry A. is flying with the 613th Sq.
 Major Legart of Division is flying with Lt. Holmes as Observer.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)

Sta 128, APO 557
18 April 1945

SUBJECT: Loading List.

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

PLANE # 44-8812

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Gerber	John	D.	615th
CP	1st Lt.	Althoff	John	R.	"
N	1st Lt.	Lowry	Lawrence	E.	"
M/O	2nd Lt.	Bell	Thomas	P.	"
B	1st Lt.	Biasella	Armond	R.	"
RO	T/Sgt.	Freitas	Daniel	D.	"
TT	S/Sgt.	Crug	Milton	H.	"
TG	S/Sgt.	St. Ledger	Robert	E.	"
FG	S/Sgt.	McKenna	James	P.	"

PLANE # 43-39148

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Tobin	William	L.	615th
CP	1st Lt.	Cauhape	Victor	(NMI)	"
N	2nd Lt.	Turner	Cecil	L.	"
B	2nd Lt.	Moreau	Norman	(NMI)	"
RO	S/Sgt.	Kantor	Walter	J.	"
TT	S/Sgt.	Bertram	Joseph	N.	"
BT	Sgt.	Erzar	William	J.	"
TG	Sgt.	Van Camp	Oliver	H.	"
FG	Sgt.	McAlister	Jesse	J.	"

PLANE # 44-8033

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Cole, Jr	John	S.	615th
CP	2nd Lt.	Spellman	John	W.	"
N	2nd Lt.	Hanson	Clifford	M.	"
M/O	1st Lt.	Goodman	James	W.	"
B	F/O	Butler	Thomas	H.	"
RO	S/Sgt.	Crespi	Ralph	M.	"
TT	S/Sgt.	McClure	James	R.	"
BT	Sgt.	Smith	Ralph	H.	"
FG	S/Sgt.	Griggs	Crawford	F.	"

PLANE # 44-8653

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Hart	Jerald	E.	615th
CP	1st Lt.	Taylor, Jr	Richard	W.	"
N	1st Lt.	Andrews	Melvin	H.	"
M/O	1st Lt.	Baton	Harry	M.	"
B	1st Lt.	Peek	George	W.	"
RO	T/Sgt.	Reiss	Herbert	(NMI)	"
TT	T/Sgt.	Raney	Robert	E.	"
TG	S/Sgt.	Pickering	Edward	M.	"
FG	S/Sgt.	Smukler	Myron	M.	"

PLANE # 44-8153

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Lovell	Morris	H.	615th
CP	2nd Lt.	Gerant	John	M.	"
N	2nd Lt.	Price	George	B.	"
B	2nd Lt.	Phinney	Roderick	T.	"
RO	S/Sgt.	Stevens	Edger	M.	"
TT	S/Sgt.	Knower	Russell	S.	"
TG	Sgt.	Broadbooks	Ray	(NMI)	"
FG	Sgt.	Martineau	Emile	R.	"
M/O	2nd Lt.	Pins	George	M.	"

PLANE # 44-8825

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	Captain	Coleman	W (ic)	E.	613th
CP	Col.	Romig	Eugene		94CW
N	Captain	Shapiro	Aaron	(NMI)	612th
M/O	1st Lt.	Peterson	George	E.	615th
B	Captain	Meadville	Harry	T.	613th
RO	T/Sgt.	Cobbs	Kenneth	W.	615th
TT	T/Sgt.	Allex	Marvin	L.	"
TG	1st Lt.	Cornelius	Carl	J.	"
FG	S/Sgt.	Revetter	John	L.	"
N	2nd Lt.	Patrick	Dale	L.	"

N	2nd Lt.	Blank	Samuel	(NMI)	615th flying with 613th.
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Lead Squadron, 94th A Group

Combat Sq. Leader: Major CHAPMAN Date: 17 April 1945

Deputy Sq. Leader: Lt TOBIN

Deputy Gp. Leader: Lt TOBIN

12 X 250 GP 1/10 1/40

4-M-17/BS

ph chart 8

ASCHENBACH (CHAPMAN)

IY J 8825 PFF

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

CAIRNS

SCC 9993

TOBIN

IY D 8550 PFF

*M-17 Fuses
 38 seconds.*

SMITH

SC L 8637 RCM

MARTIN

SC M 7039

MULVIHILL

SC P 1891

REYNOLDS

SC O 7113

CLARK

SC X 7664

MORAN

SC H 2398

KAMPER

SC N 6506 RCM

CLEMONS

SC A 7628

BLONQUIST

SC V 8810

SPARES

WALKER

SC D 6992

SPARE LEADS:

PFF IY N 8843, Disp 30
Via IY Q 9148, Disp 24

GROUND SPARES:

IW S 2468, Disp 9
SC S 8680, Disp 22

0800-1400-RY

1400-2000-RR

Weather Aircraft, IW A 7931, Captain Seder.

Low Squadron, 94th A Group

Combat Sq. Leader: Lt GERBER Date: 17 April 1946

Deputy Sq. Leader: Lt LOVELL

Deputy Gp. Leader: Lt TOBIN

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

GERBER

IY M 8707 PFF

COOK

IW G 8791

LOVELL

IY L 8941

HOLMES

IW D 7322

LINDSEY

IW B 7151 RCM

CAMERON

IW T 8646 RCM

NOWLIN

IW Q 7478

JAMES

IW K 8677

DODSON

IW H 8077

PARK

IW O 7602

SHORT

IW U 8425

RICHARDSON

IW X 8565

SPARE LEADS:

PFF IY N 8648, Disp 30
Vis IY Q 9148, Disp 24

GROUND SPARES:

Iw S 2468, Disp 9
SC S 8680, Disp 22

Weather Aircraft, IW A 7931, Capt Seder.

Hlg Squadron, 94th A Group

Combat Sq. Leader: Lt WOLF Date: 17 April 1945

Deputy Sq. Leader: Lt EGLIN

Deputy Cpl. Leader: Lt TOBIN

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

WOLF

IY S 8653 PFF

WARTHEM

IN R 6146

EGLIN

IY C 8033 PFF

LITCHFIELD

IN V 6842

SMITH

IN D 6588 RCM

WOODWARD

IN A 8458

LEVY

IN O 1730

LOVELACE

IN N 8662

FORD

IN F 6513

MAY

IN M 9125 RCM

EVANS

IN U 7706

MC KENNEY

IN W 8767

SPARES

SEYDER

IN X 1072

SPARE LEADS:

PFF IY N 8648, Disp 30
Vis IY Q 9148, Disp 24

GROUND SPARES:

IY S 2468, Disp 9
SC S 8680, Disp 22

Weather Aircraft, IW A 7931, Capt Seder.