

WJL

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

MISSION No. **246**

Date: **10 APR. 45**

TO: **ORANIENBURG , GER.**

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401ST BOMBARDMENT GROUP (H)

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

MISSION SUMMARY REPORT

MISSION # 246

Date 10 April 1945

ASSIGNMENT

1. Assigned Target: ORANIENBURG, GERMANY (Ordnance Depot)
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "B" Group. One PFF and one PFF-GH were included in the lead squadron, a PFF-GH in the low and a PFF in the high. A spare accompanied both lead and high squadrons.

EXECUTION

1. Target Bombed: ORANIENBURG, GERMANY
2. a. Group Leader: Capt. D. V. KIRKHUFF (Seder)
 Lead Navigator: Capt. A. SHPAIRO (Goodman-MO)
 Extra Navigator: 2nd Lt. D. L. PATRICK
 Lead Bombardier: Capt. R. R. WINN
- b. Low Sqdn Leader: 1st Lt. A. K. WOLF
 Lead Navigator: 1st Lt. C. L. HOAG (Dean-MO)
 Lead Bombardier: 2nd Lt. G. HASHIMOTO
- c. High Sqdn Leader: Capt. W. J. HARB (Knowles)
 Lead Navigator: F/O C. W. GRISHAM (Tharpe-MO)
 Lead Bombardier: 2nd Lt. W. G. KOSTOLNI
3. Flight Over England:
 - a. Takeoff:

The weather was good for take off and all ships took off successfully. The group was briefed to assemble at 8,000', but followed the weather ship recommendation and formed at 7,000', under a cloud layer.

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

The group made an excellent assembly, having 36 aircraft plus a spare in the lead and high squadrons, approximately ten minutes before departure time. Left buncher on time, on course.

c. Route Over England:

94th "B" group fell in behind "A" group after first turn. "C" group had to "S" once to get in position. "A" group made a double drift, just before leaving the coast to get into Division column. (94th "B" was # 8 in column) All three groups left the English coast in good formation.

4. Attack:

a. Flight to Target:

94th "B" group stayed slightly to the left of "A" group to avoid prop wash during route in. The lead ship climbed at 150 MPH, 250', 1 minute maximum yet the squadrons could not keep in formation on climb. We did not reach bombing altitude (25,000) until about two minutes after IP. The low squadron was too far back at the IP so the high squadron bombed second, before the low. On bomb run two ships from high squadron, who could not keep formation, dropped down and joined the lead squadron. One other ship followed the low squadron and dropped on smoke markers.

b. Bombing Run:

Backeye called that bombing would be hisual. The group uncovered at the IP and began the run into the target. The target was identified right away after the IP, the actual MPI was picked up about two minutes prior to bombs away. Synchronization was normal, bomb results were observed to be fair. C-1 was used by all squadrons.

c. Flight from Target:

Group lost 5,000' on turn off target as briefed and the squadrons made a good rally. Route out was SOP and division column was good. Let down to 3,000' over channel.

d. Return to Base:

Group crossed in at 3,000' and held that altitude to group break-up point. High and low squadrons proceeded to stand off points and lead let down directly to the base. One ship landed on continent and one is as yet unaccounted for.

e. Weather:

Weather was CAV U enroute and over target. UPON leaving target, dense cloud bank was observed coming in from north but parallel to course so it caused no difficulty.

f. Fighter Support:

Good

MISSION SUMMARY REPORT (cont)

4. g. Comments on Formation and Interval:

The division formation was good entire mission. Squadrons loosened up on the climb but held good formation on the route out.

h. Conclusions and Recommendations:

In view of the difficulties individual ships had in maintaining formation during climb, recommend more time being given for climb with that heavy loading (8-500 GP's and 4-500 IB's)

5. Aircraft Not Attacking:

All scheduled aircraft attacked the target.

6. Enemy opposition:

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

7. Battle Damage:

<u>Minor</u>	<u>Major</u>	<u>to Flak</u>
2	0	2

8. Casualties:

10 MIA (A/C 43-38788)

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

10. Bombing Data:

a. Observations:

Pattern of lead squadron was about 500' over the assigned MPI; low squadron's bombs appeared to have hit MPI with most of patter about 800' over; high squadron hit to left, accurate assessment difficult to determine.

b. Disposition of Bombs:

Lead Squadron:

All 12 scheduled A/C of the lead squadron attacked the target, dropping 11 X 500# RDX, 83 X 500# GP and 48 X 500# IB. The spare returned 8 X 500X gp and 4 X 500# IB bombs.

Low Squadron:

All 12 scheduled A/C of the low squadron attacked the target, dropping 61 X 500# RDX, 34 X 500# GP and 48 X 500# IB bombs.

MISSION SUMMARY REPORT (Concl'd)

10. b. High Squadron:

All 12 scheduled A/C of the high squadron attacked the target, dropping 11 X 500# GP, 84 X 500# RDX and 48 X 500# IB bombs. The spare returned 8 RDX and 4 IB bombs to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	36	36	156	500#	RDX	1/10	1/100
			128*	500#	GP	1/10	1/100
			144	500#	IB	-	-
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			156	500#	RDX	1/10	1/100
			128	500#	GP	1/10	1/100
			144	500#	IB	-	-
Other Expenditures			-	-	-	-	-
Bombs Returned			8	500#	RDX	1/10	1/100
			8	500#	GP	1/10	1/100
			8	500#	IB	-	-
Total (Loaded on A/C Taking Off)			164	500#	RDX	1/10	1/100
			136	500#	GP	1/10	1/100
			152	500#	IB	-	-

* Includes Long delays: 2 - 72 hr
 2 - 36 hr
 2 - 24 hr
 1 - 12 hr
 1 - 6 hr

11. Lost Aircraft:

A/C 43-38788, 612th Sq, Low squadron, #3 high section- Spence)

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

LEAD SQDN 94TH B GROUP

Combat Sq. Leader: CAPT KIRKHOFF Date: 10 APRIL 45

Deputy Sq. Leader: LT COLE

Deputy Gp. Leader: LT COLE

LEAD SQDN 94TH B GROUP TAKE-OFF
CRUISE & OVER TARGET

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

SEDER (KIRKHOFF)

643

SNYDER

160

COLE

708

LITCHFIELD

842

SMITH

132

LOVELACE

862

YOUNG

591

TRIPI

588

FORD

813

BERNEBURG

947

EVANS

706

SEUNK

767

SPARES

SPARE LEADS:

KING

125 (RET)

GROUND SPARES:

LOW SQDN 94TH B GROUP

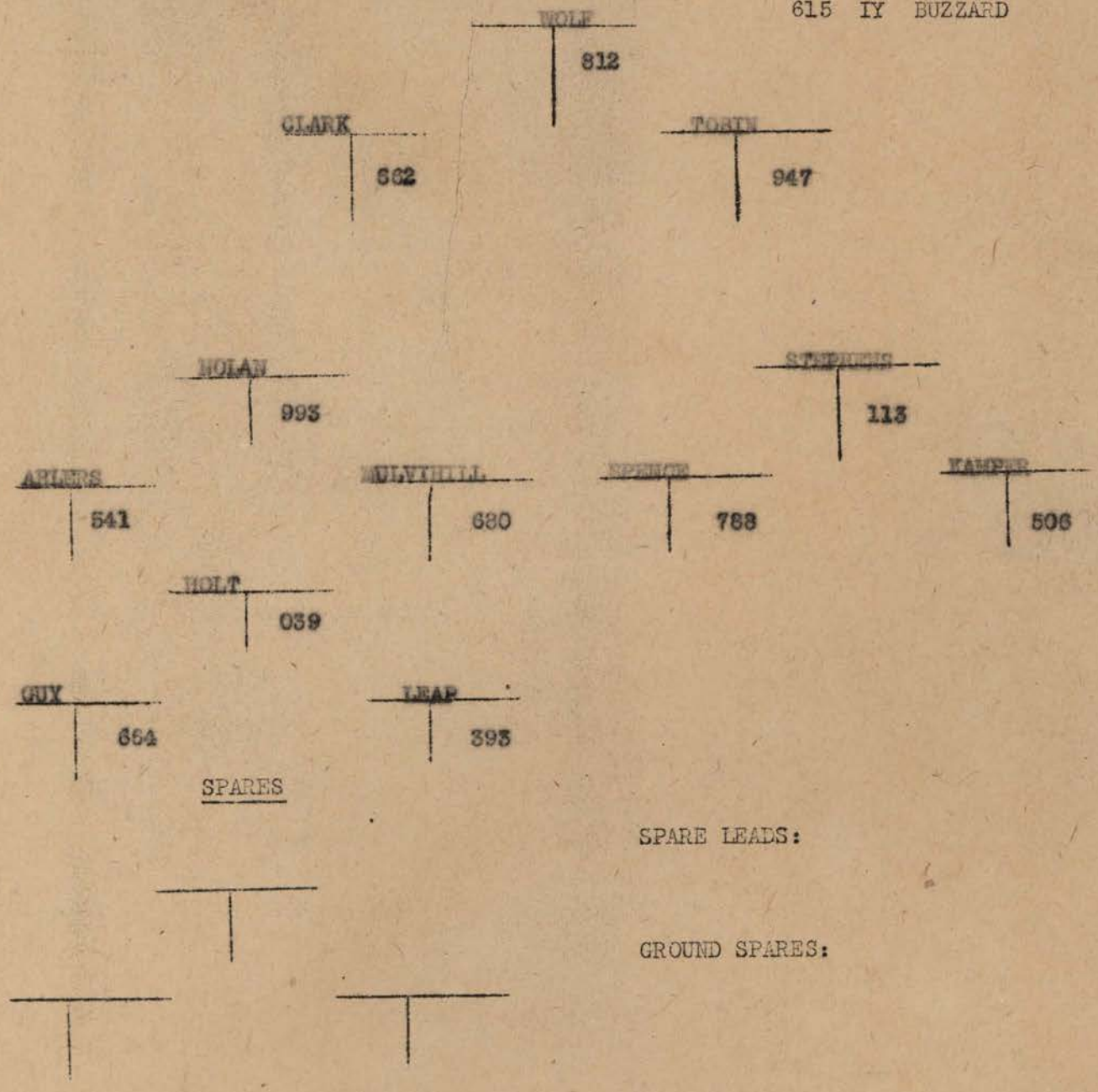
Combat Sq. Leader: LT WOLF Date: 10 APRIL 45

