

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

(W28)

MISSION No. **240**

Date: **31 MAR. 45**

TO: **WEIMAR , 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 # 240

DATE 31 March 1945

ASSIGNMENT

1. Assigned Target: MERSEBURG, GERMANY (Oil Storage)
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "C" Group. One GH A/C was included in the lead and low squadron and a PFF A/C in the lead and high squadrons. A spare accompanied the lead and high formations.

EXECUTION

1. Target Bombed: WEIMAR, GERMANY (PFF)
2. a. Group Leader: Major J. D. STRAUSS (Campbell)  
Lead Navigator: 1st Lt. R. F. WHITNEY (Tharpe-MO)  
Extra Navigator: 1st Lt. C. TARR  
Lead Bombardier: 1st Lt. M. L. MOORE
- b. Low Sqdn Leader: Capt. W. S. HARB (Post)  
Lead Navigator: 1st Lt. L. F. STEWART (Jenkins-MO)  
Lead Bombardier: 1st Lt. F. CONWAY
- c. High Sqdn Leader: 1st Lt. J. D. GERBER  
Lead Navigator: 1st Lt. L. E. LOWRY (Dean-MO)  
Lead Bombardier: 2nd Lt. A. R. BIASELLA

3. Flight Over England:

a. Takeoff:

Takeoff was normal and as briefed except that three ships were held up on their take off when one plane taxied off the perimeter, holding these ships up long enough so they could not make the assembly.

MISSION SUMMARY REPORT: (Cont.)

5. b. Squadron and Group Assemblies:

The assemblies were good, but the altitude of assembly had to be changed to briefed plus 7000' to keep the low squadron out of the undercast. The assembly was fast but we were short two ships in the high squadron and one in the low, caused by the delay on the ground, when the group left the buncher.

c. Route Over England:

Arrival at points "D", "E", and "F" were on time, on course. Control point on crossing out of England was passed on time and on course.

4. Attack:

a. Flight to Target:

The flight to the IP was normal and no difficulties were encountered. 94th "C" Group was last (12th) in the Division column. The weather was spotty-holes in the clouds but was completely covered just before the IP. The Division leader, after talking to the scouting force, decided to bomb the secondary target, which would be target #3 since the secondary was also 10/10ths cloud covered. We picked an IP for the run and were in good position off the groups in front of 94th "C" and just to the right. The run was good but half way down the bomb run a group that had just bombed turned left off the target and headed straight for 94th "C", they did not turn or lose any altitude so a drop of 500' had to be made quick. Recovery was made and the group continued on the run. Just after getting on top of the overcast at 24,500' and about one minute from bombs away another group leaving the target area headed towards 94th "C" group, head-on. They were also at 24,500' and must not have seen 94th "C" as they made no effort to miss them at all. Violent maneuvers were made to avoid collision. This action put the lead squadron in the overcast, also the low squadron in the overcast and the lead ship was separated completely from the group. During this action one bomb broke loose from its shackle in the lead ship. Since the ship was over the target area the bombardier salvoed the load as instructed by the air commander. The leader then called all the dispersed ships and told them to reform on the high squadron since it was intact. The high squadron said they would bomb target #5 and the low squadron would follow suit with what ships he had left. Part of the lead squadron reformed on the deputy lead and bombed #5 target. All planes joined a squadron and all bombed priority target #5 with except of the lead ship which attacked #3.

b. Bombing Run:

Lead Squadron:

Due to overcast over the #1 and #2 priority targets the air commander decided to go to the #3 target and bomb it by PFF, in group formation. Half-way down the run another group was heading for us so a dive of 500' was made and an attempt was made to continue on the run at that altitude. About one minute before bombs away two more group were coming straight for this formation so another dive was made causing the whole group to break up. A bomb in the lead ship came off its shackle and was bouncing around so at the discretion of the air commander the lead ship's bomb load was salvoed.

MISSION SUMMARY REPORT (Co.)

4. b. The lead squadron deputy took over and rallied the formation and proceeded to bomb the #5 priority target. The squadrons never got back in group formation so each made their own individual run. The mickey man in the lead squadron picked up the target in his scope and started down the run. Cloud coverage was about 6-8/10ths. About 30 seconds before bombs away the bombardier saw the target and made a visual assist. The lead ship salvoed, all others used a 75' intervalometer setting. The AFCE was okay. Results were good.

LOW Squadron:

After the squadron got reorganized a run was started on the #5 priority target. The mickey man was doing all the work, for the cloud coverage was about 8/10ths. About 20 seconds before bombs away the bombardier caught sight of the target through a break in the clouds. He saw they were headed about 10 degrees right of the target so he turned the ship with the bombsight and tried to get on course. He had no time to make any rate adjustments because bombs were away just as they leveled off. The bombs hit just a little ~~left~~ over the assigned MPI. The lead ship salvoed and all others used a 75' intervalometer setting. The AFCE was used and was okay.

High Squadron:

By the time our squadron was reformed after the attempted run on the #3 target the squadron was about 15 miles from the #5 target and the mickey man was having trouble picking it up. A run was made but the mickey man knew he wasn't well synchronized so he told the bombardier to try another run. A 180° turn was made and another bomb run tried. The run started PFF and the bombardier had about 40 seconds to make a visual assist. The bombardier and navigator mis-identified the town they were making the run on so when the bombardier was other bombs striking the railroad yards he moved his cross hairs to the center of the town. Bombs were salvoed by the lead and dropped with a 75' intervalometer setting by all others. The AFCE was okay. Results were good.

c. Flight from Target:

The deputy lead, leading part of the lead squadron and some of the low squadron, returned to the division column as a squadron since they could not find the high and low squadron. The low squadron and high squadron formed a two squadron group and joined the column about three minutes later.

d. Return to Base:

The squadrons preceded to the wing break-up point and then the low and high to their respective stand off points. All A/C landed safely at home base.

e. Weather:

Weather from continental coast was generally 7/10ths with cloud tops approximately 10,000', over target 6/10ths, tops about 14,000-16,000'.

MISSION SUMMARY REPORT (Con)

4. f. Fighter Support:

Fighter Support was good. They checked with the leader at control point one and gave good support all day. During the trouble over the target, they gave close support.

g. Comments on Formation and Interval:

The formation was good from the assembly to the target. After the target it was very loose and straggly.

h. Conclusions and Recommendations:

Recommend that all group leaders be cautioned that after leaving a target they constantly be on the look out for other groups making a run in the same area.

5. Aircraft Not Attacking:

A/C 42-106992 - No Credit. Returned just after leaving buncher with #4 supercharger out. Amplifiers were changed but to no avail and also fuses. (Mech)

6. Enemy Opposition:

No air opposition was seen or encountered. (See Flak Report for flak)

7. Battle Damage:

None.

8. Casualties:

None.

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

10. Bombing Data:

a. Observations:

Strike photos available indicate following results:

Lead Sqdn: pattern 1215'X 3159', 500' left, 700' short of assigned MPI. 100% within 2000', 40% within 1000'.

High Sqdn: pattern 820'X 2900', 5300' short actual MPI, 2900' left.

Low Sqdn: pattern 1150'X 1150', 1500' over actual MPI, 95 percent within 2000', 5 % within 1000'.

b. Disposition of Bombs:

Lead Squadron: 13 A/C MET, 12 attacked target #5, dropping 72 X 1000# Navy bombs. The lead A/C jarred loose a bomb so salvoed its load of 6 X 1000# Navy bombs on target #3.

MISSION SUMMARY REPORT (Continued)

10. b. Low Squadron: Of the 12 scheduled A/C, 11 EET and bombed the #5 priority target, dropping 64 X 1000# Navy bombs. Aborting A/C 992 returned its 6 bombs to base. A/C 506 encountered release trouble and returned 2 X 1000# Navy bombs.

High Squadron: All 12 scheduled A/C attacked the #5 target, dropping 72 X 1000# Navy bombs.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				Fusing
	Over Target	Bomb-ing	Num-ber	Size	Type	Nose	
Main Bombfall	36	35	208	1000#	Navy	1/100	1/100
Other Attacks (#3 priority)	(1)	1	6	1000#	Navy	1/100	1/100
Total Bombs on Targets			214	1000#	NNavy	1/100	1/100
Other Expenditures			-	-	-	-	-
Bombs Returned			14	1000#	Navy	1/100	1/100
Total (Loaded on A/C Taking Off)			228	1000#	Navy	1/100	1/100

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE  
Captain, Air Corps  
Statistical Officer

LOW SQ

PATTERN: 1150 X 1150  
ACTUAL MPI: 1500 OVER  
95% IN 2000  
50% IN 1000

AXIS OF ATTACK

N

ACTUAL MPI

LEAD SQ

PATTERN: 1215 X 3159  
ACTUAL MPI: 500 LEFT, 700 SHORT  
100° IN 2000  
40° IN 1000

AXIS OF ATTACK



ASSIGNED H2X  
MPI  
ACTUAL MPI

0597  
EASTMAN REGULAR SAFETY

0598  
EASTMAN

PATTERN: 820 X 1800  
ACTUAL MPI: 5300 SHORT  
2900 LEFT

AXIS OF ATTACK

ASSIGNED H2X MPI

8541  
EASTMAN REGULAR SAFETY

WEIMAR

(S A V - 4 C 1 1 / 2 7 7 9 9 X 3 0 9 - 4 4 X 4 - 6 5 5 0 - 1 2 - 2 0 0 0 0 )

CONFIDENTIAL

Combat Sq. Leader: MAJOR STRAUSS Date: 31 March

Deputy Sq. Leader: LT SPUHLER

Deputy Gp. Leader: LT SPUHLER

613 SQDN

612 SC JABWOCK

613 IN HAGIQ

614 IV GOLFOUR

615 IY BULZARD

CAMPBELL (STRAUSS)

LEAD SQDN ON TAKE-OFF AND  
CRUISE.

708

EVANS

SPUHLER

708

153

6 SQDN

SQDN

NIELSON

SHEPHERD

588

602

YOUNG

BRADLEY

MAY

LITCHFIELD

983

152

125

842

GEREN

591

BERNEBURG

LOVELACE

2947

730

SPAKES

LONG

767

Combat Sq. Leader: LT GERBER

Date: 31 March

Deputy Sq. Leader: LT HART

Deputy Gp. Leader: LT SPULER

614 SQDN

612 FC JABROCK

613 IX MACRO

614 IX GOLFOOLIE

615 IY BUZZARD

HIGH SQDN ON TAKE-OFF AND  
CRUISE.

