

(W2S)

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

MISSION No. **239**

Date: **30 MAR. 45**

TO: **BREMEN , GER.**

TABLE OF CONTENTS

I. MISSION SUMMARY REPORT

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

II. STATISTICAL SUMMARY OF OPERATIONS

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

401ST BOMBARDMENT GROUP (H)

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

MISSION SUMMARY REPORT

MISSION # 239

Date 30 March 1945

ASSIGNMENT

1. Assigned Target: BREMEN, GERMANY (Submarine Yards)
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "C" Group. Two PFF were included in the lead squadron, with one in each of the other two. A spare accompanied both lead and high squadrons.

EXECUTION

1. Target Bombed: BREMEN, GERMANY (PFF with VIS)
2. a. Group Leader: Major E. T. de JONCKHEERE (Reigler)
 Lead Navigator: Capt. H. D. WOOD (Streng - MO)
 Extra Navigator: 1st Lt. C. TARR
 Lead Bombardier: Capt. H. W. MEADVILLE
b. Low Squadron Leader: 1st Lt. R. S. HUBBELL
 Lead Navigator: 1st Lt. G. J. MOORE (Hehir - MO)
 Lead Bombardier: 1st Lt. S. W. FLIEG
c. High Squadron Leader: Capt. R. S. HAYES
 Lead Navigator: 1st Lt. C. B. MINOR (Barne\$ GMO)
 Lead Bombardier: 1st Lt. R. W. MURPHY
3. Flight Over England:
 - a. Takeoff:

Group was scheduled as 94th "C" to be ninth in Division Column. Takeoff made during daylight hours and was accomplished successfully.

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

Due to weather conditions there was a belt of clouds over the assembly buncher so assembly was made at briefed altitude but at a point 7 miles NW of buncher. Another cloud belt was to the west of this arbitrary assembly point and as this cloud layer was moving Eastward also the Group drifted to the East as it assembled. Group was assembled with 36 A/C and then climb was made ~~xxx~~ to 18,000'. While still circling to get over cloud layer to the East.

c. Route Over England:

Group left for point D from a point 25 miles NE of assigned buncher and fell in behind 94th "B" at point D. Control Point # 1 was departed one minute early and at 20,000'. Cloud conditions at CP # 1 caused Group to split up but it reassembled shortly afterwards.

4. Attack:

a. Flight to Target:

Flight to target was essentially as briefed except 94th "B" was eighth instead of ninth as 94th "A" broke up at CP # 1 and had to fall in behind Division Column. Weather scouting force suggested PFF run with possible visual assist. Group started run in Group formation.

b. Bombing Run:

Lead & Low Squadrons:

The run was started in group formation. The mickey man set the formation on the approximate heading and started killing rate. The first 2 points checked out very well with the bombsight. The bombardier helped the run by making a visual assist at the end but at about the time he was doing that the AFCE went erratic and threw the plane off course so that his corrections were no help at all. The pilot finally turned off the AFCE and the run was completed manually but not in time to straighten out the run. Bombs were away at 1404 and were observed to hit about a mile left of the assigned MPI. The lead salvoed; all others used a 75' intervalometer setting. The bomb run was PFF with a visual assist. The low squadron stayed in group formation all the time and dropped on the smoke marker of the lead.

High Squadron:

The high squadron stayed in group formation at the beginning of the bomb run, as suggested by the Air Commander. When it became clear that the weather was good enough over the target to allow at least a visual assist, it S-ed around a bit to swing free of the Lead and Low squadrons, and made its own run the rest of the way. The mickey man killed the course very well to give the bombardier a good heading into the target. He called off the first 3 check points which jibed very good on the bomb-sight. Then the bombardier attempted to help visually. He never saw the MPI but knew the target area well enough so that by using the circular grid he could place his cross hairs on the approximate MPI. The bombardier

Mission Summary Report (Cont'd)

4. b. Bombing Run (Cont'd)

High Squadron (Cont'd)

could only assist about the last 30 seconds of the run. Cloud cover at bombs away was almost 5 - 7/10's. The AFCE was used for the run. Bombs were salvoed by the lead; all others used a 75' intervalometer setting. The bomb run was PPF with a visual assist.

c. Flight from Target:

Flight from target was uneventful until channel was reached. Cloud layer forced group down to 12,000' but the clouds were so thick that visual contact could not be maintained even within the squadrons. Group split up. Ships broke into clear about 35 minutes from English Coast but too scattered to reassemble. Majority of A/C returned to base individually. Some went to standeff points and came in when called by flying control. All aircraft landed safely at home base.

e. Weather:

Weather over channel was undercast and from continental coast to target varied from 4/10 to 7/10's with billowing cloud layers with occasional tops 15-18,000 feet. At target, 6/10 tops 8-10,000 feet varying from approximately 2/10 to 3/10's. Icing conditions were encountered over channel at approximately 10,000 feet lasting for several minutes until formation had let down below that level.