Deputy Sq. Leader: LT TOBIN

Deputy Gp. Leader: LT COLE

LOW SQDN 94TH B GROUP TAKE-OFF
CRUISE & OVER TARGET

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



HI SQDN 94TH B GROUP

Combat Sq. Leader: CAPT HARB Date: 10 APRIL 45

Deputy Sq. Leader: LT HARTSOCK

Deputy Gp. Leader: LT COLE

HI SQDN 94TH B GROUP TAKE-OFF
CRUISE & OVER TARGET

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

KNOWLES (HARB)

449

RICHARDSON

012

HARTSOCK

941

HOLMES

322

AYRE

931

SHORT

077

STEEMAN

478

FRIEDMAN

151

PARK

330

GRAY

780

VIERMAN

738

CAMERON

677

SPARES

Gibson

468

(RET)

SPARE LEADS:

GROUND SPARES:

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

Date 10 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Oranienburg

TO : Commanding Officer, 401st Bombardment Group (H), A-0 557,
U. S. Army.

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

- a. T/O at 1008 hours.
- b. Group formed at 1115 hours on Cottesmore buncher.
at 7,000 ft.
- c. Wing assembly was completed at 1139 hours at Boston.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

Gee, Pilotage, D.R.

- f. Division formation was joined at 1159 hrs. at 52-38N 01-13E
- g. Flight to I.P. was (not) as briefed.

h. Methods of navigation to the I. P.

Gee, D.R., Pilotage

i. Bomb run.

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

- (2) True heading over target 125.
- (3) Actual drift 4 R.
- (4) Altitude over target 25,000.
- (5) Time bombs away 1459.
- (6) Wind used for bombing 320/30.
- (7) Method of target identification.

Visual

(8) Difficulties on bomb run.

None

(9) Weather over Target.

CAVU

(10) Axis of withdrawal 345

j. Group rally was accomplished at 53-04N 12-57E at 1510 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, 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 OK
- (3) Radio Compass OK
- (4) Fluxgate OK
- (5) Other equipment. OK

/S/ A. Shapiro - D. L. Patrick
A. SHAPIRO - D. L. PATRICK
Capt., A. C. 1st Lt., A. C.
Lead Navigator.
 , Lead Sq.

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

Date 10 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Oranienburg

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 1010 hours.
- b. Group formed at 1120 hours on Cottesmore buncher.
at 6200 ft.
- c. Wing assembly was completed at 1139 hours at Boston.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

Gee, Pilotage

- f. Division formation was joined at 1159 hrs. at 52-38N 01-13E.
- g. Flight to I.P. was ~~xxx~~ as briefed.

h. Methods of navigation to the I. P.

Gee, Mickey, Pilotage, DR

i. Bomb run.

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

- (2) True heading over target 120.
- (3) Actual drift 6 R..
- (4) Altitude over target 2400.
- (5) Time bombs away 14598.
- (6) Wind used for bombing 330/44.
- (7) Method of target identification.

Pilotage

(8) Difficulties on bomb run.

None

(9) Weather over Target.

CAVU

(10) Axis of withdrawal 352

j. Group rally was accomplished at 53-04N 12-57E at 1510 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, Mickey, D.R.

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

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

q. Performance of equipment.

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

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

Lead Navigator, Low Sq.

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

Date 10 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Oranienburg

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 1010 hours.
- b. Group formed at 1120 hours on Gottesmore buncher.
at 7,000 ft.
- c. Wing assembly was completed at 1139 hours at Boston.
- d. Route over England was (not) flown as briefed.

- e. Methods of navigation over England.

D.R., Pilotage, Gee, Radio

- f. Division formation was joined at 1159 hrs. at 52-38N 01-13E
- g. Flight to I.P. was (xxx) as briefed.

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

D.R., Gee, Pilotage, Mickey

- i. Bomb run.

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

- (2) True heading over target 118.
- (3) Actual drift 5 Right.
- (4) Altitude over target 25000.
- (5) Time bombs away 1458.
- (6) Wind used for bombing 340/35.
- (7) Method of target identification.

Pilotage

(8) Difficulties on bomb run.

None

(9) Weather over Target.

CAVU

(10) Axis of withdrawal 350

j. Group rally was accomplished at	<u>53-04N 12-57E</u>	at	<u>1510</u>	hrs.
k. Wing rally was accomplished at	<u>"</u>	at	<u>"</u>	hrs.
l. Division rally was accomplished at	<u>"</u>	at	<u>"</u>	hrs.
m. Flight home was (xxx) as briefed.	<u>"</u>		<u>"</u>	

n. Methods of navigation on return route.

D. R. , Gee, Pilotage, Mickey

o. Winds aloft were (~~xxx~~) called out to the formation.

p. Fighter rendezvous were (~~xxx~~) as briefed.

q. Performance of equipment.

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

/s/ Cecil W. Grisham

CECIL W. GRISHAM

1st Lt., A. C.

Lead Navigator, High Sq.

FLIC PLAN
 Air Commander - Cap. Kirkhuff
 PILOT Capt. Seder NAVIGATOR Capt. A. Shapiro - Lt. D. L. Patrick DATE 10 April 1945

STATIONS	0850	ENGINES	0950	TAXI	1000	T.O.	1010
LEAVE BASE			1225	1120			
COAST OUT				1209			
ENEMY COAST				1243			
I.P.				1500			
TARGET				1514			
ENEMY COAST				1727			
Eng. Coast				1757	BTR	1832	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