GERBER

083

SALISBURY

HART

330

941

SCDA

SDA

BABCOCK

SCRENSON

565

791

JAMES

CAMERON

VIEHMAN

GIBSON

012

846

677

151

AYRE

931

SCIMECA

GRAY

077

780

SPARAS

STEHMAN

478

Returned

Combat Sq. Leader: LT GERBER Date: 31 March

Deputy Sq. Leader: LT HART

Deputy Gp. Leader: LT SPULER

614 SQDN

612 SC BABCOCK

613 TR LACRO

614 TM GOLFOUP

615 TY BULLARD

GERBER

035

HIGH SQDN OVER TARGET

SALISBURYHART

330

941

S 24

S QDN

BABCOCKSCRENSON

565

791

JAMES

CAMERON

VIEHMAN

GIBSON

012

646

677

151

AYRE

931

SCIMECA

GRAY

077

780

SPAKER

Combat Sq. Leader: MAJOR STRAIES

Date: 31 March

Deputy Sq. Leader: LT SPUHLER

Deputy Gp. Leader: LT SPUHLER

LEAD SQDN OVER TARGET      613 SQDN      612 SQ JABWOCK  
SPUHLER 153      613 IN LASRG  
CAMPBELL (STRAUSS)      614 IN GOLFCLUB  
615 IY BUZZARD

708

NELSON

588

BRADLEY

132

S QDN

S QDN

MARTIN

039

SHEPHERD

302

HOLT

398

LONG

767

MAY

125

MC KALE

506

GREEN

591

YOUNG

983

LOVELACE

SPANGS

730

LITCHFIELD

842

EVANS

706

Combat Sq. Leader: CAPTAIN HARB Date 31 March

Deputy Sq. Leader: LT SPEER

Deputy Gp. Leader: LT SPUNLER

SQDN 612 SQ JABWOCK  
613 TN MACRO  
614 TN GOLFOUR  
615 LY BUZZARD

POST (HARB)

812

LOW SQDN ON TAKE-OFF AND CRUISE.

REYNOLDS

SPEER

662

148

SOMA

SQDN

MARTIN

SPUNLER

069

637

GUY

HARVEY ON

LEAP

MC KALE

541

962

680

506

Returned

HOLT

CLIMBING

393

810

SPADES

T

T

CAPTAIN HARB

31 March

Combat Sq. Leader:

LT SPEER

Date

Deputy Sq. Leader:

LT SPULER

Deputy Gp. Leader:

612

S QDN

612 SC JABNOCK

613 IN MACRO

614 IN GOLFCLUB

615 IY BULLARD

LOW SQDN OVER TARGET

POST (HARB)

812

REYNOLDS

SPEER

662

148

S QDN

S QDN

AHLERS

STEPHENS

891

637

BERNEBURG

LEAP

947

880

GUY

CLEMONS

541

810

SPULER

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

Date 31 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Weimar, Germany  
TO : Commanding Officer, 401st Bombardment Group (H), AFM 557,  
U. S. Army.

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

- a. T/O at 0513 hours.
- b. Group formed at 0625 hours on Gottesmore buncher.  
at 7,000 ft.
- c. Wing assembly was completed at 0705 hours at 7,000.
- d. Route over England was ~~xxxx~~ flown as briefed.

- e. Methods of navigation over England.

Gee, D.R., Pilotage

- f. Division formation was joined at 0726½ hrs. at 7,000
- g. Flight to I.P. was ~~(not)~~ as briefed.

#2 IP

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

Mickey, D.R., Gee, Pilotage

- i. Bomb run.

- (1) Actual I. P. was ~~(not)~~ as briefed. for #3. Target

Note: following info. from  
run by Deputy.

- (2) True heading over target 224.
- (3) Actual drift 14 L.
- (4) Altitude over target 23600.
- (5) Time bombs away 1007.
- (6) Wind used for bombing 333/55.
- (7) Method of target identification.

H2X, Visual assistance.

(8) Difficulties on bomb run.

Interference from 2 groups on westward course caused formation to break up.

(9) Weather over Target.

8-10/10ths

(10) Axis of withdrawal 3000

j. Group rally was accomplished at 50-48N 09-11E at 1036 hrs.  
k. Wing rally was accomplished at " " " at " hrs.  
l. Division rally was accomplished at " " " at " hrs.  
m. Flight home was (not) as briefed.

Av. 10 north of course.

n. Methods of navigation on return route.

Mickey, D.R., Pilotage, Gee.

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

q. Performance of equipment.

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

1/8/ R. F. Whitney - C. Tarr  
R. F. WHITNEY - C. TARR  
1st Lt., A. S. 1st Lt., A. G.

Lead Navigator, Lead Sq.

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

Low

Date 31 March 1945

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

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

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

- a. T/O at 0515 hours.
- b. Group formed at 0620 hours on Gottesmore buncher.  
at 7,000 ft.
- c. Wing assembly was completed at 0727 hours at GP #1.
- d. Route over England was (xxx) flown as briefed.

- e. Methods of navigation over England.

Pilotage, Gee, D.R.

- f. Division formation was joined at 0726½ hrs. at 7,000'.
- g. Flight to I.P. was (xxx) as briefed.

#2 I.P.

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

Mickey, D.R.

- i. Bomb run.

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

- (2) True heading over target 172.
- (3) Actual drift 121.
- (4) Altitude over target 23400.
- (5) Time bombs away 1010.
- (6) Wind used for bombing 310/48E.
- (7) Method of target identification.

FFF & Pilotage

(8) Difficulties on bomb run.

Interference from other Groups.

(9) Weather over Target.

9/10ths

(10) Axis of withdrawal 260

- j. Group rally was accomplished at 50-48N 09-11E at 1036 hrs.  
k. Wing rally was accomplished at " " " at " hrs.  
l. Division rally was accomplished at " " " at " hrs.  
m. Flight home was (not) as briefed.

Av. 10 N. of course

n. Methods of navigation on return route.

Pilotage, PFF, Gee

- o. Winds aloft were (not) 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. Needs compensating  
OK

/S/ Leon F. Stewart  
LEON F. STEWART  
1st Lt., A. G.

Lead Navigator, Low Sq.

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

High

Date 31 March 1945

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

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

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

- a. T/O at 0515 hours.
- b. Group formed at 0631 hours on Gottesmore buncher.  
at 6,000 ft.
- c. Wing assembly was completed at 0705 hours at 7,000'.
- 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 0726 hrs. at 7,000.  
g. Flight to I.P. was (not) as briefed.

#2 I.P.

h. Methods of navigation to the I. P.

Pilotage, D.R.

i. Bomb run.

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

- (2) True heading over target 320.
- (3) Actual drift 42.
- (4) Altitude over target 24300.
- (5) Time bombs away 1014.
- (6) Wind used for bombing 327/46.
- (7) Method of target identification.

Pilotage

(8) difficulties on bomb run.

Running collision course on Primary Target;  
on target of opportunity, no difficulty.  
(9) Weather over Target.

2-4 cu. 8000'

(10) Axis of withdrawal 250 TH.

- j. Group rally was accomplished at 50-48N 09-11E at 1036 hrs.  
k. Wing rally was accomplished at " " " at " hrs.  
l. Division rally was accomplished at " " " at " hrs.  
m. Flight home was (not) as briefed.

**North of course**

n. Methods of navigation on return route.

**Pilotage, D.R., Gee, Mickey**

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

q. Performance of equipment.

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

/S/ Lawrence E. Lowry  
LAWRENCE E. LOWRY  
1st Lt., A. C.

Lead Navigator, High Sq.

Air Commander - Major Strauss  
Capt. Campbell NAVIGATOR

FLIGHT PLAN 94th C. 12th. F.O. 673  
1st Lt. R. F. Whitney - 1st Lt. C. Tarr

DATE 31 March 1945

PILOT

STATIONS	035	ENCINES	0150 TAXI	0505 T.O.	0520
LEAVE BASE	Cott.	0625			
COAST OUT		0727			
ENEMY COAST		0736			
I.P.		0922			
TARGET		0933			
ENEMY COAST		1325			
Eng. Coast	1339	ETP 1451			

SUN		MOON		TWILIGHT		Z. HR - 0700
Rises	Sets	Rises	Sets	AM	PM	Ref alt - 20000
						Bomb alt - 25000

WATCH..... Fast  
At..... G.M.T. Slow RATE..... Gainin  
Letdown Cottesmore puncher secs / hour Losing

Letdown Cottesmore puncher

FROM	TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T. A.S. (K)	COU- RSE	DRI- FT	TRUE HDNC.	VAR.	MAG. HDNC.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA
															TIME BODY ALT. AZI.
52-44N 00-39E	272/38 6000	150	141	073	-5	068	#10	078	177	11	04	0625	0629	Depart	
route (C)		-3													
52-47N 00-22E	274/41 7000	150	144	129	A10	139	#10	149	176	51	17 1/2 A1	0647			
Fury St. Edmunds (D)															
52-15N 00-43E	274/41 7000	150	144	215	#14	229	#10	239	118	37	19	0707			
N. Weald (E)															
51-44N 00-09E	274/41 7000	*	144	254	A15	169	#10	179	160	32	12 - 2	0717			
Leidsome (E)															
51-17N 00-31E	*	7000	*	144	140	A12	152	#9	161	170	27	09 1/2 A1	0727	Eng. Coast, CP 1	
Bungeness (CP 1)															0727
50-55N 00-51E	*	7000	*	144	098	A2	100	#9	109	185	24	08 A1	0736	Coast	
Cape Griswold															
50-53N 01-35E	289/59 22000	150	161	099	-3	096	#8	104	219	209	57 1/2	0839	CP 2,		
50-22N 07-00E		-19													0839
*	288/66 25000	150	189	083	-9	074	#6	080	248	116	28 A1	0908			
50-36N 10-00E		-38													
IP 51-09N 10-51E	290/70 25000	150	192	044	-20	024	A5	029	210	46	19 A1	0922	IP		
		-40													
T. 51-18N 12-00E	270/65 25000	150	192	077	-4	073	A4	077	256	45	10 1/2 A1	0933	TARGET		
		-40													
50-03N 11-40E	270/60 20000	165	202	195	#17	212	A4	216	178	50	17	0950			
		-35													
50-36N 10-00E	275/58 20000	150	177	276	0	276	A5	281	119	64	32 A1	1023			
		-30													
*	-20 280/50 15000	170	185	263	#5	268	#5	273	136	45	20 1/2 A1	1121	CP 3.		
50-22N 07-00E	-11 270/45 10000	150	150	150	#2	265	#6	271	105	71	116	20 1/2 A1	1121	1121	
Cape Griswold		-7													
*	276/44 8000	150	146	279	-1	278	A8	286	102	209	2:03 A1	1325	Coast		
Dungeness		-7													
*	276/44 8000	150	146	278	-1	277	A9	286	102	24	14	1339		Eng. Coast	
Sp. 18		-7													
*	276/44 5000	170	158	354	-13	341	A10	351	151	30	12 1/2 A1	1434	wing break up		
Visbech	-1 270/35 2000	150	133	354	-11	343	A10	353	133	69	31 43	1434	wing break up		
*	260/25 2000	150	133	249	#2	251	A10	261	108	30	17	1451	ETR		
Base		46													
Base Dungeness	272/38 0 to 6000	150	140	149	A13	162	#10	172	157	110	42	0645	0727	Takes 42 min. to climb	
Cottesmore Dungeness	274/41 6 to 7000	150	144	152	A15	167	#10	177	160	124	47	0640	0727	Last time for Group Departure.	