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation and Interval:

Formation was a little ragged until IP was reached--this was due to weather conditions and inability to regain good formation. Formation remained good until weather over channel on return was encountered.

h. Conclusions and Recommendations:

Mission as a whole was not too successful but something was accomplished without losses.

5. Aircraft Not Attacking:

All scheduled A/C attacked.

6. Enemy Opposition:

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

7. <u>Battle Damage:</u>	<u>Minor</u>	<u>Major</u>	<u>To Flak</u>
	20	3	23

Mission Summary Report (Cont'd)8. Casualties:

- 1 - SWA
- 1 - LWA

9. Statistical Summary of Operations: (See attached form)10. Bombing Data:a. Observations:

Bombfalls were poor. Lead and Low squadrons bombs hit in what appeared to be a M/Y about a mile to a mile and a half left of the assigned MPI. Strikes of high squadron were over 2000 feet away from assigned MPI - possibly hit aircraft factory.

b. Disposition of Bombs:Lead Squadron:

Thirteen A/C attacked the target dropping 63 X 500# RDX, 76 X 500# GP and 12 X 500# B-2 bombs. A/C 8259 encountered release trouble and returned 3 RDX's to base.

Low Squadron:

All 12 A/C attacked the target, dropping 118 X 500# RDX and 20 X 500# GP bombs. A/C 8077 encountered release trouble and returned 5 GP's to base.

High Squadron:

All 12 scheduled A/C attacked the target, dropping 83 X 500# RDX, 45 X 500# GP, and 11 X 500# B-2 bombs. A/C 8767 encountered release trouble and returned 4 RDX's to base. The spare returned 12 X 500# B-2 bombs to base.

Mission Summary Report (Cont'd)

10. c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	37	37	141	500#	GP	1/10	1/100
			264	500#	RDX	1/10	1/100
			23	500#	B-2	1/10	1/100
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			141	500#	GP	1/10	1/100
			264	500#	RDX	1/10	1/100
			23	500#	B-2	1/10	1/100
Other Expenditures			-	-	-	-	-
Bombs Returned			5	500#	G P	1/10	1/100
			7	500#	RDX	1/10	1/100
			12	500#	B-2	1/10	1/100
Total (Loaded on A/C Taking Off)			146	500#	GP	1/10	1/100
			271	500#	RDX	1/10	1/100
			35	500#	B-2	1/10	1/100

11. Lost Aircraft:

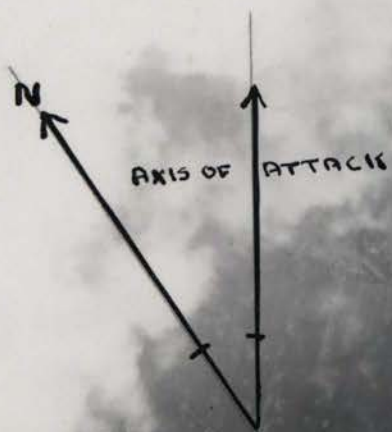
None.

Submitted By:

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

LEAD SQ

PATTERN: 2145 X 2145
ACTUAL MPI: 1 MILE LEFT
CONCENTRATIONS ON M/V
A JU P/C PLANT

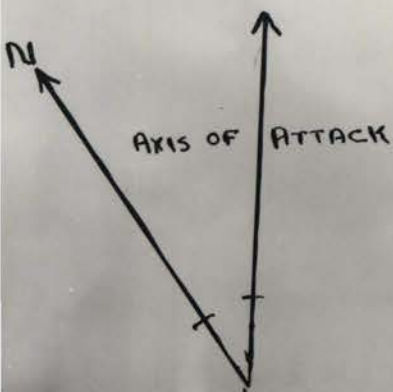


M/V

P/C PLANT

LOW SQ

PATTERN: 1644 X 2795
ACTUAL MP: 12100 LEFT



V-401 11281 12 X30 3 4504 0588 255-0005454545
CONFIDENTIAL



HIGH SQ
PATTERN: 1552 X 3276
ACTUAL MPI: 2700 LEFT
CONCENTRATIONS ON W/Y,
KALISYNDIYAT PLANT
STORAGE Bldgs.