2 Hr. - 1500
 Ref alt - 18000
 Bomb alt - 25000
 Oxygen - 3 Hrs.

WATCH Fast Slow RATE Gaining Losing
 At G.M.T. Div. assembly - Southwold - 51-33N 03-26E
 Gp. Int. - 2 min.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COU-RSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA		
														TIME	BODY	ALT. AZI.
Cottesmore En.		8000												Depart.		
52-44N 00-39W (Y)	100/15	8000	150	147	028	45	033	10	043	183	19	08	1128			
Sleaford (B)																
53-00N 00-25W (D)	"	8000	"	"	104	0	104	10	114	132	73	33 -2	1159			
52-43N 01-32 Southwold (Z)	"	8000	"	"	165	-5	160	7	169	140	23	10	1209			
52-20N 01-47E 51-33N 03-26E GP 1	"	8000	"	"	126	-3	123	9	132	133	80	36 -2	1243	GP 1		
51-43N 06-10E	090/20	12000	-2	152	084	41	085	7	092	132	102	46 41	1330			
52-53N 10-32E	090/23	25000	150	174	066	43	069	6	075	153	177	1:10 41	1441	GP 2 - 52-12 08-40, 1356		
53-10N 12-00E IP	040/23	"	"	194	072	-4	068	4	072	172	56	20 -1	1500	IP		
52-47N 13-16E T.	360/30	25000	"	"	117	-8	109	4	113	205	51	15 -1	1514			
53-00N 13-12E	360/27	20000	170	212	350	42	352	3	355	183	14	5 41	1520			
53-20N 11-47E	040/25	20000	150	178	292	48	300	4	304	184	55	18 42	1540			
52-53N 10-32E	"	20000	"	"	238	42	240	4	244	202	53	16	1556			
51-43N 06-10E -11 -2	090/20	10000	170 150	188 152	246 -3	-3	243	6	249 168	206 108	69 177 39	20 59 -4	1651	C.P. 3		
51-33N 03-26E	100/15	16000	150	152	264	-2	262	7	269	166	102	37 -1	1727			
Southwold	4 100/15 7 090/10	6500 3000	170 150	160 135	306 276	42 0	308 276	9 10	317 286	174 145	40 85	14 31 17	1757			
Base	090/10	3000	150	135	276	0	276	10	286	145	85	35	1832			
Base Southwold	100/15	0 to 8000	150 46	137	096	0	096	10	106	123	85	42	1127 1209			
Cottesmore Southwold	100/15	8000	"	147	105	0	105	10	115	132	89	41	1128 1209			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
	028	126/32			Radar set not working										
	028	145/18	034		Take Off 1008	1st counter on API not working									
					Weather ship 145/18		150	7000 45	145						
1030					Circling Cottesmore										
1105					25 ships in formation. Others pulling up		150	7000 44							
1115					Group formed		150	7000 44							
1120	025	145/18	034		Leave Buncher. Set API		150	7000	145			152	19	07	1127 1/2
1124	026	413	041		Drift by driftmeter and bombsite										
1128	28	126/32			Sleaford 53-00N 00-25W			7000	145						
1128	104	45	109				150	7000	145			114	73	38 1/2	1206 1/2
1133 1/2		48	112					7500	145						
1134		133/34			Drift on two headings										
1136			115		Boston 52-58N 00-19E		150	8000	147			130 Pilotage	59	27	1203
1139	167/28	125			Turning to get behind Glatton										
1146					52-50N 00-26E										
1154			120		52-42N 00-58E. Group following			8000							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1159			120		Turning short and making time										
1159	140		137		52-38N 01-13E		150	8000 #3				113	25	13	1212
1208					Turning left because another Group in division is making a double drift		150	8000							
1212			137		Coast 52-22N 01-43E										
1212	131		132				150	8000				112	80	43	1254
1220		162/28	130		52-15N 02-03E							123	56	27	1248
1224			135				150	8000							
1231	127		135									123	41	20	1251
1635			124		Turning to stay behind Glatton										
1241			135		Correcting back to heading										
1244			135		51-44N 03-09E							127	17	07	1251
1248			115		Glatton cutting across										
1250			115		C. P. 1, Coast 4° north			8000							
1250	024	167/28	095		51-36N 03-26E		150	8000				146	102	42	1332
1259			095		51-39N 03-57E. Set API			9000							
1300					20° S. turn to get out of flak										
1304			095		Back on heading		150	10000 #2							
1306					Turning again to get out of flak area.										
1308			098		51-39N 04-28E		150	10500							
1315		150/40	098		51-40N 04-53E		150	12000 -1	155						
1319		158/36	095				150	12500							
1325			094												
					Turn left to get out of prop wash										
1334		158/36	094		51-48N 06-10E		150	14000 -8							
1339			090				150	16000 -10							
1339	66	#12	078		51-54N 06-42E		150	16000	169			166	51	18	1357
1349					52-03N 07-19E. Set API		150	18000							
1358		171/21	075		C.P. 2, on course, 2° late			18000 -15	171						
1400			075		08-28E		150	18500				166	101	32	1432
1415		310/30			52-28N 09-20E, Set API										
1416			045		Turning left to avoid flak			21000							
1420					52-37N 09-46E										
1423	66	#5	071		Turning back on course		150	22000 -22							
1425	66	-4	62		Drift by bomb site										
1427					1 ship out of formation, M1 sq.		150	22500							
1430			62												
1430	72		65		52-51N 10-32E		150	23000							
1435					"S"-ing to left to get away from Flak area and to get on outside of turn at IP.										
1438			45												
1441					Turning to course		150	24000							
1443			65		53-13N 11-43E			24500							
1445			65		IP			24500							
1445			117		"			24500				227	51	13	1458

SIGNED

NAVIGATOR

DATE _____

WATCH.....Fast
Slow RATE.....secs / hour Gaining
Losing
At.....G.M.T.

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		G. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
1458 $\frac{1}{2}$		310/30	125		BOMBS AWAY			25000 -30	197						
1459			125	129	Ship going down at 12 o'clock		170	25000 -30				170	14	05	1504
1459		320/30 Pilotage	345												
1504			345												
1504			295		Descending		165	23000				162	55	20 $\frac{1}{2}$	1524 $\frac{1}{2}$
1510			295		Group and wing formation rally 53-04N 12-57E										
1515			290		53-16N 12-30 Slowing down to let low Sq catch up										
1521					53-14N 12-13E										
1522			290		1 aircraft going down. Flak										
1524			290		53-30N 11-50E		150	20000							
1524	238	310/30	247				150	20000 -18				173	53	18 $\frac{1}{2}$	1542 $\frac{1}{2}$
1529			255												
1537		D.R. DRIF	241		53-05N 11-04E		150	20000 -18	180			168	23	08	1545
1545		USED MVA	247	MVC			150	20000							
1545	246	79	255		52-53N 10-32E							164	62	22 $\frac{1}{2}$	1607 $\frac{1}{2}$

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1600			255		52-35N 09-24E		150	20000							
1606 $\frac{1}{2}$		171/21	250		52-30N 09-00E. Letting down		150	20000		62	21 $\frac{1}{2}$	172	112	39	1645 $\frac{1}{2}$
1613			240		Correcting to course		168	17500							
1618			240		52-23N 08-10E		168	16000							
1627			240		52-11N 07-31E		168	13000		28	9	186	58	18 $\frac{1}{2}$	1645 $\frac{1}{2}$
1624			230									172	58	20	1649
1634	235		230		52-01N 07-06E		170	11000							
1636			230		Level out 10000		150	10000 #2	153						
1641	246	-6	240				148	10000							
1649			240		C.P. #3, on course, 2' early		150	10000							
1649	264		250		C.P. 3			10000 #2	153			159	102	38	1727
1654			250		51-42N 09-59E		148	10000							
1659			255		Left of course to avoid flak area		150	10000							
1704			255		51-36N 05-19E										
1705			260		51-34N 05-05E			10000							
1712			260		51-35N 04-49E. Set API		150	10000							
1716	266	air phot 234/27	260		51-32N 04-27E					24	11	131	38	17 $\frac{1}{2}$	1733 $\frac{1}{2}$
1730	266	-6	260												
1730	306	-10	296		51-30N 03-35E		150	10000	(150)			139	80	34 $\frac{1}{2}$	1804 $\frac{1}{2}$
1732 $\frac{1}{2}$			296		Coast 51-30N 03-36E		170	9500							
1742 $\frac{1}{2}$			296		51-47N 02-56E		165	6000				130 Gee	57	26 $\frac{1}{2}$	1809
					135/14 surface winds										
1748 $\frac{1}{2}$			300		51-55N 02-26E		150	3000							
1755	330	112/22			52-03N 02-06E										
1806	330	#5	335		Shift in wind		150	3000				153	23	9	1805
1800			325		Staying in back of station		150	3000							
1804 $\frac{1}{2}$			325		52-14N 01-38E										
1804 $\frac{1}{2}$			275		Coast		150	3000				158	85	32 $\frac{1}{2}$	1837
1808 $\frac{1}{2}$			275		52-27N 01-25E										
1811			270				150	3000							
1815			265		52-24N 00-57E										
1821			265		52-30N 00-40E. Come in on 050			3000							
1822			245		Going south of field to come over field										
1829			260		52-24N 00-18E			3000							
1835			250		52-22N 00-09E		155	2000							
1842					Netting, turn to base		150	1500							
1847 $\frac{1}{2}$					Over base										
1849					Landed										