### FLIGHT RECORD

TIME	COURSE	W/V USED & OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	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	
0513					Base. Take off										
0528					Cottesmore. Climbing Bunker			6000	A1						
0620					Squadron Formed										
0625					Cottesmore. Group Formed										
0625			30	274/28K	W. S. Cottesmore, 6° south. on course	52-37N 00-32E	150	7000							
0629			20		52-46N 00-19E. Alter course		"	"							
0629			145		" "		"	"							
0634			147	278/30K	52-42N 00-02E. Gee wind		"	"							
0640	140	48	148	270/26K	52-30N 00-19E. Gee wind		"	"	145	16	06	160			

I.P.	0922
TARGET	0933
ENEMY COAST	1325
Eng. Coast	1399
	HT 1451

WATCH	Fast Slow	RATE	Gaining secs / hour	Losing
At	C.M.T.			
Letdown Cottesmore Bunker				

FROM	TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COU- RSE	DRI- FT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA				
															TIME	BODY	ALT.	AZI.	
52-44N 00-39E	52-47N 00-22E	272/38	6000	150 -3	141	073	-5	068	+10	078	177	11	04	0625 0629	Depart				
Yarne (C)																			
52-47N 00-22E	52-15N 00-43E	274/41	7000	150	144	129	+10	139	+10	149	176	51	17½ A	0647					
Yury St. Edmunds (D)	N. Weald (E)																		
52-15N 00-43E	51-44N 00-09E	274/41	7000	150	144	215	+14	229	+10	239	118	37	19	0707					
N. Weald (E)	Midstone (V)	*	7000	*	144	254	+15	169	+10	179	160	32	12 -2	0717					
52-17N 00-31E	Dungeness (CP 1)	*	7000	*	144	140	+12	152	+9	161	170	27	09½ A	0727	Eng. Coast, CP 1	0727			
Dungeness (CP 1)	50-55N 00-58E	*	7000	*	144	098	+2	100	+9	109	185	24	08 A	0736	Coast				
50-55N 00-58E	50-53N 01-35E	289/59	22000	150 -19	161	099	-3	096	+8	104	219	209	57 A	0839	CP 2, 0839				
50-53N 01-35E	50-22N 07-00E	*	25000	*	144	099	-3	096	+8	104	219	209	57 A	0839					
50-36N 10-00E	288/68	25000	150 -38	189	083	-9	074	+6	080	248	116	28 A	0908						
" "	IP 51-09N 10-51E	290/70	25000	150 -40	192	041	-20	024	+5	029	210	46	13 A	0922	IP				
" "	T. 51-18N 12-00E	270/65	25000	150 -40	192	077	-4	073	+4	077	256	45	10½ A	0933	TARGET				
" "	50-03N 11-40S	270/60	20000	165 -35	202	195	+17	212	+4	216	178	50	17	0950					
" "	50-36N 10-00E	275/58	20000	150 -38	177	276	0	276	+5	281	119	64	32 A	1023					
" "	-20 280/50	15000	170	185	263	-5	268	+5	273	136	45	116	20 103	1121	CP 3, 1121				
50-22N 07-00E	-11 270/45	10000	150	150	263	-42	265	+6	271	105	71	116	20 103	1121					
" "	Cape Gris Nez	276/44	8000	150 -7	146	279	-1	278	+8	286	102	209	2:03 A	1325	Coast				
" "	Dungeness	276/44	8000	150 -7	146	278	-1	277	+9	286	102	24	14	1399	Eng. Coast				
" "	Spl. 18	276/44	8000	150 -7	146	290	-4	286	+9	295	103	21	12	1351	Div. Break UP				
" "	Wisbech	270/35	5000	170	158	354	-13	341	+10	352	151	30	99	12 43	1434	Wing Break UP			
" "	Base	260/25	2000	130	133	354	-11	343	+10	353	123	69	99	31 43	1434				
" "	Base	272/38	0 to 6000	150	140	149	A3	162	+10	172	157	110	42	0645 0727	LITTO	Takes 42 min. to climb			
" "	Cottesmore	271/41	6 to 7000	150	144	152	A15	167	+10	177	160	124	47	0640 0727	Last time for Group Departure.				

## FLIGHT RECORD

TIME	COURSE	W/V USED & OR D.R. DRIFF.	TRUE HDNG.	MAC. HDNG.	NAVATIONAL 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		
0513					Base. Take off											
0528					Cottesmore. Circling Bunker			6000	A1							
0620					Squadron Formed											
0625					Cottesmore. Group Formed											
0625	30	274/28K	W. S.	Cottesmore, 6° south, on course 52-37N 00-32E			150	7000								
0629		20			52-46N 00-19W. Alter course		*	*								
0629		145			" "		*	*								
0634		147	278/30K	52-42N 00-02E. Gee Wind			*	*								
0640	140	A8	148	270/26K	52-30N 00-19E. Gee wind		*	*	145	16	06	160				
0647		148			52-15N 00-43E		*	*								
0647		225			52-15N 00-43E		*	*								
0649		225	314/27K	52-09N 00-39E. Bomb wind			*	*								
0655	212	A13	225	289/34K	51-52N 00-28E. Gee wind		*	*	145	13	06	130				
0705	ED	ED	225	WVC	51-40N 00-09E. Alter course	СЕ НЕ ВСТ	*	*	145	12	06	130				
0705			160		51-40N 00-09E	ПОСЛЕ ВСТОДО	*	*					164	32 12	0717	

## 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.	RUN		C. S.	TO RUN		E.T.A.	
									T. A. S.	DIST.		DIST.	TIME		
0711			148	277/26K	51-27N 00-13E. Gee w.		150	7000 -2							
0717			148		51-17N 00-31E. Alter course		150	7000 -2							
0717			145		51-17N 00-31E		"	"			170	27	10	0272	
0726½			145		50-55N 00-59E. CP 1		"	"							
0726½			98		50-51N 00-59E		"	"			180	24	08	0734½	
0734½			98		50-51N 00-25E. Cont. Coast		"	"							
0734½			94		50-51N 01-35E. * *		"	"			219	209	57	0831½	
0739	*		94		50-48N 02-00E		150	8000 -1							
0745	97	-3	94	290/49K	50-47N 02-24E. Gee W.	8500 0	150	9000 -1	149	15½	06	155			
0751	95	-1	94	285/19K	50-45N 02-52E. Gee wind	9500 -2	150	10000 -3	151	17	06	170	160	53 0844	
0759			96	298/29K	G.wind		150	11500 -5							
0801			96		50-41N 03-44E		150	12000 -6							
0807	102	-7	95	315/37K	50-37N 04-13E. Gee W.	19000 -7	150	13500 -8	160	19	06	190			
0818			96		50-32N 05-08E		150	16000 -13							
0825	104	-9	95	320/46K	50-27N 05-43E. Gee W.	16500 -14	150	17000 -15	170	24	07	206	49	14 0839	
0838	104	-9	95	320/46K	50-22N 07-00E. CP. 2		150	20000 -22							
0838			71		50-52N 07-00E	" "	"	"							
0848½			67		50-21N 07-59E		150	21500 -26							
0852			67		50-21N 08-04E. M.		150	22000 -26							
0858	80	-13	67	357/46K	50-28N 08-36E. Metro W.	22500 -38	150	23000 -38	187	20½	06	200	54	16 0904	
0915			65		50-35N 10-15E. Alter course		150	25000 -34	195						
0915			24		50-35N 10-15E		"	"							
0918½			24		50-45N 10-20E. M.		"	"							
0929			0	320/35K	51-08N 10-41E		"	"							
0936			355		I.P. 51-30N 10-48E		"	"							
0936			75		I. P. 51-30N 10-48E		"	"							
0952			84	327/46K	TARGET BOMBS AWAY		"	"				250			
					(Note: Halle bombed by lead ship. Due to interference from other wings, remainder of Lead Sq. unable to drop on lead, bombed Weimar. Low Sq. bombed Weimar. High bombed Erfurt.)										
0952			010		Target		"	"							
1008					51-14N 11-14E. Following Low Sq. Leader		165	24000							
1016			265		50-54N 11-09E. M.		165	22000							
1026			255		50-40N 10-21E		165	19000							
1030			255		50-45N 10-00E. Alter course		150	19000 -20							
1030			260		50-45N 10-00E *		155	19000 -20							
1036			287		-50-48N 09-11E. M.		150	18000 -19							
1052			287		50-36N 08-40E		150	18000 -19							
1055			285		50-37N 08-35E. M.		150	18000 -19							
1102	270	A15	285	325/54K	50-37N 08-10E. Pilotage wind		160	19000 -20	185	16½	07	137	49	21 1123	
1117			285		50-43N 07-17E		170	19000 -20							
1121			285		50-44N 07-00E. Alter course		170	18000 -17							
1121			285		50-44N 07-00E *		"	"							