2000
Actual MPI

Axis of Attack

Combat Sq. Leader: LT HUBBELL Date: 30 March
Deputy Sq. Leader: LT COLE
Deputy Gp. Leader: LT SPÜHLER

LOW SQDN ON TAKE-OFF, CRUISE,
AND OVER TARGET.

614 SQDN

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

HUBBELL

033 PTF

GIBSON

468

COLE

146

614 SQDN

BAELOCK

565

614 SQDN

SORENSEN

151

VIEHMAN

738

GRAY

780

JAMES

012

SCIMECA

077

AYRE

931

STEHRMAN

478

CAMERON

646

SPARRS

Combat Sq. Leader: MAJ DE JONCKHEERE

Date: 30 March

Deputy Sq. Leader: LT SPUEHLER

Deputy Gp. Leader: LT SPUEHLER

612 SQDN

612 SC JABWOOD

613 TR MACRO

614 IN COLFCLUB

615 IY BUZZARD

RHEINER (DE JONCKHEERE)

LEAD SQDN ON TAKE-OFF, CRUISE,
AND OVER TARGET.

550 PTF

GLENHORN

662

SPUEHLER

259 PTF

612 SQDN

612 SQDN

FRENCH

506

MORAN

398

AHLER

891

GUILER

541

DE MARCO

059

ALONQUIST

310

STEELENS

7113

GUY

664

HAZELTON

393

SPARKE

SPENCER

788

Combat Sq. Leader: CAPT HAYES Date: 30 March

Deputy Sq. Leader: LT HART

Deputy Gp. Leader: LT SPUHLER

~~615~~ SQDN

812 SC JABWOCK
813 IN HADRO
614 IN COLFOLUB
615 IY BUZZARD

HIGH SQDN ON TAKE-OFF, CRUISE,
AND OVER TARGET.

HAYES

7947 PFF

~~LONG~~

160

~~HART~~

941

~~613~~ SQDN

~~613~~ SQDN

~~NIELSON~~

538

~~KELSO~~

842

~~SHEPHERD~~

458

~~MAY~~

125

~~LOVELACE~~

787

~~BERNBERG~~

2947

~~CRACRAFT~~

6113

~~BRADLEY~~

313

~~YOUNG~~

146

SPARRS

~~LITCHFIELD~~

591 Returned

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

Lead

Date 30 March 1945

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

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

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

- a. T/O at 1049 hours.
- b. Group formed at 1215 hours on Grantham buncher.
at 15,000 ft.
- c. Wing assembly was completed at 1301 hours at Graver.
- d. Route over England was (not) flown as briefed.

Assembly on Grantham due to clouds over buncher.

- e. Methods of navigation over England.

See, D.R., PFF, Pilotage.

- f. Division formation was joined at 1301 hrs. at Graver.
- g. Flight to I.P. was (not) as briefed.

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

See, D.R., PFF, Pilotage

- i. Bomb run.

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

- (2) True heading over target 46.
- (3) Actual drift 11 R.
- (4) Altitude over target 24500.
- (5) Time bombs away 1404.
- (6) Wind used for bombing 258/93.
- (7) Method of target identification.

Started PFF; visual bombs away.

(8) Difficulties on bomb run.

Started run PFF; took over visually after a
(9) PFF check. ARCC went out and run made manually, but too late for a
Weather over Target. good run.

Break over target 4-6/10ths

(10) Axis of withdrawal 80°.

j. Group rally was accomplished at 53-16N 09-21E at 1410 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.

PFF, Gee, Pilotage, D.R.

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

q. Performance of equipment.

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

/s/ H. D. Wood - C. Tarr
H. D. WOOD - C. TARR
Capt., A. C. 1st Lt., A. C.

Lead Navigator, Lead Sq.