SIGNED

NAVIGATOR

SECRET

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

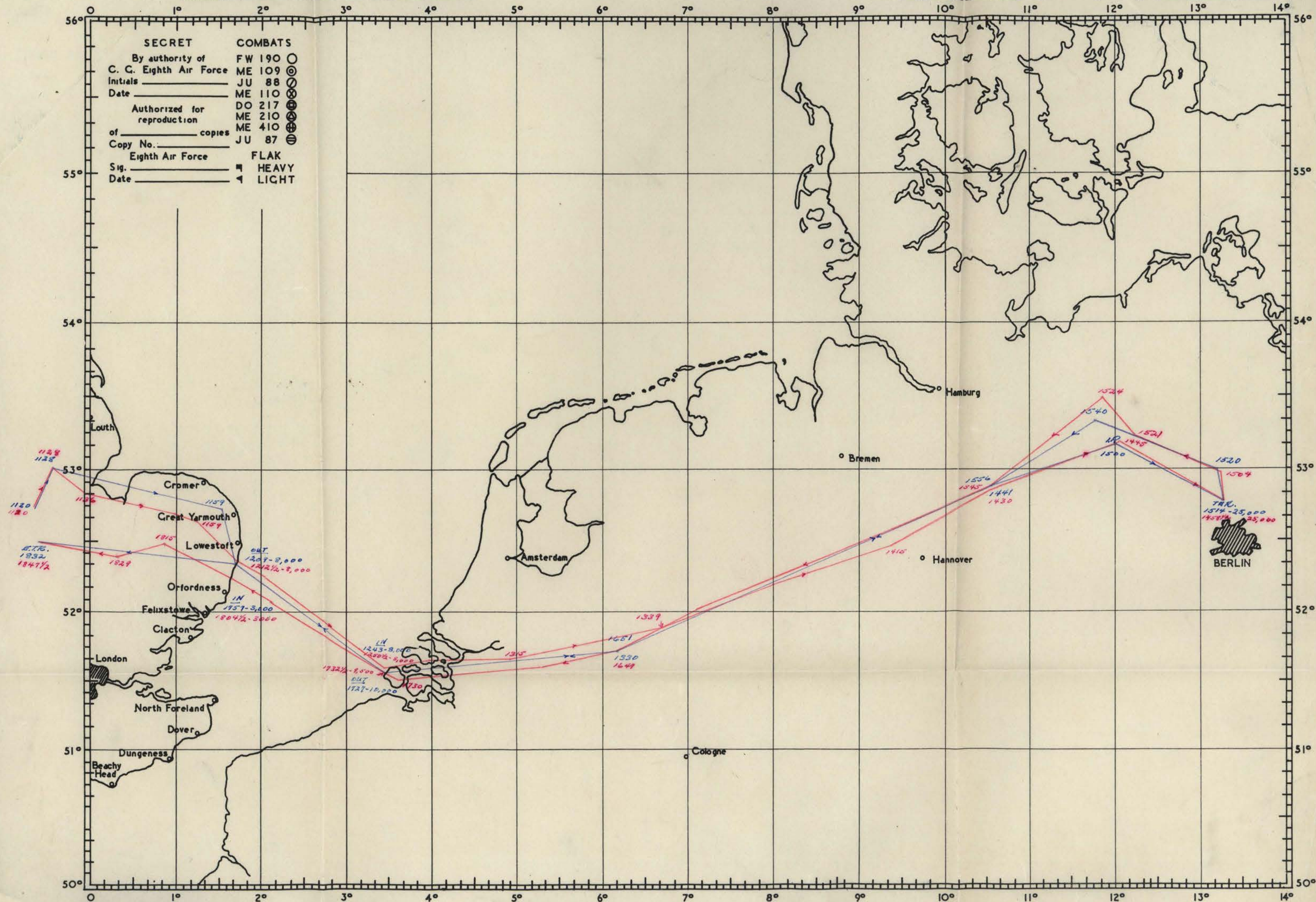
Authorized for
reproduction
of _____ copies
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Eighth Air Force
Sig. _____
Date _____

COMBATS

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

FLAK
HEAVY
LIGHT

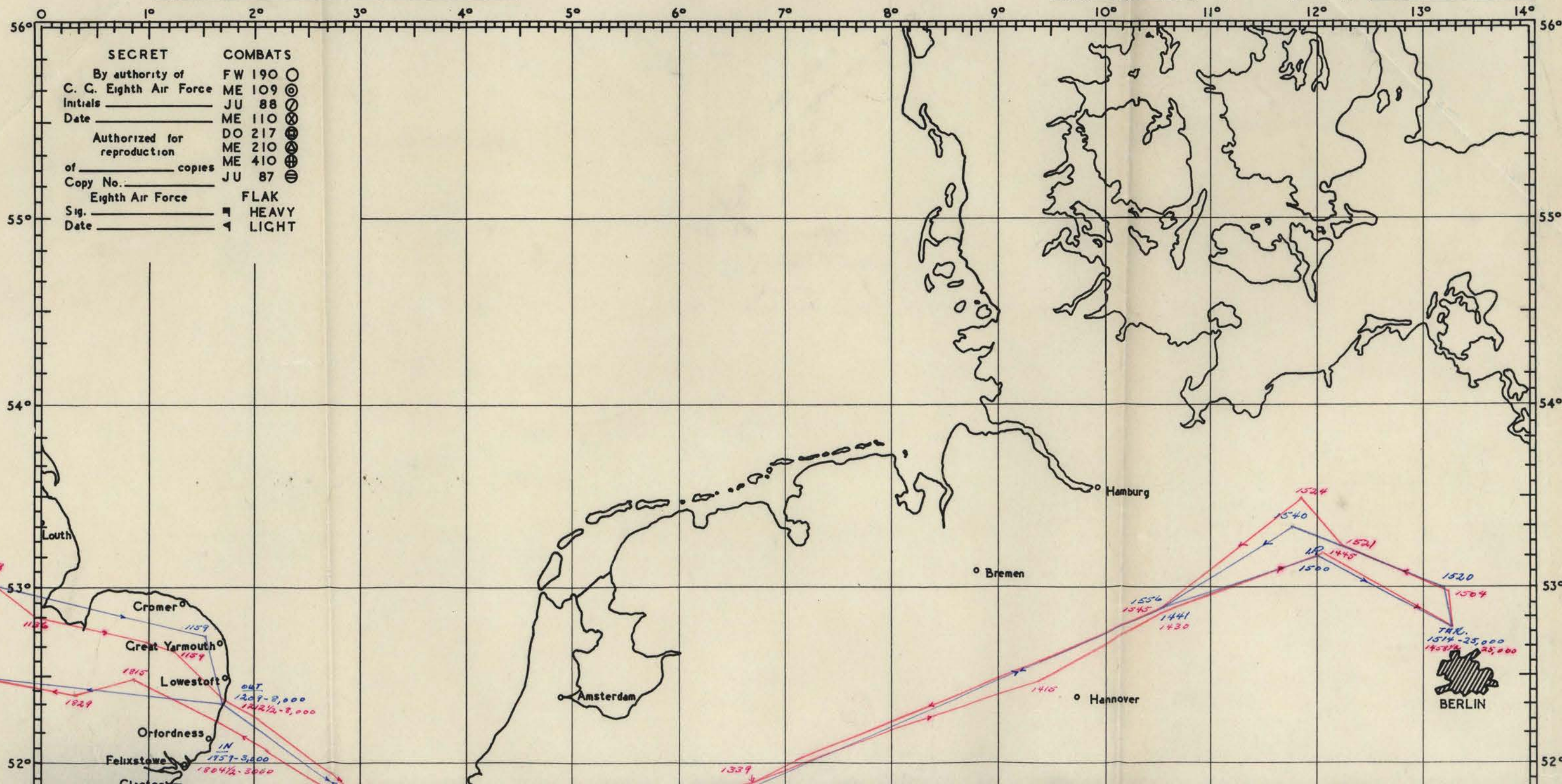


DATE April 10, 1945

Oranienburg, Germany

ROUTE FOLLOWED BY

Briefed
#01st. B. Q. (A)



Target No.
3 (k) 27

S.S. MAIN ORDNANCE,
M.T. & EQUIPMENT DEPOT

ORANIENBURG near BERLIN
(GERMANY)

Illustration No.
3 (k) 27/1

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

Photographed 29 May 1944

(1 : 32,000)

Issued September 1944



A.I.3c (1)

The target is indicated by the letter 'a.' The other letters refer to targets listed in Tactical Target Dossier 5213E. (Advance Material Issue No. 1 August 1944.)

TYPE A

Illustration No.
3 (k) 27/1

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD P. O. 683

Date of 10 April 1945

PART I - ATTACKS & RESULTS

94th "B" Group

	Lead	Low	High
	Borrowed A/C	Borrowed A/C	Borrowed A/C
1. No. of A/C Failing to Take Off	--	--	--
2. No. of A/C Sorties	13	12	13
3. No. of A/C Sorties less Unused Sp	12	12	12
4. No. of A/C Credit Sorties	12	12	12
5. No. of Effective Sorties	12	12	12
6. No. of Non-Effective Sorties	--		
(a) Early Returns Included			
7. Name of Primary Target #1	ORANIENBURG, GERMANY		
(a) No. of A/C Attacking	12	12	12
(b) No., Size, Type of Bombs	11X500# RDX	61X500#RDX	11X500#RDX
	83X500# GP	34X500#GP	84X500#GP
8. Name of Secondary Target	48X500#IB	48X500#IB	48X500#IB
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
9. Name of Last Resort Target (LRT)			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
10. Name of Target of Opportunity			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
11. Name of Target of Opportunity			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
12. No. of A/C MIA - TOTAL	-	1	--
13. No. of A/C MIA - Flak			
14. No. of A/C MIA - Flak and E/A			
15. No. of A/C MIA - Enemy Aircraft			
16. No. of A/C MIA - Accident over E.T.			
17. No. of A/C MIA - Other & Unknown		1	
18. Time of Take Off	1008	1010	1010
19. Time of Attack	1459	1459½	1458
20. Total Time for Mission	107	108	108
21. Altitude of Release	25,600	24,000	25,600
22. Type of Sighting (Vis. H2X.GH.etc)	VIS	VIS	VIS
23. Enemy Resistance --AA Inten & Acc	---	---	---
24. Enemy Resistance - Fighters	---	---	---
25. Enemy Resistance - Bombers	---	---	---
26. U.S. A/C Engaged by Enemy A/C	---	---	---
27. No. of Passes made by Enemy A/C	---	---	---
28. Degree of Success	Fair	Fair	Fair

None A/C borrowed from Groups:

2 A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 246

Date 10 April 1945

PART II - NON-EFFECTIVE SORTIES

94th "B" Group

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

31. Reasons for Failure to Attack: None

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. KOSTOLNI DATE 10 April 1945
 PILOT LT. KNOWLES TAKE OFF 1010
 NAVIGATOR LT. GRISHAM AIRPLANE _____
 WING 94th B GROUP 401st SQDN High LANDED 1845
 OBJECTIVE GRANIBURG, GERMANY (MPI) _____
 METHOD OF ATTACK X
Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/c COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/c
 BOMBS, TYPES AND SIZES 500# BDX/500# GP FUSING: NOSE 1/10 TAIL 1/100
 BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE - TAIL -
 NUMBER OF BOMBS LOADED 11GP/88 84BDX/48IB RELEASED 11GP/84BDX/48IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 125 Temp Aloft: Metro -34 Actual -30
 True Altitude above target 28029 Mag Head, order 116 Actual 122
 Ind. Altitude 25600 True Heading 118
 Pressure alt of target -5400 SL Drift, Est 7R Actual 2R
 Altimeter setting 29.92 True Track 120
 C.I.A.S. 150 T.A.S. 229 Actual Range 14,984
 G.S. Est 245 Actual 260 B.S. Type M-9
 Wind Direc Metro 360 Actual 340 Time of Release 1458
 Wind Veloc. Metro 34 Actual 30 Intervalometer Setting 140ft
 D.S. 124 Trail 40 ATF 42.28 Length of Bombing Run 5min
 Tan. D.A. Est .52 Actual .54 C-1 Pilot OK A-5 _____
 Mean Temp: Metro -8 Actual -8 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT WINN DATE 10 April 1945
 PILOT CAPT SEDER TAKE OFF 1008
 NAVIGATOR CAPT SHAPIRO AIRPLANE _____
 WING 94th B GROUP 401st SQDN Lead LANDED 1850
 OBJECTIVE GRANIBURG, GERMANY (MPI)
 METHOD OF ATTACK X
Individual Flight Squadron Group
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 500# RDX./500# GP FUSING: NOSE 1/10 TAIL 1/100
 BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 11RDX/83GP/48IB RELEASED 11RDX/83GP/48IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 125 Temp Aloft: Metro -34 Actual -30
 True Altitude above target 25400 Mag Head, order 115 Actual 129
 Ind. Altitude 25000 True Heading 125
 Pressure alt of target -3460 SL Drift, Est 7R Actual 4R
 Altimeter setting 29.92 True Track 129
 C.I.A.S. 150 I.A.S. 228 Actual Range 16,237
 G.S. Est 245 Actual 280 B.S. Type M-9
 Wind Direc Metro 360 Actual XX 310 Time of Release 1459
 Wind Veloc. Metro 34 Actual 35 Intervalometer Setting 140ft
 D.S. 125.9 Trail 41 ATF 42.10 Length of Bombing Run 50mi
 Tan. D.A. Est .53 Actual .61 C-1 Pilot OK A-5 --
 Mean Temp: Metro -3 Actual -9 Manual Pilot --
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. HASHIMOTO DATE 10 April 1945
 PILOT LT. WOLF TAKE OFF 1010
 NAVIGATOR LT. HOAG AIRPLANE _____
 WING 94th B GROUP 401st SQDN Low LANDED 1843
 OBJECTIVE GRANINGBURG, GERMANY (HPT) _____
 METHOD OF ATTACK X
Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 500# RDX 500# GP FUSING: NOSE 1/10 TAIL 1/100
 BOMBS, TYPES AND SIZES 500# IB FUSING: NOSE -- TAIL ----
 NUMBER OF BOMBS LOADED 61RDX/34 GP/48IB RELEASED 61RDX/34GP/48IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 125 Temp Aloft: Metro -34 Actual -28
 True Altitude above target 24350 Mag Head, order 115 Actual 125
 Ind. Altitude 24000 True Heading 120
 Pressure alt of target -5400 SL Drift, Est 72 Actual 62
 Altimeter setting 29.92 True Track 126
 C.I.A.S. 150 F.A.S. 222 Actual Range 14,850
 G.S. Est 245 Actual 260 B.S. Type M-9
 Wind Direc Metro 360 Actual 330 Time of Release 1459.2
 Wind Veloc. Metro 34 Actual 44 Intervalometer Setting 140ft
 D.S. 129 Trail 38 ATF 41.16 Length of Bombing Run 50 miles
 Tan. Data Est .53 Actual .57 G.P. Pilot OK A-5 --
 Mean Temp: Metro -8 Actual -8 Manual Pilot --
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

CONFIDENTIAL

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

J-A- 1/4

413.44

10 APRIL 1945

SUBJECT: Communications Report, Operational Mission No 243 . (Field Order 683)

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>0</u>	3. HF/DF Bearings (QDM's)	<u>1</u>
b. Bunchers, England	<u>35</u>	4. VHF/DF Homings	<u>0</u>
c. Bunchers, Continent	<u>0</u>	5. Distress Action (SOS's)	<u>0</u>

SECTION TWO - USE OF RADAR

	<u>Airborne</u>	<u>Used</u>		<u>Airborne</u>	<u>Used</u>
1. Gee	<u>38</u>	<u>38</u>	4. Gee-H	<u>0</u>	<u>0</u>
2. H2X	<u>4</u>	<u>4</u>	5. Carpet (Barrage)	<u>28</u>	<u>28</u>
3. Micro-H	<u>0</u>	<u>0</u>	6. Carpet (Spot)	<u>6</u>	<u>6</u>

7. Total aircraft releasing Chaff 32
 8. Total number of units released 11,520

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FOUR - REMARKS

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

CONFIDENTIAL

SECRET

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

ASSIGNED.....Granienburg.....
1. TARGET: DATE OF MISSION.....10 Apr 1945.....
BOMBED.....Granienburg.....

2. ROUTE AS FLOWN:
generally as briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>Clear</u>	<u>Clear</u>
CONTRAILS - -	<u>None</u>	<u>None</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:
NONE

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)
1445 - (5200-11408) - Heavy, tracking, inaccurate to accurate.
1517 - Wittenburg - Moderate, accurate, observed.

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

7. POSITION OF GROUP:.....94th "P" - 8th......

8. DETAILS:-

SCEN: POS.	NO. A/O	DAMAGE MAG. MIN.		A/O LOST TO AA EA ACC UP				AXIS OF ATTN WITH		TIME OVER TARGET	HEIGHT
<u>Lead</u>	<u>12</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>180°M</u>	<u>349°M</u>	<u>1459</u>	<u>25,000</u>
<u>High</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>180°M</u>	<u>350°M</u>	<u>1458</u>	<u>26,000</u>
<u>Low</u>	<u>13</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>180°M</u>	<u>352°M</u>	<u>1459½</u>	<u>24,000</u>
TOTALS	<u>35</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>				

9. COMMENTS - PHENOMENA:-

Lt. P.R. Myers.

SECRET

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Engineering Officer

F-B-2

APO 557
10 April 1945

SUBJECT: Abortive Report

TO : Commanding Officer, 401st Bomb Group (H), Station
ATTN: Air Statistical Officer

1. Airplane No. 42-31891 returned early from mission of 9 April 1945 after approximately 5 hours in flight.

2. The plane had been in flight for about 4 hours when suddenly the # 4 generator started to hog the load. When ammeter reading was 300 amps. the generator switch was turned off. The pilot said that the engineer attempted to adjust voltage regulators in order to parallel the remaining three operating generators.

3. About 1 hour after the # 4 generator was turned off all electrically operated equipment went dead and the HCM equipment was seen smoking. The inboard superchargers started to run away. At this time it was observed that there was no amperage reading on generators 1,2 and 3. Very shortly thereafter the # 3 generator started to produce power. With a load of 75 to 80 amps. on the # 3 generator the pilot had all equipment operating except power turrets.

4. The pilot then turned back.

5. Ground check revealed the following facts: # 1,2 and 4 generators were burned out. # 1,2,3 and 4 voltage regulators were found adjusted to maximum output of voltage. Batteries # 2 and 4 were damaged to the point of necessary replacement caused probably by too high voltage and too rapid a charge. New generators and new voltage regulators were installed and the electrical system checked O.K. on ground.

6. Plane is being held for test-hop.

7. Trouble probably was caused by attempt to parallel the generators by adjusting voltage regulators.

FRANK E. WILSON
Capt., Air Corps,
Asst Group Engineering O.