SIGNED \_\_\_\_\_

NAVIGATOR

FLIGHT RECORD

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

JAMES F. EGAN  
Major, A. C.  
Group Navigation Office

P.T.F. Tn. #5

TARGETS

PRIMARY

Weimar, Germany

TRACK CHART

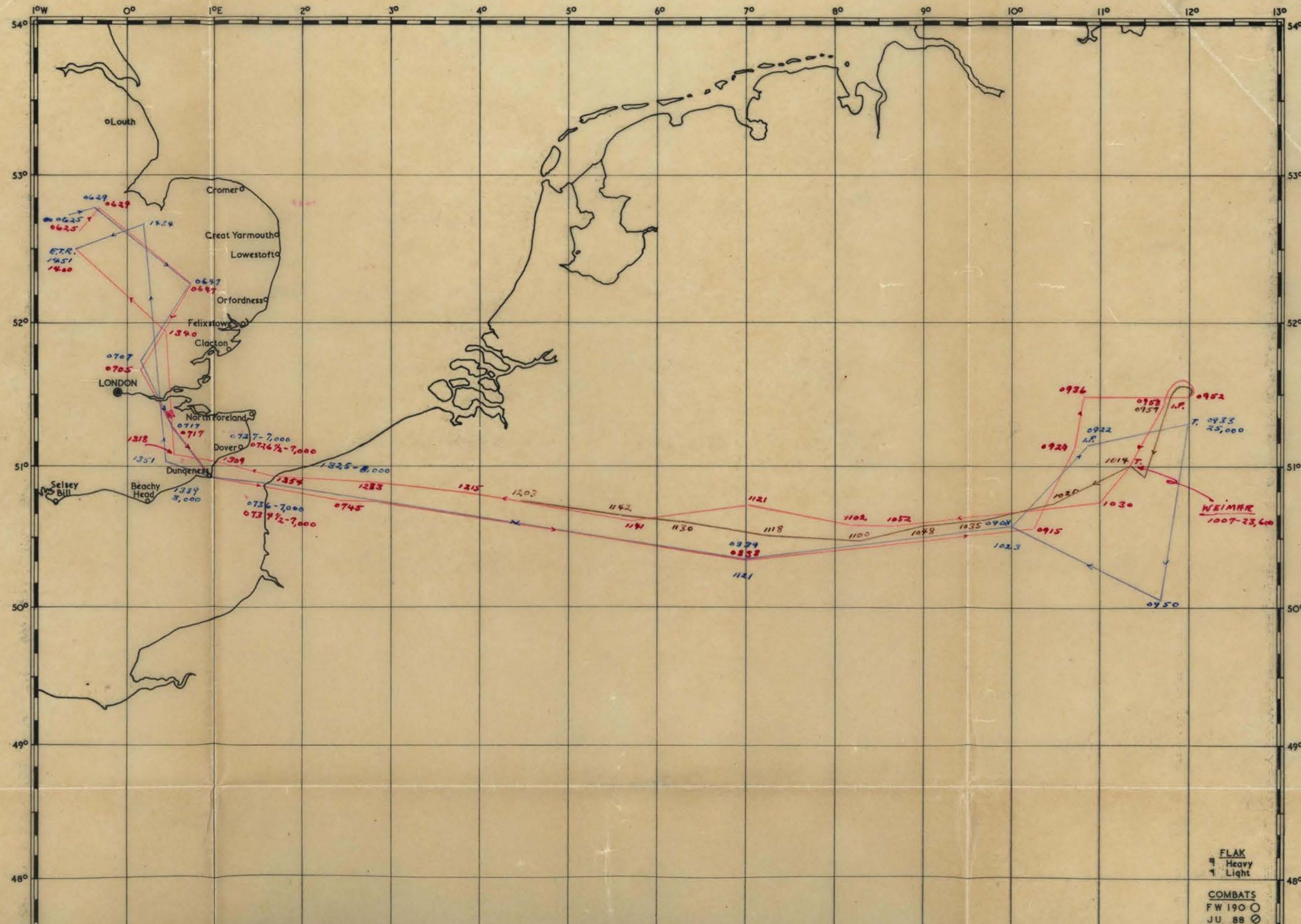
DATE March 31, 1942

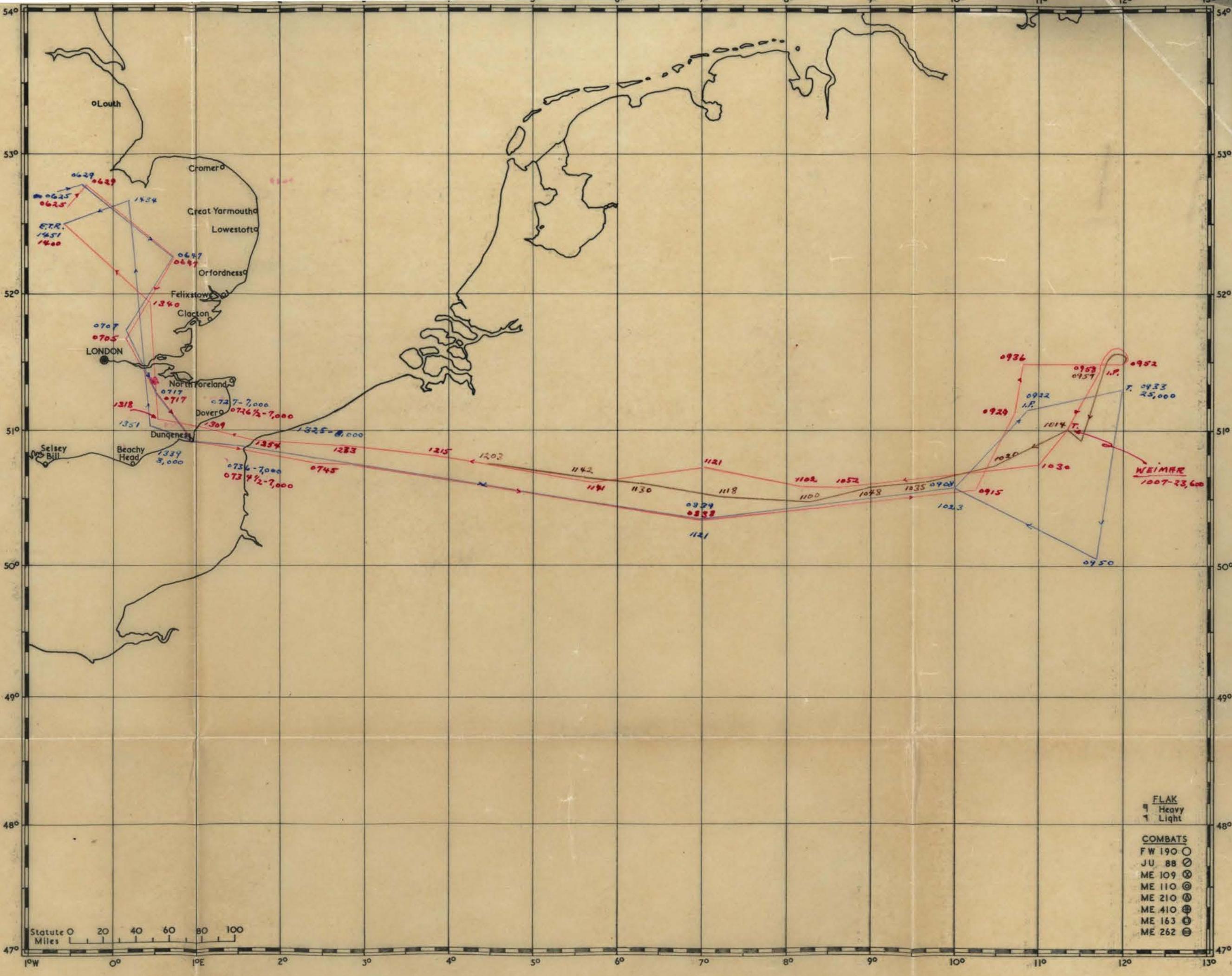
Blue

Red

Brown

ROUTE FOLLOWED BY  
Blue Brise feu  
Red Lead & Low 401st  
Brown High, 401st.





## STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AE F. O. 673

Date of 31 March 1945

## PART I - ATTACKS &amp; RESULTS

## 94th "C" Group

	Lead Borrowed Ad A/C	Low Borrowed Ad A/C	High Borrowed Ad 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	13	12	12
4. No. of A/C Credit Sorties	13	11	12
5. No. of Effective Sorties	13	11	12
6. No. of Non-Effective Sorties		1	
(a) Early Returns Included			(1) Mech'l

7. ~~Name of Primary Target~~ Priority # 1

MERSEBERG (VIS)

- (a) No. of A/C Attacking  
(b) No., Size, Type of Bombs

8. ~~Name of Secondary Target~~ # 2

HALLE (VIS)

- (a) No. of A/C Attacking  
(b) No., Size, Type of Bombs

9. ~~Name of Party Reserve Target~~ (ART)

HALLE (PFF)

- (a) No. of A/C Attacking  
(b) No., Size, Type of Bombs

1000# Navy

10. ~~Name of Target of Opportunity~~ # 4

WEIMER (VIS)

- (a) No. of A/C Attacking  
(b) No., Size, Type of Bombs

11. ~~Name of Target of Opportunity~~ # 5

WEIMAR (PFF)

- (a) No. of A/C Attacking  
(b) No., Size, Type of Bombs

1000# Navy 1000# Navy 1000# Navy

## 12. No. of A/C MIA - TOTAL

-- -- --

## 13. No. of A/C MIA - Flak

12 11 12

## 14. No. of A/C MIA - Flak and E/A

72 64 72

## 15. No. of A/C MIA - Enemy Aircraft

1000# Navy 1000# Navy 1000# Navy

## 16. No. of A/C MIA - Accident over E.T.

## 17. No. of A/C MIA - Other &amp; Unknown

18. Time of Take Off	0513	0515	0515
19. Time of Attack	1007	1010	1014
20. Total Time for Mission	122	104	113
21. Altitude of Release	23,600	23,400	24,300
22. Type of Sighting (Vis, H2X, GH, etc)	PFF with VIS	PFF with VIS	PFF with VIS
23. Enemy Resistance - AA Inten & Acc	Meager Inacc	Meager Inacc	Meager Inacc
24. Enemy Resistance - Fighters	---	---	---
25. Enemy Resistance - Bombers	---	---	---
26. U.S. A/C Engaged by Enemy A/C	---	---	---
27. No. of Passes made by Enemy A/C	---	---	---
28. Degree of Success	Good	Good	Good

None A/C borrowed from Groups

None A/C loaned to Groups

STATISTICAL SUMMARY OF OPERATIONS401st Gp Mission # 240Date 31 March 1945PART II - NON-EFFECTIVE SORTIES

## 94th "C" Group

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

## 31. Reasons for Failure to Attack:

42-116992 - No Credit. Returned early just after leaving buncher with # 4 supercharger out. Changed amplifiers with no avail-- and also fuses. (Mechanical)