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

20W

Date 30 March 1945

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

TO X : 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 1052 hours.
- b. Group formed at 1215 hours on Grantham buncher.
at 15,000 ft.
- c. Wing assembly was completed at 1301 hours at Cromer.
- d. Route over England was (not) flown as briefed.

Group assembly at Grantham due to clouds over Buncher.

- e. Methods of navigation over England.

Pilotage, Gee, D.R.

- f. Division formation was joined at 1301 hrs. at Cromer.
- g. Flight to I.P. was (not) as briefed.

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

Pilotage, Gee, D.R., PFF

- i. Bomb run.

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

- (2) True heading over target 50
- (3) Actual drift -7
- (4) Altitude over target 23700
- (5) Time bombs away 1405
- (6) Wind used for bombing 270/64
- (7) Method of target identification.

PFF, Pilotage

(8) Difficulties on bomb run.

None. Dropped on Lead

(9) Weather over Target.

7/10ths. Cloud over MPI.

(10) Axis of withdrawal 75 T.

j. Group rally was accomplished at 53-16N 09-21E at 1410 hrs.
k. Wing rally was accomplished at " at " hrs.
l. Division rally was accomplished at " at " hrs.
m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Pilotage, D.R., Geo, PFF

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/ George J. Moore
GEORGE J. MOORE
1st Lt., A. C.

Lead Navigator. 1st Lt. Sq.

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

Date 30 March 1945

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

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

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

- a. T/O at 1050 hours.
- b. Group formed at 1230 hours on Granthen buncher.
at 19,000 ft.
- c. Wing assembly was completed at 1301 hours at Cromer.
- d. Route over England was (not) flown as briefed.

Group assembly over Granthen due to clouds over Funcher.

- e. Methods of navigation over England.

Gee, D.R., Pilotage

- f. Division formation was joined at 1301 hrs. at Cromer.
- g. Flight to I.P. was (not) as briefed.

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

D.R., Pilotage, GEE

- i. Bomb run.

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

- (2) True heading over target 58.
- (3) Actual drift -43R.
- (4) Altitude over target 25500R.
- (5) Time bombs away 1405R.
- (6) Wind used for bombing 255/62.
- (7) Method of target identification.

12X

(8) Difficulties on bomb run.

PFF with V.A.

(9) Weather over Target.

9/10ths

(10) Axis of withdrawal 72° T.H.

j. Group rally was accomplished at 53-16N 09-21E at 1410 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.

D.R., Gee, Pilotage

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

q. Performance of equipment.

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

/ s/ Charles E. Minor
CHARLES E. MINOR
1st Lt., A. C.

Lead Navigator.
• High Sq.

Air Commander - Major Eric De Jonckheere

FLIGHT PLAN

94th C. 9th

PILOT Capt. Wm. Riegler

NAVIGATOR

Capt. H. D. Wood - 1st Lt. C. Terr

DATE 30 March 1945

Mickey - Capt. Wm. Strong

STATIONS	ENCINES	TAXI	T.O.
LEAVE BASE	1025	1040	1055
COAST OUT	1228		
ENEMY COAST	1301		
I.P.	1329		
TARGET	1355		
ENEMY COAST	1407		
	1601		
Eng. Coast	1708		