LEAD SQDN 94 A GROUP

Eng

Combat Sq. Leader: LT COL SEAWELL

Date: 9 Apr 45

Deputy Sq. Leader: LT BLUNETT

Deputy Gp. Leader: LT BENNETT

6X 500 GP 1/10 1/100
4X M-171B

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

REIGLER (SEAWELL)

IY F 8449 PFF

CLARK

SC T 8788 RCM

BENNETT

IY O 8153 PFF

Map Gas

NOLAN

SC S 8680

SMITH

SC C 9995

CLEMONS

SC V 8610 RCM

HARVESON

SC R 2393

KAMPER

SC N 6506

MORAN

SC H 2396

HOWARD

SC B 1662

MULVINILL

SC M 1039

REYNOLDS

SC P 1891

SPARES

HAZELTON

IN W 8767

SPARE LEADS:

PFF IY N 8648 disp 30

GROUND SPARES:

IW X 8565 disp 6

IW A 7981 disp 8

WEATHER SHIP:

IY I 1485 disp 25 MAJ MC CREE

To. 0945 1130
1909

0200-0800-RR
0800-1400-RG
1400-2000-GRR

LOW SQDN 94 A GROUP

Combat Sq. Leader: CAPT HARR Date: 9 Apr 45

Deputy Sq. Leader: LT COLE

Deputy Gp. Leader: LT BENNETT

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

KNOWLES (HARR)

IY S 8653 PFF

FRIEDSAM

IW W 8738

COLE

IY Q 9148

HOLMES

IW D 7322

SOBENSON

IW G 8791 RCM

REINHARD

~~REINHARD~~
 IW-X 8565

LINDSEY

IW B 7151 RCA

CAMERON

IW P 2012

SHORT

IW O 7802

SALISBURY

IW Z 8530 (LW)

STERMAN

IW Q 7478

GIBSON

IW S 2488

SPARE LEADS:

PFF IY E 8648 disp 30

GROUND SPARES:

W-1-8046
 IW X 8566 disp 8
 IW A 7931 disp 8

WEATHER SHIP:

IY X 1485 disp 25 MAJ MC CREE

HI SQ 94TH A GROUP

Combat Sq. Leader: LT WOLF Date: 9 April 1945

Deputy Sq. Leader: LT LOVELL

Deputy Gp. Leader: LT BENNETT

613 SQDN

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

WOLF

IY D 8550 PFF

KING

IN V 8842

LOVELL

IY L 8941

SHEPHERD

IN A 8453

MAHARICK

IN J 1591

FORD

IN F 6313

EVANS

IN U 7706 (RCM)

SHUNK

IN S 2947

YOUNG

in r 6146

MAY

IN M 9125 (RCM)

LEVY

IN O 1730

KERES

IN G 1983

SPARES

LOVELACE

IN N 8862

SPARE LEADS: (PFF) IY H 8648 Disp 30

GROUND SPARES: IW X 8565 Disp 6

IW A 7931 Disp 3

WX SHIP IY X 1496 Maj Mc Cree Disp 25

612th BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 APO 557

10 April 1945
 Mission #246

Subject: Loading List

To : Operations Officer, 401st Bombardment Group (H)

A/C 42-31662

P	Clark, Frederick W	2nd Lt	612th
CP	Falsey, William J	2nd Lt	612th
XXXXXXXX N	Jacobs, William E	2nd Lt	612th
B	Stapleton, Raleigh B	2nd Lt	612th
RO	Griseto, Vito T	Sgt	612th
TTG	Gabhardt, Charles R	S/Sgt	612th
BTG	Holgren, Robert P	Sgt	612th
TG	Vandermortel, Eugene E	Sgt	612th
FG	Ward, Patrick J	Sgt	612th

A/C 42-39993

P	Nolan, James A	1st Lt	612th
CP	Twiggs, Calvin N	2nd Lt	612th
N	Hoffman, Lloys G	1st Lt	612th
TOG	Belledonne, Charles	S/Sgt	612th
RO	Hathaway, Stanley K	T/Sgt	612th
TTG	Siconolfi, Patrick	T/Sgt	612th
BTG	Seldman, Warren G	S/Sgt	612th
TG	RAINES, BRUCE A.	S/Sgt	612th
FG	Bellesheim, Joseph Jr	Sgt	612th

A/C 43-38680

P	Malvihill, William Jr	2nd Lt	612th
CP	Peterson, Grant E	2nd Lt	612th
N	Leigh, Dale	2nd Lt	612th
B	Haupt, Gerald L	2nd Lt	612th
TOG	Murphy, William E	Sgt	612th
RO	Hakeman, Harold M	Cpl	612th
TTG	Musial, Henry J	Cpl	612th
BTG	Gardner, Donald J	Cpl	612th
TG	Chandler, Henry E Jr.	Cpl	612th
FG	Bean, Andrew S	Cpl	612th

A/C 43-38541

P	Ahlens, Harry W	2nd Lt	612th
CP	Cropps, Robert H	2nd Lt	612th
N	Moss, Henry W	2nd Lt	612th
TOG	Sires, Cleon D	Sgt	612th
RO	Galfo, Armand J	Sgt	612th
TTG	Clark, Herbert M	Sgt	612th
BTG	Boyce, Merle N	Sgt	612th
TG	Czubat, Adam F	Sgt	612th
FG	Anderson, John E	Sgt	612th
RCM	Martan, James G	Sgt	612th

A/C 42-107039

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

A/C 42-102393

P	Leap, Ward A	1st Lt	612th
CP	Mays, Ralph	2nd Lt	612th
N	Little, James T	2nd Lt	612th
Tog	Madden, Ted H	S/Sgt	612th
RO	McPherson, Charles R	Sgt	612th
TTG	Cargo, Elemon P Jr	Sgt	612th
BTG	Wolf, John E	Sgt	612th
TG	Vesslicky, Joseph N	Sgt	612th
FG	Gochencour, Matthew R	S/Sgt	612th

A/C 42-97664

P	Guy, Richard H	1st Lt	612th
CP	Mastrangelo, Donald M	2nd Lt	612th
N	Goodlett, John R Sr	2nd Lt	612th
Tog	Polin, Arthur	Sgt	612th
RO	Bury, Paul R	Sgt	612th
TTG	Foulkes, Ellis, A	Sgt	612th
BTG	Gray, John J	Sgt	612th
TG	Fitts, Lenord R	Sgt	612th
FG	Webb, Clayton T Jr	Sgt	612th

A/C 44-6113

P	Stephens, Lloyd J	2nd Lt	612th
CP	Witt, Elmer L	2nd Lt	612th
N	Harper, Robert F	2nd Lt	612th
Tog	Whitlock, Howard D	Sgt	612th
RO	Chastain, Robert R	S/Sgt	612th
TTG	Graham, James D	Sgt	612th
BTG	Wisdom, Kent B	Sgt	612th
TG	Brennen, William J	Sgt	612th
FG	Lewelling, Fred J	Sgt	612th

A/C 44-6506

P	Kemper, Robert W	2nd Lt	612th
CP	Kibiuk, Theodore	2nd Lt	612th
N	Clark, Robert W	2nd Lt	612th
Tog	McCue, Frank C	Sgt	612th
RO	Kentey Walter	Sgt	612th
TTG	Condit, Clarence E	Sgt	612th
BTG	XXXXXXXXXX	Sgt	612th
TG	Parker, George T	Sgt	612th
FG	Hembling, Joseph L	Sgt	612th
BTG	Reveste, John L	S/Sgt	615th

A/C 43-38788

P	Spence, Claude F	1st Lt	612th
CP	Reiner, Hughie J	P/O	612th
N	Datlenko, Victor D	P/O	612th
Tog	Tumminia, Phillip	Sgt	612th
RO	Starre, Michael P	Sgt	612th
TTG	Lehat, Abraham A	Sgt	612th
BTG	Meadows, Mark R	Sgt	612th
TG	Bane, John W	Sgt	612th
FG	DeFazio, Dante S	Sgt	612th
ROM	Carson, James W	Sgt	612th

Flying With 612th Squadron

Winn, Roy R	Capt
Shapiro, Aaron	Capt

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

10 April 1945

SUBJECT: Loading List.

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

AIRPLANE #43-38941

DUTY	RANK	(LAST) NAME	FIRST	(MI)	SQUADRON
P	1st Lt	Hartscock	Kenneth	J.	615th
CP	F/O	Locke	Kent	W.	"
N	2nd Lt	Zsinner	John	N.	"
B	2nd Lt	Dodge	Richard	A.	"
RO	S/Sgt	Dee	Harold	E.	"
TT	S/Sgt	Browne	Vincent	(NMI)	"
BT	Sgt	Mendez	Frank	G.	"
TG	Sgt	Anderson	Donald	S.	"
FG	Sgt	Strukel	Joseph	J.	"

AIRPLANE #44-8812

DUTY	RANK	(LAST) NAME	FIRST	(MI)	SQUADRON
P	1st Lt	Wolf	Adolph	N.	615th
CP	1st Lt	Janczek	Walter	-	"
N	1st Lt	Hoag	Carl	L.	"
B	2nd Lt	Hashimoto	Gene	(NMI)	"
RO	T/Sgt	Husinec	Andrew	(NMI)	"
TT	T/Sgt	Palmer	Edward	W.	"
TG	S/Sgt	Banning	Robert	O.	"
FG	S/Sgt	Johnson	Warren	B.	"
M/O	2nd Lt	Dean	Hugh	G.	"