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER	<u>OSTER</u>	DATE	<u>31 March 1945</u>				
PILOT	<u>SPULER</u>	TAKE OFF	<u>0513</u>				
NAVIGATOR	<u>MC ADAMS</u>	AIRPLANE					
WING	<u>96th "C"</u>	GROUP	<u>401st</u>	SQDN	<u>Lead</u>	LANDED	
OBJECTIVE	<u>WEIMAR</u>			(MPI)			
METHOD OF ATTACK				<u>X</u>			
NUMBER A/C IN GROUP	<u>15</u>	Individual Flight Squadron Group Wing			COMPOSITE GROUP		
DEFLECTION AND RANGE SIGHTING GROUP	<u>FFF (VA)</u>			COMPOSITE GROUP			
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:	<u>1 Lead A/C</u>						
BOMBS, TYPES AND SIZES	<u>1000# Navy Mk-13</u>			FUSING: NOSE	<u>1/100</u>	TAIL	<u>1/100</u>
BOMBS, TYPES AND SIZES				FUSING: NOSE		TAIL	
NUMBER OF BOMBS LOADED	<u>90 X 1000# Navy</u>			RELEASED	<u>90 X 1000# Navy</u>		
INFORMATION AT RELEASE POINT:							
Altitude of Target	<u>700</u>	Temp Aloft: Metro	<u>-40</u>	Actual	<u>-35</u>		
True Altitude above target	<u>23,500</u>	Mag Head,order	<u>078</u>	Actual	<u>229</u>		
Ind. Altitude	<u>23,600</u>	True Heading	<u>224</u>				
Pressure alt of target	<u>-103ft. MSL</u>	Drift, Est	<u>13L</u>	Actual	<u>13L</u>		
Altimeter setting	<u>29.92</u>	True Track	<u>211</u>				
C.I.A.S.	<u>150</u>	Actual Range	<u>11,800</u>				
G.S. Est	<u>292M/H</u>	B.S.Type	<u>M-9</u>				
Wind Direc Metro	<u>270</u>	Time of Release	<u>10:07</u>				
Wind Veloc.Metro	<u>75M/H</u>	Intervalometer Setting	<u>75 ft.</u>				
D.S	<u>154</u>	Length of Bombing Run	<u>4 Min.</u>				
Tan. D.A. Est	<u>.50</u>	C-1 Pilot	<u>OK</u>	A-5	<u>---</u>		
Mean Temp: Metro	<u>-15</u>	Manual Pilot	<u>---</u>				
Type of Release: Lead A/C	<u>SALVO</u>	Type of Release: Other A/C	<u>75 ft.</u>				

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

## COMBAT BOMBING FLIGHT RECORD

BOMBARDIER	<u>CONWAY</u>	DATE	<u>31 March 1945</u>				
PILOT	<u>POST</u>	TAKE OFF	<u>0615</u>				
NAVIGATOR	<u>STEWART</u>	AT RPLANE					
WING	<u>94th "C"</u>	GROUP	<u>401st</u>	SQDN	<u>Low</u>	LANDED	
OBJECTIVE	<u>WEIMER</u>			(MPI)			
METHOD OF ATTACK	<input checked="" type="checkbox"/> Individual Flight			<input checked="" type="checkbox"/> Squadron Group	<input checked="" type="checkbox"/> Wing		
NUMBER A/C IN GROUP	<u>9</u>	COMPOSITE GROUP					
DEFLECTION AND RANGE SIGHTING GROUP	<u>FFF (VA)</u>			COMP	TE GROUP		
NUMBER A/C DROPPING BOMBS BY OWN SIGHT	OPERATION:			<u>1 Lead A/C</u>			
BOMBS, TYPES AND SIZES	<u>1000# Navy</u>			FUSING:	NOSE <u>1/100</u>	TAIL <u>1/100</u>	
BOMBS, TYPES AND SIZES				FUSING:	NOSE	TAIL	
NUMBER OF BOMBS LOADED	<u>54 X 1000# Navy</u>			RELEASED	<u>54 X 1000# Navy</u>		
INFORMATION AT RELEASE POINT:							
Altitude of Target	<u>700</u>	Temp Aloft: Metro	<u>-40</u>	Actual	<u>-34</u>		
True Altitude above target	<u>22,900</u>	Mag Head,order	<u>078</u>	Actual	<u>197</u>		
Ind. Altitude	<u>25,400</u>	True Heading	<u>192</u>				
Pressure alt of target	<u>103ft G.S.L.</u>	Drift, Est	<u>15L</u>	Actual	<u>15 L</u>		
Altimeter setting	<u>29.92</u>	True Track	<u>179</u>				
G.I.Ags.	<u>150</u>	I. S.	<u>150</u>	Actual Range	<u>12,595</u>		
G.S. Est	<u>292M/H</u>	Actual	<u>250 M/H</u>	B.S.Type	<u>M-9</u>		
Wind Direc Metro	<u>270</u>	Actual	<u>310</u>	Time of Release	<u>10:10</u>		
Wind Veloc.Metro	<u>75M/H</u>	Actual	<u>48 M/H</u>	Intervalometer	Setting	<u>75 ft.</u>	
D.S	<u>154.5</u>	Trail	<u>218</u>	Length of Bomb	Run	<u>30 Miles</u>	
Tan. D.A. Est	<u>.58</u>	ATF	<u>39.50</u>	C-1 Pilot	<u>OK</u>	A-5	
Mean Temp: Metro	<u>-15</u>	Actual	<u>-12</u>	Manual Pilot			
Type of Release: Lead A/C	<u>SALVO</u>			Type of Release	Other A/C	<u>75 ft.</u>	

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

## COMBAT BOMBING FLIGHT RECORD

BOMBARDIER BIASIELLA DATE 31 March 1945  
 PILOT GERBER TAKE OFF 0615  
 NAVIGATOR LORRY AIRPLANE   
 WING 94th "C" GROUP 401st SQDN. High LANDED   
 OBJECTIVE WESTERHOLZ, GERMANY (MPI)   
 METHOD OF ATTACK X Individual Flight Squadron Group Wing  
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP   
 DEFLECTION AND RANGE SIGHTING GROUP PEP(VA) COMPOSITE GROUP   
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 Lead A/C  
 BOMBS, TYPES AND SIZES 1000# Navy FUSING: NOSE 1/100 TAIL 1/100  
 BOMBS, TYPES AND SIZES  FUSING: NOSE  TAIL   
 NUMBER OF BOMBS LOADED 72 X 1000# Navy RELEASED 70 X 1000# Navy  
 INFORMATION AT RELEASE POINT:  
 Altitude of Target 700 Temp Aloft: Metro -40 Actual -35  
 True Altitude above target 23,500 Mag Head, order 078 Actual 325  
 Ind. Altitude 24,500 True Heading 320  
 Pressure alt of target -103ft @ S. L. Drift, Est 2 L Actual 2 L  
 Altimeter setting 29.92 True Track 518  
 C.I.A.S. 150 I.A.S. 150 Actual Range 9,400  
 G.S. Est 292 M/H Actual 168 M/H B.S.Type M-9  
 Wind Direc Metro 270 Actual 527 Time of Release 10:14  
 Wind Veloc.Metro 75 M/H Actual 53 M/H Intervalometer Setting 75 ft.  
 D.S 133.3 Trail 37 ATF 59.86 Length of Bombing Run 4 min.  
 Tan. D.A. Est -- Actual .40 C-1 Pilot OK A-5 --  
 Mean Temp: Metro -15 Actual -12 Manual Pilot ----  
 Type of Release: Lead A/C SALVO Type of Release: Other A/C 75 ft.

**CONFIDENTIAL**

J-A-2

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

413.44

31 MARCH

1945

SUBJECT: Communications Report, Operational Mission No 240. (Field Order 673)

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>1</u>
a. MF Beacons	<u>10</u>	3. HF/DF Bearings (QDM's)	<u>0</u>
b. Bunchers, England	<u>36</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

	Airborne	Used		Airborne	Used
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>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.

401 BOMBARDMENT GROUP (HV)

ASSIGNED Mersburg1. TARGET: DATE OF MISSION 31 March 45  
BOMBED Weimar

2. ROUTE AS FLOWN: Generally as briefed to IP (5150 - 10478) Split up on bomb run due to interference from 2 groups flying collision course. Lead and Low to Weimar. High to Erfurt. Reassembled at (5025 - 10008). Lead and low approx. 10 miles N of course rejoining High and leaving continental coast as briefed.

3.		AT TARGET	ENROUTE
WEATHER	- - -	6/10 - tops 16,000 ft.	7/10 - tops - 10,000 ft.
CONTRAILS	- -	Light t - Persistent	Light - Persistent
SEEN-UNSEEN	-	Seen	Seen

## 4. DESCRIPTION OF FLAK AT TARGET:

Weimar - Meager, inaccurate  
Erfurt t - " "

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

Magdeburg - Meager + observed  
Halle - " "

## 6. CHAFF; HOW DISCHARGED: No. of units as briefed - times dispersed, varied

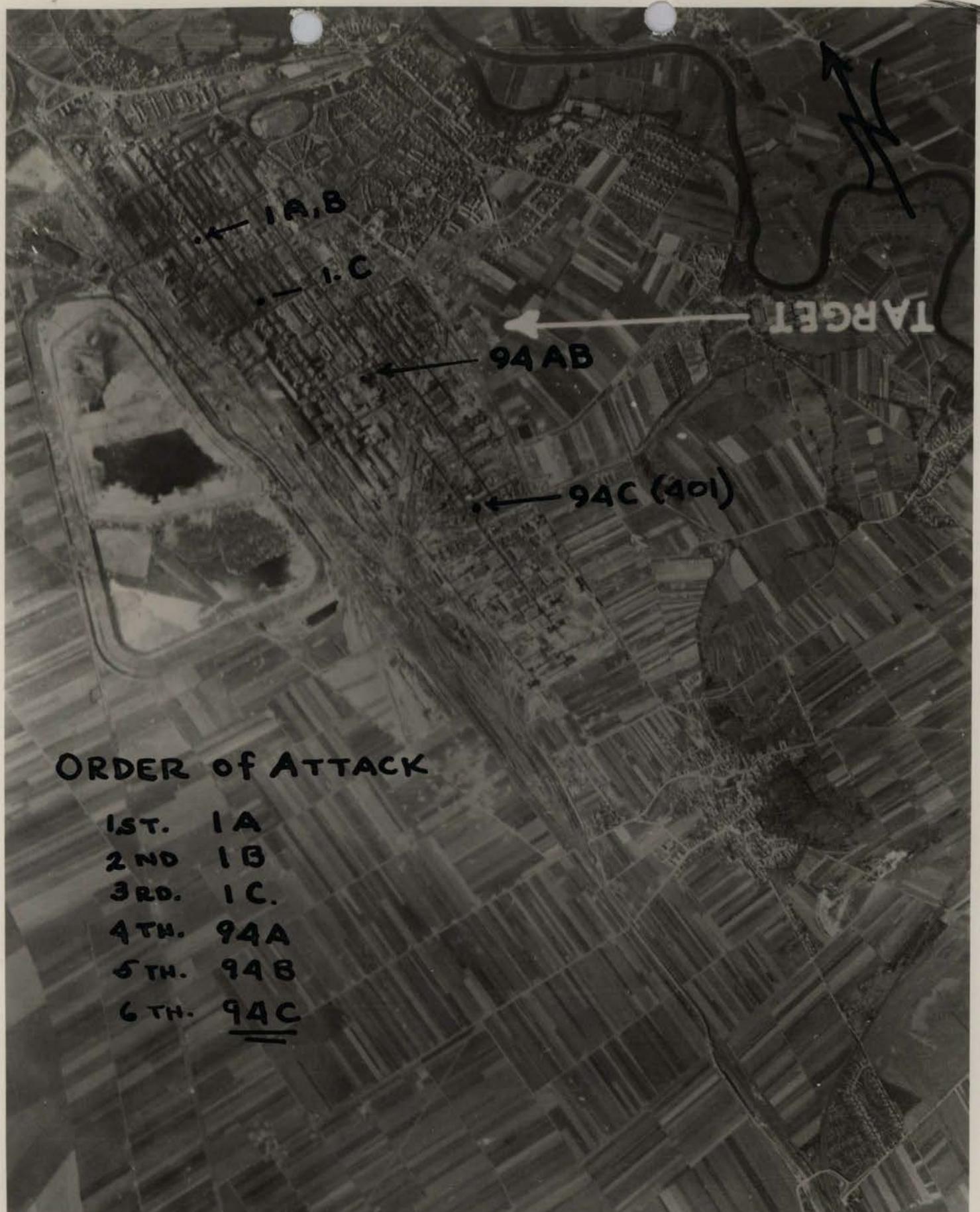
7. POSITION OF GROUP: 4th 6

## 8. DETAILS:

SGDN: POS.	NO. A/C	DAMAGE MAJ. MIN.	% LOST TO AA EA ACO UK	AXES OF ATTK WITH	TIME OVER TARGET	HEIGHT
Lead	14			229°N	1007	25,600
Low	12			196°N	1010	23,400
High	10			225°N	1014	24,500
TOTALS	36	0	0			