SUN	MOON	TWILIGHT
Rises	Sets	Rises
		AM
		PM

2. Hr - 1200
Ref alt - 24000
Bomb alt - 24500
Day - 4:30

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

At..... G.M.T. Div. assembly - Kings Lynn to Cromer

Landed - Cott. more Buncher - Normal - 010 Mag.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
52-44N 00-39W	250/65	15000	150	156	356	-22	334	A11	345	170	24	08 1/2	1228	Depart
52-08N 00-42W	250/69	18000	150	167	083	46	089	A10	099	234	59	15 A	1252	
52-15N 00-55W	250/75	19000	150	173	143	425	168	A10	178	178	25	08 1/2 A	1301	English Coast CP 1 1301
52-45N 04-38W	250/81	24500	150	182	095	A11	106	A9	115	252	120	28 1/2 - 1/2	1329	Coast, CP 2, 1329
52-40N 07-36W	240/84	24500	150	191	093	A15-	108	A7	115	254	108	25 1/2 A	1355	IP
52-07N 08-45W	231/74	22000	150	191	057	A3	060	A6	066	265	50	11 A	1407	TARGET
52-13N 09-20W	234/71	22000	170	212	073	A7	080	A5	085	278	22	05	1412	
52-09N 09-35W	236/69	22000	150	183	132	A22	154	A5	159	186	13	04 A	1417	
52-25N 08-20W	236/69	"	150	183	229	A3	232	A5	237	114	61	32 A	1450	
52-38N 07-48W	"	"	150	183	304	-20	284	A6	290	147	24	10	1500	
52-45N 04-38W	240/82	22000	150	183	274	-14	260	A7	267	110	116	1:03 -2	1601	Coast, CP 3 1601
Cromer	250/56	12000	170	176	275	-8	257	A8	275	123	82	40 - 1/2	1708	Eng. Coast
Kings Lynn	250/35	"	150	133	254	-1	253	A10	263	098	36	22	1730	Wing Break Up
pass	"	"	150	133	247	A1	248	A10	258	098	39	24	1750	RTR
pass	250/48	0 to 19000	150	148	070	0	070	10	080	196	75	23 A27	1211	LETD. taken 50 min to climb.
Cott. more	250/74	15 to 19000	150	169	082	A5	087	10	097	238	74	19	1242	Fast time for Group Departure.
Flares: Normal														
Lead - NY														
Low - R														
High - G														

VHF - Authentication - "seven kittens"
Abandon mission - "Dog-Item-George"Chaff - Discharge at IP, continue 15 min.
Interval - 2 min. between groups

Spares - Turn back 04-00W

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 DIST.	TIME	G. S.	TO RUN DIST.	TIME	E.T.A.
1049					T. C.										
1149					Circling Grantham to form Group		150	15000							
1200					10 mi. west Grantham, forming Cp.		150	15000							
1215					Group formed O.K. 52-55N 00-05W		150	15000							
1252			168		Point D. on time, on course B-Baker		150	20000							
1301			175		G. P. #2, on time, on course. Complete wing		150	20000							
1302 1/2			110				150	21000							
1304					52-57N 01-56W										
1306			107		52-56 1/2N 02-12W		150	21500							
1309	99	A9	108		52-54N 02-32W 260/80W		150	22800	90	21	5	126	252		
1322 1/2			100				150	24000	180						
1327			95		52-46N 04-39W, CP. #2		150	24100							
1327			95				150	24500							
1332	09	A6	95		52-46N 05-16W		150	24500	90	22 1/2	5	171	100	22	1354
1335 1/2	09	A6	95		52-46N 05-51E 259/104W		150	24500	90	44 1/2	9 1/2	281	64	19 1/2	1350

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	LAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1341			115		52-43N 06-23E 258/93K, Cee		150	24500							
1345			190		52-40 N 06-50E		145	24500							
1350			130		52-30N 07-26E, IP		150	24500							
1350			36		IP		150	24500				263	50	11½	1401½
1359			41		52-54N 08-11E		150	24500							
1404			46		BOMBS AWAY		150	24500							
1410			154		244/25(N fix) 53-16N 09-21E		150	22000							
1418			235		53-07N 09-45E, M.		150	22000							
1424			240		53-04N 09-35E		150	22000							
1432	240	-5	235		52-56N 09-10E 219/48K		150	22000	180	18	8	135	43½	19½	1457½
1440			225		52-52N 08-47E, M.		150	22000							
1455			225		PP 52-26N 08-21E		150	22000							
1459			292		Turned.		150	22000				170	23	8	1501
1457			300		52-34N 08-02E		150								
1501			300		P.P. 52-37N 07-54E (T.P.)		150	22000							
1501			262				150	22000							
1506			258		52-43N 07-42E		150	21800							
1510	280	-25	255		227/90K		150	21900	180	14	9	93K			
1515			250		52-42N 07-22E		150	21700							
1525	271	-11	260		52-43N 06-45E 245/80		150	21700	180	47½	24½	104	77	45	1610½
1537			260		52-46N 06-05E		160	20000							
1550			260		P.P. 52-45N 05-17E		160	16000							
1601			261		Coast out, on time, on course		160	13000							
1605			270		52-45N 04-22E		160	12500							
1610			280												
1615					52-45N 03-52E		150	10000							
1624			280		52-50N 03-30E		150	10000							
1633			270		52-55N 03-00E		152	10000		16	9	108	61	34	1717
1641			270		53-00N 02-38E		150	10000		32½	17	115	47	24½	1705½
1650			260		52-48N 02-10E		150	9600		18	9	119	31	15½	1705½
1704			265		Coast in, mudlesly		170	7600							
1723			260		52-42N 00-22E		175	2600				120	36	19	1742
1745					Base			2600							
1750					Landed. (1800, engine)										
I certify that this is a true copy of the Lead Navigator's Log.															