AIRPLANE #44-8449

DUTY	RANK	(LAST) NAME	FIRST	(MI)	SQUADRON
P	1st Lt	Knowles	Willis	S.	615th
CP	Capt	Harb	Wallace	S.	Hq
N	F/O	Grisham	Cecil	W.	615th
B	2nd Lt	Kostolni	Walter	G.	"
RO	S/Sgt	McCormick	Thomas	F.	"
TT	Pvt	Boever	Robert	A.	"
TG	S/Sgt	Wasemiller	Clifford	E.	"
FG	S/Sgt	Settle	John	B.	"
M/O	1st Lt	Tharpe	Robert	W.	"

AIRPLANE #44-6947

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	Sgt	Kantor	Walter	J.	"
TT	Sgt	Bertram	Joseph	N.	"
BT	Sgt	Ersar	William	J.	"
TG	Sgt	Van Camp	Oliver	H.	"
FG	Sgt	McAlister	Jesse	J.	"

AIRPLANE #44-8708

DUTY	RANK	(LAST) NAME	FIRST	(MI)	SQUADRON
P	1st Lt	Cole	John	S.	615th
CP	2nd Lt	Spellman	John	W.	"
N	2nd Lt	Hanson	Clifford	M.	"
B	2nd Lt	Butler	Thomas	H.	"
RO	S/Sgt	Crespi	Ralph	M.	"
TT	T/Sgt	Allex	Marvin	L.	"
TG	S/Sgt	Smith	Ralph	H.	"
FG	S/Sgt	McClure	James	R.	"
M/O	1st Lt	Dubray	Joseph	J.	"

AIRPLANE #44-8648

DUTY	RANK	(LAST) NAME	FIRST	(MI)	SQUADRON
P	Capt	Seder	Arthur	R.	615th
CP	Major Capt	Kirkhuff	Donald	V.	614th
N	Capt	Shapiro	Aaron	(NMI)	612th
N	2nd Lt	Patrick	Dale	L.	615th
B	Capt	Winn	Roy	R.	612th
RO	T/Sgt	Blacklin	John	F.	615th
TT	T/Sgt	Antill	Clarence	W.	"
TG (O)	2nd Lt	Cornelius	Carl	J.	"
FG	T/Sgt	Kelly	Thomas	E.	"
M/O	1st Lt	Goodman	James	W.	"
BT	S/Sgt	Revette	John	L.	615th fly with 612th

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

10 APRIL 1945

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-102947	P	F/O	DEPNEBURG	LAFRANE	L.
	CP	2nd LT.	FUNK	PHILLIP	B.
	N	F/O	BRUSCHER	CLIFTON	H.
	B	SGT.	BALLET	FRANK	W.
	RO	SGT.	LAUDERDALE	WILBUR	C.
	TT	SGT.	BUSH	MARVIN	L.
	BT	SGT.	BACKUS	WILBUR	E.
	TG	SGT.	KRY	CHARLES	W. JR.
	WG	SGT.	DICK	CHARLES	B.
44-6842*	P	2nd LT.	LITCHFIELD	DONALD	D.
	CP	F/O	BURTON	FREDERICK	D.
	N	2nd LT.	DACHSHEN	HARRY	(NMI)
	B	SGT.	PASCAL	ROBERT	W.
	RO	SGT.	OGBURN	FRED	N.
	TT	SGT.	SIMONS	CHESTER	F.
	BT	SGT.	DAVIS	WALTER	A.
	TG	SGT.	JANWOS	NICK	(NMI)
	WG SGT.	MAURER	MAURER	FREDERICK	R.
44-6132	P	2nd LT.	SMITH	SAMUEL	B.
	CP	2nd LT.	HARDIN	HOWARD	L.
	N	2nd LT.	ANDLER	LYLE	E.
	B	S/SGT.	HECKERS	RUSSELL	E.
	RO	S/SGT.	HERCHENROTHER	RAYMOND	A.
	TT	S/SGT.	DILTZ	REINHOLD	J.
	BT	S/SGT.	Mc DOW	MILES	H.
	TG	S/SGT.	WOESTMAN	ROBERT	J.
	WG	SGT.	HOOD	CLYDE	L.
44-6125	P	2nd LT.	KING	LIONEL	T.
	CP	2nd LT.	YOUNG	ROBERT	D.
	N	2nd LT.	Mc GARTY	JUSTIN	J.
	B	SGT.	CROSSLEY	CHARLES	A.
	RO	SGT.	REDDEN	GEO.	E.
	TT	SGT.	MOLSKI	JOHN	(NMI)
	BT	SGT.	MERCEN	LAWRENCE	C.
	TG	SGT.	ALLEN	PHYLLIS	R.
	WG	SGT.	OSTROWSKY	SEYMOUR	(NMI)
43-3862	P	2nd LT.	LOVELACE	JAMES	G.
	CP	2nd LT.	Mc KINNEY	MELVIN	K.
	N	2nd LT.	ROBINSON	GLEN	R.
	B	SGT.	TAYLOR	THOMAS	H.
	RO	SGT.	WETHERSEE	CHARLES	W.
	TT	SGT.	KUTIL	LESLIE	W.
	BT	SGT.	WRIGHT	CHARLES	L.
	TG	SGT.	HIRAS	FLOYD	J.
	WG	S/SGT.	FISHER	MELVIN	C.
43-37706	P	2nd LT.	EVANS	JOHN	B.
	CP	2nd LT.	RYAN	ROBERT	E.
	N	2nd LT.	WRIGHT	GERALD	L.
	B	SGT.	HOOPER	LEWIS	C.
	RO	SGT.	GALLOTTELLO	PETER	B.
	TT	SGT.	HARRIS	HAROLD	A.
	BT	SGT.	LEWIS	CARL	D.
	TG	SGT.	HOLLAND	SHERMAN	W. JR.
	WG	S/SGT.	NELSON	HOWARD	J.
	RCM	SGT.	FRITSCH	EDMER	(NMI)

44-6313

P	2nd LT.	FORD	WILBUR	H.
CP	2nd LT.	Mc AHRON	TERRENCE	B.
N	2nd LT.	DAVIS	CHARLES	E.
B	SGT.	FRANZBLAU	IRA	A.
RO	SGT.	HANSEN	GEO.	(NMI) JR.
TT	SGT.	MOODY	PHILLIP	L.
BT	SGT.	ENGLETT	WILLIAM	L.
TG	SGT.	BALLEY	CLARENCE	(NMI)
WG	SGT.	BURNS	FRANCIS	F.

42-31591

P	2nd LT.	YOUNG	CHARLES	B.
CP	2nd LT.	COLLINS	EUGENE	E.
N	2nd LT.	SEAVEY	FRANK	R.
B	SGT.	CARMICHAEL	WILSON	F.
RO	SGT.	PETERS	JOHN	W.
TT	SGT.	BRAMBLE	JOHN	F.
BT	SGT.	ESHAM	GLENN	E.
TG	SGT.	JOHNSON	CARL	(NMI)
WG	SGT.	HENNIG	CHARLES	F.

44-3767

P	2nd LT.	SHANK	REYNOLD	A.
CP	2nd LT.	PAGAN	EDMUND	L.
N	2nd LT.	KAMMERER	EDWIN	S.
B	SGT.	PATTERSON	BERT	(NMI)
RO	SGT.	HUTCHINSON	CAYDE	A.
TT	SGT.	TAGUE	MELVIN	E.
BT	SGT.	LUDWIG	HOWARD	E.
TG	SGT.	REHN	CHESTER	L.
WG	SGT.	HUDSON	JOHN	W.

44-6588

P	2nd LT.	TRIFI	JOSEPH	B.
CP	2nd LT.	MILLER	WALTER	A.
N	1st LT.	SIMPSON	ALLEN	R.
B	SGT.	BENSON	WALLARD	K.
RO	SGT.	GULBRANSEN	RALPH	J.
TT	SGT.	Mc CARTHY	LUTHER	R.
BT	SGT.	HAGOOD	RICHARD	D.
TG	SGT.	PARKER	GEO.	D.
WG	SGT.	TUSTIN	WILLIAM	A.
RCM	SGT.	FOGLEMAN	JAMES	(NMI)

43-38160

P	2nd LT.	SNYDER	GEO.	F.
CP	2nd LT.	FREW	JAMES	R.
N	F/O	JENTSCH	THEODORE	(NMI)
B	SGT.	BARBOUR	CHARLES	E.
RO	SGT.	METZGER	JOHN	J. JR.
TT	SGT.	CLOSE	LOREN	J.
BT	SGT.	LACY	VIRGIL	(NMI)
TG	SGT.	KRAMER	ROBERT	C.
WG	SGT.	FOLEY	ROBERT	J.

5-3

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

AAF Station # 128
 10 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.