## 9. COMMENTS - PHENOMENA:-

SECRET



BD

612

664-Maj.

393✓

113✓

788✓

662✓

891✓

039✓

541✓

506✓

1 major  
8 minor

613

113-Maj.

125✓

588✓

146✓

458✓

842✓

160✓

1 major

6 minor

614

738✓

468✓

478✓

780✓

4 minor

615

550✓

7947-Maj.

941✓

1 major

2 minor

614

Sqn

DAILY AIRCRAFT  
(As of)

Full A/C Serial Number	Operational	UNDERGOING REPAIRS				Date Out	OPERATI 12 hrs 30
		Battle Damage	Gen. Maint.	Parts	Mod.		
43-38738	In						
42-107151	In						
43-38646	In						
42-102468	In						
42-97395	In						
43-38677	In-slow time # 2						engine(possible)
42-97931	In						
43-37602	In						
43-32012	In						
42-97478	In						
42-97780	In						
42-97322	In						
43-38565	Out					4 March	
43-38330	In						
43-37551	In						
44-8425	In						

REF ID: A69000000000000000000000000000000

DATE: \_\_\_\_\_

DUTY OFFICER: \_\_\_\_\_

BRIEFING OFFICER: \_\_\_\_\_

## 1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: #1 - oil storage tanks at Mersberg, MP1  
 in S portion of Taubl area. Wind -

#2 - HALLE (S-122-1200) - Wind. M/Y-

Secondary: #3 - HALLE - H2X (all Sp's 1<sup>st</sup> AD -)

4 - T/O - WEIMAR - Wind

5 - " " H2X -

Last Resort: T/O (S-400-1000)(S-220-1000)(S-140-1100)

(S-30-1100)(S-10-1200)(S-210-1200) WEIMAR- (S-100-1120)  
 (S-100-1120) <sup>015000</sup> away works.

(2) Other Groups in 94th CBW: \_\_\_\_\_

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

41 A	40 A)		1 A	94 A)	6 <sup>th</sup> Grd Capt,
B	B	LUTZKENDORF	B	B	MEISBURG.
C	C	S-118-115-2	C	C	S-119-1200

b. 2nd AD: \_\_\_\_\_

c. 3rd AD: \_\_\_\_\_

## 2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: \_\_\_\_\_

2 AD - Bawdsey 24-0 30 Gps. - ~~4012~~ 4553-115-63 AD - Southwood 0-0 14 Gps. - ~~4012~~ 5150-113)

b. Fighter Support: 6 Gps 5-15 in area -

b. VHF and Other Radio: (cont'd) Force Information) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: Hole up in woods and await Allies; head south of target area toward CZECH border, where help might be obtained.

b. S.O.P.'s \_\_\_\_\_

c. Miscellaneous: ICBW alc may be seen without nose or base turrets. 3 DD [A] may be seen without these turrets also.

d. Security: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

S E C R E T

NO. OF NOSES

DATE: \_\_\_\_\_

DUTY OFFICER: \_\_\_\_\_

BRIEFING OFFICER: \_\_\_\_\_

## i. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: Final Product tanks at Merschburg, South  
third of area. Plant partially active. Production  
only 10% of peak, at 25000  
No 2 (Vivac) Halle M/V)

In 3 (PRF) Halle M/V

Secondary:Last Resort: Werniger - visual - armament plantH2X Railways(2) Other Groups in 94th CBW: Same

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

41a b c, 40a b c - Sitzkundorf1a, b c, 94a b c - Merschburgb. 2nd AD: Brunswick, Niendorf (5232-1006)c. 3rd AD: Gieitz (5104-1212) Berlin (5226-1200)  
Stettin (5150-1137)

## ii. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: 2 AD at3pm hrs; 3 AD at — pm hrs. 1 AD, 3pm  
plus 5.b. Fighter Support: 6 groups P-51

3. ANTICIPATED ENEMY OPPOSITION.

a. Flak: M1 - 400 guns.

In 2 & 3. - 90° - 35 guns; 60° - 65 guns. 30° 144 guns.

b. Enemy Fighters: Jets maybe.

c. Smoke Screens: Probable.

d. Camouflage: Not known.

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: \_\_\_\_\_

b. Air Commanders: 1 AD - Lt Col Thacker (384)

94 CBW + a flt (Maj Hinckle) B flt (Stann) C flt  
(Stans).

c. Zero Hour and Date: 0700

d. General Instructions Pertinent to Entire Task Force: Base reference alt.

20,000 feet between 2 min. Assembly: Dungeons to 5038-0400

5. SUPPLY:

a. Gas Load: 2780

b. Bomb Load (and Intervalometer Settings) 6 X 1000 MK13, 1/100, 1/100  
75 feet.

c. Chaff Load (Point and Time of Commencing Discharge) 6 minutes prior to  
T for 15 minutes. 360 units.

d. Screening Force: 2 mosquito.

6. COMMUNICATIONS:

a. Flares and Lamps: \_\_\_\_\_

b. VHF and Other Radio: (cont'd. Force Information) MF/DF Section H

6-P-51 Buckey Red . VHF Vinegar 4-12-

Fighter Bomber (741) and Balance 4; Relay 40(BW)  
(5050-0110E) 20,000 feet plus 20 to recall.

Authentication: Bronx Baby. Abandon Mission  
Sugar Lethal Bow.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape.

b. S.O.P.'s

c. Miscellaneous: Russian Signals: Rock Wings 3-5

Dit Self Wing 3-5 . WFXalc Partnership Sugar

d. Security:

Rahal & C. MacLean 10764

Meter & Andrews

Lawrence Lawlor

Robert Simon

Leon F. Stewart

R. F. Allbury

S E C R E T

*Group OP*

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

AAF Station # 128  
 31 March 1945.

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Station # 128, APO # 857.

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

PLANE 43-38380

P	1st Lt.	SALISBURY, THOMAS E.	614th Sq
CP	F/O	WYLIE, THOMAS E.	"
H	2nd Lt.	BOUCHER, JAMES D. JR.	"
CTG	Sgt.	Wagener, Norman H.	"
RO	Sgt.	Pinkerton, Oliver	"
TT	Sgt.	Benthall, Clyde T.	"
BT	Sgt.	Walls, Joseph F.	"
TG	Sgt.	Chapman, Guy W.	"
WG	Sgt.	Cain, Hobert P.	"

PLANE 42-39012

P	1st Lt.	JAMES, HERBERT W.	"
CP	2nd Lt.	PARKER, VICTOR E.	"
H	1st Lt.	MENZEL, GEORGE H.	"
CTG	S/Sgt.	Branch, Willard A.	"
RO	S/Sgt.	Kent, Donald R.	"
TT	S/Sgt.	Parker, Robert S.	"
BT	Sgt.	Tolesco, Melvin H.	"
TG	Sgt.	McCallon, Lynn G.	"
WG	Sgt.	Baumann, Archie M.	"

PLANE 43-38565

P	1st Lt.	BABCOCK, FREDRICK H.	"
CP	1st Lt.	BOUSFIELD, JOHN	"
H	1st Lt.	CRAWFORD, ALLEN H. JR.	"
CTG	S/Sgt.	Casselman, Charles R.	"
RO	T/Sgt.	Bilby, John F. Jr.	"
TT	T/Sgt.	Caldwell, Carroll L.	"
BT-	S/Sgt.	Wilcynski, Walter J.	"
TG	S/Sgt.	Farnham, Walter R.	"
WG	S/Sgt.	Faluso, Joseph J.	"
RCM	S/Sgt.	Byrn, Otice G. Jr.	"

## Loading List (Con't)

PLANE 43-58646

P	1st Lt.	CAMERON, ELLIOTT F.
CP	F/O	DAVIDSON, ROBERT L.
N	1st Lt.	BRUCE, WILLIAM M.
CTG	S/Sgt.	Fasullo, Thomas G.
RO	S/Sgt.	"aCourse, Lucien
TT	T/Sgt.	Willson, Rodney V.
BT	Sgt.	Hargas, Mike S.
TG	Sgt.	Glendenin, Charles M.
WG	Sgt.	Gabbert, David J.
RGM	S/Sgt.	Allison, Carl W.

614th Sq

PLANE 43-97931

P	1st Lt.	AYRE, LAWRENCE E.
CP	2nd Lt.	COSDEN, BRYAN L.
N	2nd Lt.	LEASE, GERALD H.
CTG	Sgt.	DeLorie, George A.
RO	Sgt.	Mandle, Louis I.
TT	Sgt.	Brass, Forrest A.
BT	S/Sgt.	Mc Dow, Miles H.
TG	Sgt.	Myers, John E.
WG	Sgt.	Iuni, Andrew E.

613th Sq

614th Sq

PLANE 42-97780

P	2nd Lt.	GRAY, CARL M.
CP	2nd Lt.	SMITH, CHARLES
N	2nd Lt.	STHUART, 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.	Bonanno, Joe M.