JAMES F. POAN
Major, A. C.
Group Navigation Officer

SIGNED NAVIGATOR

TRACK CHART

DATE March 30, 1945

TARGETS

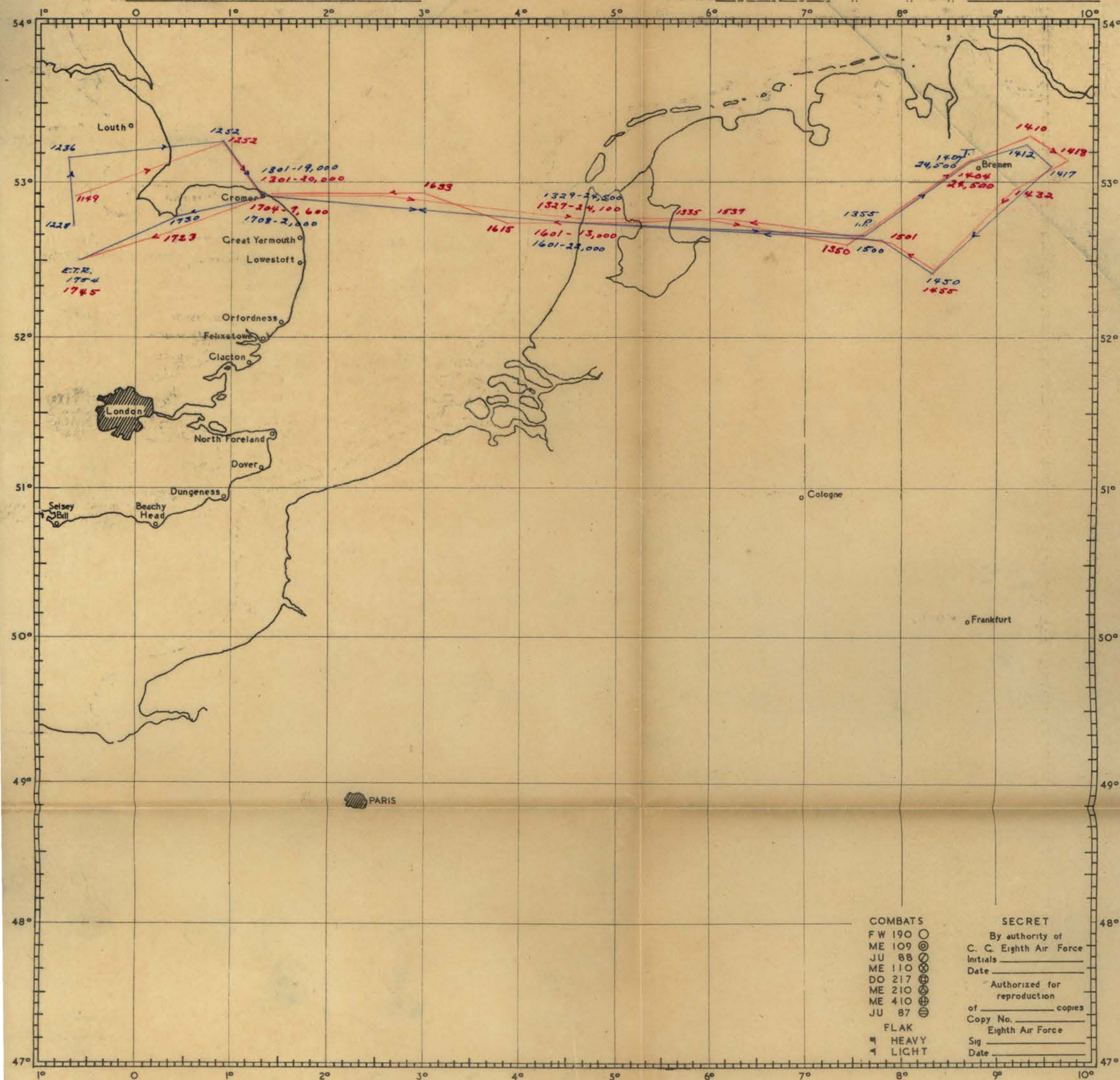
PRIMARY

Bremen, Germany

Blue
Red

ROUTE FOLLOWED BY

Briefed
401st. B. G. (A)