<u>Plane 42-39012</u>			
P	2nd Lt.	RICHARDSON, GEORGE L.	614th Sq.
CP	F/O	DAVIDSON, ROBERT L.	"
N	F/O	HANSON, HARVEY E.	"
B	2nd Lt.	MAIORANO, ALBERT J.	"
RO	Sgt.	Rash, Clifford J.	"
TT	Sgt.	Madden, John P.	"
BT	Sgt.	Mechtel, Eligires J.	"
TG	Sgt.	Suggs, Lois D.	"
WG	Sgt.	Confer, John V.	"

<u>Plane 42-97322</u>			
P	1st Lt.	HOLMES, GENE M.	"
CP	2nd Lt.	FREDERICK, RALPH A.	"
N	1st Lt.	JAMES, KENNETH W.	"
CTG	Watkins, Jack W.	Sgt.	"
RO	Cox, Clyde P.	Sgt.	"
TT	Sgt.	Knight, Eddie R.	"
BT	Sgt.	Jakubanski, Julius J.	"
TG	Sgt.	Kennedy, Jack W.	"
WG	Sgt.	Feverill, Edward C.	"

<u>Plane 42-97478</u>			
P	1st Lt.	STEHRMAN, 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 P.	"
BT	M/Sgt.	Royal, William M.	"
TG	2nd Lt.	GERHART, CARLTON M.	"
WG	Sgt.	Bateman, Maurice B.	"

<u>Plane 42-102077</u>			
P	2nd Lt.	SHORT, CARL W.	"
CP	2nd Lt.	WEATHERLY, WENDELL R.	"
N	F/O	GOLDBERG, BERNARD	"
ETE B	2nd Lt.	PALADINO, SALVATORE P.	"
RO	Sgt.	Penney, Leonard V.	"
TT	Sgt.	Kirby, Max E.	"
BT	Sgt.	Hill, Henry H.	"
TG	Sgt.	Tonkin, Harold B.	"
WG	Sgt.	Hallman, Calvin S.	"

Loading List Continued

Plane 42-97780

P	2nd Lt.	GRAY, CARL M.	614th Sq.
CP	2nd Lt.	SMITH, CHARLES	"
N	2nd Lt.	STEWART, RICHARD E.	"
CTG	S/Sgt.	Ginthwain, Edward A.	"
RO	Sgt.	Fort, Collins G.	"
TT	Sgt.	Kirby, Lee D. Jr.	"
BT	Sgt.	Harrell, Jean F.	"
TG	Sgt.	Saenz, Hector J.	"
WG	Sgt.	Bonnano, Joe M.	"

Plane 43-38677

P	2nd Lt.	CAMERON, ELLIOTT F.	"
CP	F/O	NELLANS, JOHN L.	"
N	1st Lt.	BRUCE, WILLIAM M.	"
CTG	S/Sgt.	Fasullo, Thomas G.	"
RO	Sgt.	De Leon, Jerrold J.	"
TT	S/Sgt.	Fabain, Emory P.	"
B	Sgt.	Hargas, Mike S.	"
TG	Sgt.	Clendenin, Charles D.	"
WG	Sgt.	Gabbert, David J.	"

Plane 43-38738

P	1st Lt.	VEIHMAN, EUGENE A.	"
CP	2nd Lt.	COUTTS, 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.	Byrn, Otis G. Jr.	"

Plane 43-97931

P	1st Lt.	AYRE, LAWRENCE E.	"
CP	2nd Lt.	CODEN, BRYAN L.	"
N	2nd Lt.	LEASE, GERALD A.	"
CTG	S/Sgt.	De Lorie, George A.	"
RO	S/Sgt.	Handle, Louis I.	"
TT	S/Sgt.	Brass, Forrest A.	"
BT	Sgt.	Jakubanski, Julius-J. Wilcynski, Walter J.	"
TG	Sgt.	Myers, John E.	"
WG	Sgt.	Iuni, Andrew E.	"

Plane 43-38330

P	1st Lt.	PARK, COLIN I.	"
CP	2nd Lt.	DUNNE, MICHAEL D.	"
N	F/O	O'NEILL, LAWRENCE H.	"
CTG	Sgt.	Salie, Howard W.	"
RO	Sgt.	Sayre, James O.	"
TT	Sgt.	Fields, Richard D.	"
BT	Sgt.	Wirth, Thomas J.	"
TG	Sgt.	Snyder, Edwin M.	"
WG	Sgt.	Gracyzyk, Clarence	"

Lading List Continued
 42-102151

P	2nd Lt.	FRIEDSAM, SAMUEL R.	614th Sq.
CP	2nd Lt.	HART, ARTHUR L.	"
N	P/O	JOYCE, NELSON R.	"
B	P/O	STANTON, WILLIAM C.	"
RO	Sgt.	Neu, Earl R.	"
TT	Sgt.	Quarrier, Curtess G.	"
BT	Sgt.	Thornton, Fred	"
TG	Sgt.	Mahakain, Hrach K.	"
WG	Sgt.	Pitsenberger, Harry J.	"
RCM	S/Sgt.	Allison, Carl M.	"

Plane 42-102468

P	2nd Lt.	GIBSON, LEE R.	"
CP	2nd Lt.	WOODBURN, JAMES R.	"
N	2nd Lt.	BURNS, THOMAS E.	"
CTG	Sgt.	Brown, George W.	"
RO	Sgt.	Schobrt, John A.	"
TT	Sgt.	Husnik, Harry J.	"
BT	Sgt.	Macmillan, John A.	"
TG	Sgt.	Miller, Jack	"
WG	Sgt.	Parnham, Walter E.	"

Capt. Kirkhuff is flying with 615th Sq.

For the Squadron Commander:

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

REF ID: A66005

DATE: 10 April 1945DUTY OFFICER: A. BeaBRIEFING OFFICER: Capt. Coit

"A" - 457th
"B" - 401st
"C" - 351st

1. TARGETS AND MISSIONS FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: #1 - ORANIEBURG (5247-1316). Visual only.8 Sps in this target, each with a different MPI. 401st8th in this column + 8th in this target.Military headquarters + Airbase dist. for E front.25000' Visual P/W camps at #1 TargetBombardier be prepared to do first bombing in
order to make screen or bomb smoke. 401st MPI (Hq, separately, SHAEFF,Secondary: #2 - For all units. Any of targets assigned to
other divisions that may be attacked visually.#3 - SCHWERIN (5338-1125). ~~Has assembly plant.~~ M/V.Last Resort: Visual. All units.#4 - Lüne, H2X(2) Other Groups in 94th CBW: "A" + "B" in ORANIEBURG."C" in ANNAHOF (5244-1313), plus 8 Squadrons in 5 MPI's.
(Air Armaments)

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

41A	1A	94A	94C + 1 sq. 40A	1 sq. 40B-40C
B	B	B	2 sq. 40A	2 sq. 40C
C	C	C	2 sq. 40B	} - ANNAHOF

b. 2nd AD: 32 Sps. on 3 A/P's in area (5321-1245).c. 3rd AD: 14 Sps in 4 A/P's in area (5226-1227)

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: 3rd Div. - ? 0-158,1st Div. - Southwold - 0-158 parallel 15th Div. going in, same going out.2nd Div. - Mendelsey - 0-158 over North Sea. Which show as 1st Div.b. Fighter Support: 10 Sps 5-1's - (2 in close support)2 Sps (4731 5-1's) - Free lanes. (5143-0610)

SECRET

3. ANTICIPATED ENEMY OPPOSITION.

a. Flak: 40 guns in range. Capt flak at battle line

+ turn at 5300-1140.

b. Enemy Fighters: ?

c. Smoke Screens: effective in area. None known, but bomb

strike probable.

d. Camouflage: None known.

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly:

A. Station 8 air

B. Colles mine - 1 air

C. Kirk Ciffie - 1 air

→ Colles mine

Kleoford

Luskham

Southwood

b. Air Commanders:

94th CBW - H. Col. Travis

A - H. Col. Travis

C - Capt. Dennis.

B - Capt. Kirkhoff.

Div. C. O. - Major Keller.

c. Zero Hour and Date: 1500

d. General Instructions Pertinent to Entire Task Force:

See end →

5. SUPPLY:

a. Gas Load:

2750

b. Bomb Load (and Intervalometer Settings)

6 X 500 GP's 1/10 X 1/10 + 4 X M-171 B's

140' 1 A/C with long delay fuses 6 to 72 hrs. - (42 X Mini mine)

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

Release at 4 min.

after I.P. for 15 min. 360 units.

d. Screening Force:

4 M2 gunlets.

6. COMMUNICATIONS:

a. Flares and Lamps:

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

4th CBU - Relay A/C at 5-20-0230 at 20000. 08140.
85-1's Backlog Rel 20 min. ahead of bombers.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous:

d. Security:

- 1) No targets of opportunity. Only targets in 1st, 2nd, 3rd fliv. may be attacked.
- 2) All CBU's will fly no lower than 8,000 after assembly as 3rd fliv. will be forming in this area.
- 3) Units will maintain 6,000' or with descent as far as channel to avoid Antwerp rivers area.
- 4) Do not start descent from 20,000 until reaching 0900. 3rd fliv. will be returning 1 AD State A/F no until 0920.

SECRET

- 5) Early return A/C must return to England in 15 minutes or a point out of the rivers area.

Jeffrey H. Jones
Becil W. Zischman
John N. Ziemer

Cal 16 Aug 11
Camp P. Luman
Dale L. Patrick