PLANE 42-102077

P	2nd Lt.	SCIMICA, SAM
CP	2nd Lt.	SCHILLENBURGER, RUSSELL A.
N	2nd Lt.	SHAW, CLARENCE W.
CTG	S/Sgt.	Akins, Ora R.
RO	T/Sgt.	Tompkins, Harry A.
TT	Sgt.	Tanner, James R.
BT	Sgt.	Acosta, Reuben
TG	Sgt.	Koteff, Walter
WG	Sgt.	Nowakoski, John J.

PLANE 42-97478

P	1st Lt.	STERMAN, 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	1/Sgt.	Royal, William E.
TG	Sgt.	Wagner, Aloysius E.
WG	Sgt.	Batemann, Maurice B.

## Loading List (Con't)

## PLANE 43-38791

P	1st Lt.	SORENSEN, MELVIN H.	614th Sq
CP	2nd Lt.	TROUPE, JOHN T.	"
H	1st Lt.	AUFRANCE, RUSSELL L.	"
CTG	S/Sgt.	Lee, William J.	"
RO	S/Sgt.	Collins, John G.	"
TT	T/Sgt.	Smith, Howard J.	"
BT	Sgt.	Leppanen, Calvin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"

## PLANE 42-102151

P	2nd Lt.	GIBSON, LEE R.	"
CP	2nd Lt.	WOODBURN, JAMES JR.	"
H	2nd Lt.	SCHAFFER, GORDON J.	"
B	F/O	GOLDEKRE, ERNST	"
RO	Sgt.	Schober, John A.	"
TT	Sgt.	Husnik, Harry J.	"
BT	Sgt.	MacMillan, John A.	"
TG	Sgt.	Hiller, Jack	"
WG	Sgt.	Brown, George W.	"

## PLANE 43-38677

P	1st Lt.	VIEHMAN, EUGENE A.	"
CP	2nd Lt.	COUTTS, HAROLD K.	"
H	2nd Lt.	STALKEER, JAMES J.	"
CTG	Sgt.	Orlando, Peter	"
RO	Sgt.	Retslaff, James A.	"
TT	S/Sgt.	Schwarz, Edwin D.	"
BT	Sgt.	Hobson, Kenneth E.	"
TG	Sgt.	Rutkowski, Joseph E.	"
WG	Sgt.	Hay, David H.	"

For the Squadron Commander:

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

612th Bombardment Squadron (H)  
401st Bombardment Group (H)  
Office of the Operations OfficerMission # 240  
31 March 1945

SUBJECT : Loading List

TO : Operations Officer, 401st Bombardment Group (H).

## Plane # 42-31662

P	Reynolds, Ralph L.	2nd Lt.	612th
CP	Virgin, Howard G.	2nd Lt.	"
N	Sims, Morton D.	2nd Lt.	"
B	Kebea, William A.	2nd Lt.	"
RO	Black, Warren E.	Cpl	"
TTG	McDaniel, Richard L.	T Sgt	"
BTG	Stevenson, Cleo D.	Cpl	"
TG	Wieszceciniski, Frank H.	Cpl	"
FG	Collinge, Robert J.	S Sgt	"

## Plane # 42-107039

P	Martin, William F.	1st Lt.	612th
CP	Matthiesen, Rex A.	2nd Lt.	"
N	Hill, Ben F., Jr.	2nd Lt.	"
Tog.	Milhone, Robert J.	S Sgt	"
RO	Hague, Kenneth A.	T Sgt	"
TTG	Delawder, Joseph A.	T Sgt	"
BTG	Borror, Norwood E.	S Sgt	"
TG	Bacon, Charlie M.	S Sgt	"
FG	Wiegal, Clifford H.	S Sgt	"

## Plane # 43-38541

P	Guy, Richard H.	2nd Lt.	612th
CP	Mastrangelo, Donald M.	2nd Lt.	"
N	Goodlett, John R. Sr.	2nd Lt.	"
Tog.	Polin, Arthur (NMI)	Sgt	"
RO	Bury, Paul R.	Sgt	"
TTG	Foulkes, Ellis A.	Sgt	"
BTG	Meadows, Mark R.	Cpl	"
TG	Fitts, Leonard R.	Sgt	"
FG	Webb, Clayton T. Jr.	Sgt	"

## Plane # 42-106992

P	Harveson, Lloyd D.	2nd Lt.	612th
CP	Mays, Ralph (NMI)	2nd Lt.	"
N	Zacamy, John R.	2nd Lt.	"
Tog.	Crosby, Lewis A.	Sgt	"
RO	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 # 42-31891

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

## Plane # 43-38810

P	Clemmons, James A.	2nd Lt.	612th
CP	Codospoti, Vincent A.	F/O	"
N	Dobrowolsky, Michael	2nd Lt.	"
Tog	Parker, Joseph W.S.	Cpl	"
RO	Gooding, Gale A.	Cpl	"
TTG	Engel, Claire H.	Sgt	"
BTG	Raines, Bruce A.	Cpl	"
TG	Burkart, Lester G.	Cpl	"
FG	Burks, Tillman C., Jr.	Cpl	"
RCM	Swanson, Theodore K.	Sgt	"

## Plane # 43-38637

P	Stephens, Lloyd J.	2nd Lt.	612th
CP	Wilt, Elmer L.	2nd Lt.	"
N	Harper, Robert F.	2nd Lt.	"
Tog.	Whitlock, Howard D.	Sgt	"
RO	Douglass, James B.	Sgt	"
TTG	Graham, James D.	Sgt	"
BTG	Wisdom, Kent B.	Sgt	"
TG	Brennan, William J.	Sgt	"
FG	Lewelling, Fred E.	Sgt	"
RCM	Martin, James G.	Sgt	"

## Plane # 43-38680

P	Leap, Ward A.	1st Lt.	612th
CP	Parsons, Silas P.	2nd Lt.	"
N	Little, James T.	2nd Lt.	"
Tog	Smith, Robert F.	2nd Lt.	"
RO	Stephenson, Charles R.	Cpl	"
TTG	Cargo, Femom P. Jr.	Pvt.	"
BTG	Wolf, John E.	Cpl	"
TG	Veselicky, Joseph N.	Cpl	"
FG	Gochenour, Matthew R.	S Sgt	"

## Plane # 44-6506

P	McKale, William L.	2nd Lt.	612th
CP	Lundgren, Robert P.	2nd Lt.	"
N	Augtin, Merlyn E..	F/O	"
Tog	Klindworth, Louis O.	S Sgt	"
RO	Chastain, Robert R.	S Sgt	"
TTG	Nimmons, Alston H.	T Sgt	"
BTG	Huston, Cecil A.	Sgt	"
TG	Madden, Ted H.	S Sgt	"
FG	LaGrange, Wesley	S Sgt	"

## Plane # 42-102398

P	Holt, Howard L.	2nd Lt	612th
CP	Garry, John T. II	2nd Lt.	612th
N	Jacobs, William E.	2nd Lt.	"
Tog	Crocker, Charles W., Jr.	Sgt	"
RO	Brennan, Joseph R.	Sgt	"
TTG	Trutt, Edward P.	Sgt	"
BTG	Dressel, Frederick B.	Sgt	"
TG	Lopez, Jesus L.	Sgt	"
FG	Burnett, R. J.	Sgt	"

FLYING WITH 615TH SQUADRON (H)

Strauss, Joseph D.

Major 612th.

End.

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

31 MARCH 1945

L-O-A-D-I-N-G      L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-31983	P	2nd Lt.	YOUNG	CHARLES	B.
	CP	2nd Lt.	HAGGARD	WILEY	R.
	N	2nd Lt.	SEAVEY	FRANK	R.
	B	SGT.	HENNIG	CHARLES	J.
	RO	SGT.	PETERS	JOHN	W.
	TT	SGT.	BRAMBLE	JOHN	F.
	BT	SGT.	ISHAM	GLENN	E.
	TG	SGT.	JOHNSON	CARL	NMI
	WG	S/SGT.	QUIST	HAROLD	NMI
44-6588	P	1st Lt.	NIELSEN	HANS	V.
	CP	2nd Lt.	THOMAS	JAMES	A.
	N	2nd Lt.	TUMMELSON	HURSHAL	G.
	B	S/SGT.	VIGNETTI	ANGELO	J.
	RO	T/SGT.	HARROWE	EMANUEL	NMI
	TT	T/SGT.	SWINDLE	FRANK	G.
	BT	S/SGT.	EVANS	CARL	E.
	TG	S/SGT.	STEPKA	FRANCIS	S.
	WG	S/SGT.	DE FRA	ARTHUR	R.
	RGM	SGT.	SPARKMAN	PERRY	L.
44-6125	P	1st Lt.	MAY	JAMES	H.
	CP	2nd Lt.	MALONEY	JOSEPH	M.
	N	2nd Lt.	ANDERS	WALTER	R.
	B	S/SGT.	RECKERS	RUSSELL	E.
	RO	S/SGT.	PAULK	ALBERT	L.
	TT	S/SGT.	SMITH	CHESTER	J.
	BT	SGT.	KROZEL	JOSEPH	A.
	TG	S/SGT.	MEKEE	WILLIAM	W.
	WG	S/SGT.	NACHTIGAL	FRED	C.
42-31730	P	2nd Lt.	LOVELACE	JAMES	G.
	CP	2nd Lt.	McKINNEY	MELVIN	K.
	N	2nd Lt.	ROBINSON	GALEN	R.
	B	SGT.	TAYLOR	THOMAS	H.
	RO	SGT.	WETHERBEE	CHARLES	W.
	TT	SGT.	KUTIL	LESLIE	W.
	BT	SGT.	WRIGHT	CHARLES	L.
	TG	SGT.	HUIRAS	FLOYD	J.
	WG	S/SGT.	ODOM	HENRY	T.
42-102947	P	F/O	BERNEBURG	LAVERNE	L.
	CP	2nd Lt.	FUNK	PHILIP	B.
	N	F/O	BEUSCHER	CLIFTON	J.
	B	SGT.	BATLEY	FRANK	W.
	RO	T/SGT.	CHAMBERS FLYNN	JOSEPH LEO	NMI M.
	TT	SGT.	BUSH	MARVIN	L.
	BT	SGT.	RACKUS	WILBUR	E.
	TG	SGT.	KEY	CHARLES	W. JR.
	WG	SGT.	DICK	CHARLES	B.
42-97602	P	2nd Lt.	SHEPHERD	JACOBS	N.
	CP	2nd Lt.	SKIFFINGTON	THOMAS	J.
	N	2nd Lt.	VAN ECK	HERMAN	C.
	B	SGT.	ALLES	ROBERT	F.
	RO	SGT.	COLLINS	JOHN	F.
	TT	SGT.	DAVIS	ARNOLD	L.
	BT	SGT.	MARGOLIES	MALCOLM	A.
	TG	SGT.	HERROLD	DAN	E.
	WG	S/SGT.	YORK	EDWARD	N.

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-3767	P	2nd Lt.	LONG	IRA	L. JR.
	CP	2nd Lt.	POPE	LOUIE	W.
	N	2nd Lt.	WEIRICH	FRANCIS	G.
	B	SGT.	SQUIRES	VIRGIL	C.
	RO	SGT.	MAIDCK	HARRY	C.
	TT	SGT.	KRON	EDWARD	A.
	BT	SGT.	HORTON	MYRTON	S.
	TG	SGT.	FISHER	MELVIN	C.
	WG	SGT.	VAUGHAN	WILLIAM	T.
44-6842	P	2nd Lt.	LITCHFIELD	DONALD	D.
	CP	2nd Lt.	RYAN	ROBERT	E.
	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.	JANAKES	NICK	NMI
	WG	SGT.	MAURER	FREDERICK	R.
44-6132	P	1st Lt.	BRADLEY	AUDREY	J. JR.
	CP	1st Lt.	CARPEY	KARL	F.
	N	1st Lt.	JOHNSTON	WILLIAM	I.
	B	S/SGT.	ELINS	HERMAN	NMI
	RO	T/SGT.	BOWERS	JACOBS	J.
	TT	M/SGT.	MANGUM	JUSTICE	C.
	BT	S/SGT.	SMITH	DONALD	E.
	TG	S/SGT.	MATLACK	WILLIAM	W.
	WG	S/SGT.	DEFEBAUGH	NORMAN	NMI
42-91591	P	2nd Lt.	GEREN	THURMAN	N.
	CP	2nd Lt.	COLLISS	EUGENE	E.
	N	2nd Lt.	DEYO	JAMES	E.
	B	S/SGT.	HARLEN	JAMES	J.
	RO	S/SGT.	SITTON	WILLIAM	C.
	TT	SGT.	LANIER	LESLIE	H.
	BT	SGT.	LUDWIG	HOWARD	E.
	TG	S/SGT.	HARDAWAY	JAMES	R.
	WG	S/SGT.	PIROMALLI	EUGENE	B.
43-37706	P	2nd Lt.	EVANS	JOHN	B.
	CP	F/O	BURTON	FREDERICK	C.
	N	2nd Lt.	WRIGHT	GERALD	L.
	B	SGT.	HOBBLER	LEWIS	C.
	RO	SGT.	GALLOTELLO	PETER	B.
	TT	SGT.	HARRIS	HARROLD	A.
	BT	SGT.	LEWIS	CARL	D.
	TG	SGT.	HOLLAND	SHERMAN	W. JR.
	WG	SGT.	HOOD	CLYDE	L.
RCM	SGT.	FRITSCH	HOMER	NMI	

## SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)

Loading List:

March 31, 1945

## PLANE #44-8708

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	Capt	Campbell	Paul	E.	615th
CP	Major	Strauss	Joseph	D.	612th
N	1st Lt	Whitney	Ray	F.	615th
N	xxxx 1st Lt Tarr		Charles	(NMI)	"
M/O	1st Lt	Tharpe	Robert	W.	"
B	1st Lt	Moore	Max	L.	"
RO	T/Sgt	Gibbs	K.	W.	"
TT	S/Sgt	Allex	Marvin	L.	"
TG (o)	1st Lt	Rubinoff	Louis	W.	"
FG	xxxx S/Sgt	Kelly	Thomas	E.	"

## PLANE #44-8053

P	1st Lt	Gerber	James	E.	615th
CP	1st Lt	Gentry	James	H.	"
N	1st Lt	Lowry	Lawrence	E.	"
B	2nd Lt	Biasella	Armond	R.	"
RO	T/Sgt	Freitas	Daniel	D.	"
TT	Sgt	Makseyen	Chester	W.	"
TG	S/Sgt	Atchinson	Alfred	H.	"
FG	S/Sgt	Geirman	Edward	F.	"
M/O	2nd Lt	Dean	Hugh	G.	"

## PLANE #43-58941

P	1st Lt	Hart	Jerald	E.	615th
CP	2nd Lt	Taylor	Richard	W.	"
N	2nd Lt	Andrews	Melvin	H.	"
B	1st Lt	Rowe	Robert	W.	"
RO	S/Sgt	Reiss	Herbert	(NMI)	"
TT	S/Sgt	Raney	Robert	E.	"
BT	Sgt	Knight	Victor	(NMI)	"
Sg	Sgt	Pickering	Edward	M.	"
FG	Sgt	Smukler	Myron	M.	"

## PLANE #148

P	2nd Lt	Speer	Kenneth	D.	615th
CP	2nd Lt	Kelly	James	J.	"
N	2nd Lt	Simon	Robert	M.	"
B	1st Lt	Scanlon	William	M.	"
RO	S/Sgt	Yohay	David		"
TT	S/Sgt	Gupp	Gordon	G.	"
BT	Sgt	Gross	William	D.	"
TG	Sgt	Thompson	Leunard	E.	"
FG	Sgt	Averrett	Jack	G.	"

## PLANE #44-8812

P	1st Lt	Post	Edwin	A.	615th
CP	Capt	Harb	Wallace	S.	Hq
N	1st Lt	Stewart	Leon	F.	615th
B	1st Lt	Conway	Francis	(NMI)	"
RO	T/Sgt	Backlin	John	F.	"
TT	T/Sgt	Antill	Clarence	W.	"
TG	S/Sgt	Harris, xxxx	Cecil	D.	"
FG	S/Sgt	Affel	Richard	H.	"

## PLANE #44-8153

P	1st Lt	Spuhler	Edwin	H.	615th
CP	1st Lt	Current	Donald	D.	"
N	1st Lt	McAdams	Robert	C.	"
B	1st Lt	Oster	Lewis	H.	"
RO	S/Sgt	McCormick	Thomas	F.	"
TT	T/Sgt	Wells	Richard	D.	"
TG	S/Sgt	Hughes	James	E.	"
FG	S/Sgt	Power	James	E.	"
M/O	xxxx 1st Lt	DuBray	Joseph	J.	"
M/O	F/O	Jenkins	Frederick	S.	615th flying with Post

HEADQUARTERS

F-B-2

401ST BOMBARDMENT GROUP (H)  
Office of the Engineering Officer  
AAF Station 128

APO 557  
1 April 1945

SUBJECT: Abortive Report

TO : Commanding Officer, AAF Station 128, APO 557  
ATTN: Air Statistical Officer

1. Aircraft No. 42-106992 returned early from the mission of 31 March 1945 because all turbo boost was lost on the # 4 engine at approximately 7000 feet.

2. The aircraft had been in flight for approximately one (1) hour and was at an altitude of 7000 feet when the # 4 manifold pressure dropped slowly back from the setting of 38" Hg. to 30" Hg. The # 4 turbo control amplifier was replaced with the spare amplifier but the trouble was not remedied so the pilot turned back.

3. Ground inspection revealed that both amplifiers had fuses blown. They were replaced and the turbo operated satisfactorily on the ground.

4. When the aircraft taxied out to take-off for test hop the fuse blew in the original spare-amplifier, now mounted in the # 4 position. The original amplifier was used as a replacement and the test hop was completed satisfactorily at an altitude of 7500 feet for a period of two (2) hours.

5. A check of the original spare-amplifier revealed that the receptacle for one of the discriminator tubes in the amplifier was faulty causing a short circuit in the amplifier, which in turn, blew out the amplifier fuse.

6. The abortion can be considered as mechanical.

7. The pilot was guilty of laxity due to the fact that he did not have the blown fuse, which is very obvious, replaced by the spare fuse. The amplifier mounted in # 4 position did carry a good spare fuse.

8. Changing the fuse may, or may not, have remedied the trouble.

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

## LEAD SQUADRON 94th C GROUP

Combat Sq. Leader MAJ STRAUSS Date 31 March 45Deputy Sq. Leader L T SPUHLERDeputy Gp. Leader L T SPUHLER

01-0700 RG  
 07-1300 RG  
 13-1900 RY

6 X 1000 MK 13 1/100 1/100  
 1/100

613 SQDN  
 CAMPBELL(STRAUSS)  
 IY G 8708 PFF  
 EVANS(BURTON) SPUHLER  
 IN U 7706 Spot  
 IY O 8155 PFF

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

613 SQDN 613 SQDN

NIELSEN SHEPHERD

IN D 6588 Spot IW O 7602

YOUNG BRADLEY MAY LITCHFIELD(RYAN)

IN G 1985 IN B 6132 IN O 9125 IN V 6842

GERIK

IN J 1661

BERNEBURG LOVELACE

IN S 2947 IN O 1750

SPARES

LONG

IN W 8767

Spare PFF IY S 8655 Disp 32

V1S IY P 6947 Rum 28

REG SC T 8768 Disp 16

IW S 2468 Disp 19

## LOW SQDN 94 "C" GROUP

Combat Sq. Leader: CAPT HARB Date: 31 Mar 45Deputy Sq. Leader: LT SPEERDeputy Gp. Leader: LT SPUEHLER

612 SQDN

612 SC JAWOCK

613 IN MACRO

614 IW GOLFCLUB

615 IY BUZZARD

POST (HARB)

IY A 8812 PFF

REYNOLDS

SPEER

SC B 1662

IY Q 9148

612 SQDN

612 SQDN

MARTIN

STEPHENS

SC M 7039

SC L 8637 spot

GUY

HARVESON

LEAP

MC KALE

SC F 8541

SC D 6992

SC S 8680

SC N 6506

AHLES

SC P 1891

H AZELTON

CLEMONS

SC H 2398

SC V 8810 spot

SPARE PFF IY S 8653 disp 32  
SPARE VIS IY P 6947 runway 28REG SPARES SC T 8788 disp 16  
IW S 2468 disp 9

## HIGH SQDN 94 % GROUP

Combat Sq. Leader: Lt GERBER Date 31 Mar 45Deputy Sq. Leader: Lt HARTDeputy Gp. Leader: Lt SPUEHLER

614 SQDN

GERBER

612 SC JAEWOOK

613 IN MACRO

614 IN GOLFCLUB

615 IY BUZZARD

IY C 8053 PPP

SALISBURY

HART

IW Z 8550

IY L 8941

614 SQDN

614 SQDN

BABCOCK

SONENSON

IW X 8565 spot

IW G 8791

JAMES

CAMERON

VIERMAN

GIBSON

P 2012

IW T 8646 spot

IW K 8677

IW B 7151

AYRE

IW A 7951

SC DMEGA

GRAY

IW E 8077

IW R 7780

SHARPE

STERMAN

SPARE PPP IY S 8653 disp 32  
SPARE VIS IY P 6947 runway 28

IW Q 7478

REG GRD SPARES SC T 8788 disp 16  
IW S 2468 disp 9