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

FLAK
HEAVY
LIGHT

SECRET

By authority of
C. C. Eighth Air Force
Initials _____
Date _____
Authorized for
reproduction
of _____ copies
Copy No. _____
Eighth Air Force
Sig _____
Date _____

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 672

Date of 30 March 1945

PART I - ATTACKS & RESULTS

94th "C"

	Lead	Borrowed A/C	Low	Borrowed A/C	High	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	13		12		12	
4. No. of A/C Credit Sorties	13		12		12	
5. No. of Effective Sorties	13		12		12	
6. No. of Non-Effective Sorties	--		--		--	
(a) Early Returns Included						
7. Name of Primary Target	BREMEN (VIS)					
(a) No. of A/C Attacking						
(b) No., Size, Type of Bombs						
8. Name of Secondary Target	BREMEN (PEF with Vis)					
(a) No. of A/C Attacking	13		12		12	
(b) No., Size, Type of Bombs	63X500/RDX		118X500/RDX		83X500/RDX	
	76X500/GP		20X500/GP		45X500/GP	
9. Name of Last Resort Target (LRT)	1CX500/B-2				11X500/B-2	
(a) No. of A/C Attacking						
(b) No., Size, Type of Bombs						
10. Name of Target of Opportunity						
(a) No. of A/C Attacking						
(b) No., Size, Type of Bombs						
11. Name of Target of Opportunity						
(a) No. of A/C Attacking						
(b) No., Size, Type of Bombs						
12. No. of A/C MIA - TOTAL	None		None		None	
13. No. of A/C MIA - Flak						
14. No. of A/C MIA - Flak and E/A						
15. No. of A/C MIA - Enemy Aircraft						
16. No. of A/C MIA - Accident over E.T.						
17. No. of A/C MIA - Other & Unknown						
18. Time of Take Off	1049		1052		1050	
19. Time of Attack	1404		1405		1405½	
20. Total Time for Mission	90		83		83	
21. Altitude of Release	24,500		23,700		25,500	
22. Type of Sighting (Vis. H2X, GH, etc.)	H2X with Vis		H2X with Vis		H2X with Vis	
23. Enemy Resistance --AA Inten & Acc	Mod - Acc.		Mod - Acc.		Mod - 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	Poor		Poor		Fair	

A/C borrowed from Groups: None

A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 239

Date 30 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "C"					
	Lead	Low	High		
	Borrowed A/C	Borrowed A/C	Borrowed A/C		
29. Non-Effective Sorties	None	None	None		
(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) Bombay 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 557COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT MEADVILLE DATE 30 March 1945
PILOT CAPT RIEGLER (DEJONCKHERRE) TAKE OFF 1050
NAVIGATOR CAPT WOOD AIRPLANE _____
WING 94th C GROUP 401st SQDN Lead LANDED 1752
OBJECTIVE BREMEN, GERMANY (MPI)
METHOD OF ATTACK 2 Sqdns.
Individual Flight Squadron Group wing
NUMBER A/C IN GROUP 25 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# GP FUSING: NOSE 1/10 TAIL 1/100
500# RDX
BOMBS, TYPES AND SIZES 500# B2 FUSING: NOSE 1/10 TAIL 1/100
NUMBER OF BOMBS LOADED 184 RDX -101GP - 12 B2 RELEASED 181 RDX-96GP-12 B2
INFORMATION AT RELEASE POINT:
Altitude of Target Sea Level Temp Aloft: Metro -37 Actual -38
True Altitude above target 24000 Mag Head, order 65 Actual 52
Ind. Altitude 24500 True Heading 46
Pressure alt of target 140 @ SL Drift, Est 2L Actual 11R
Altimeter setting 29.82 True Track 57
C.I.A.S: 150 I.A.S. 217 Actual Range 17,520
G.S. Est 300 Actual 332 B.S.Type B-9
Wind Direc Metro 230 Actual 250 Time of Release 1404
Wind Veloc. Metro 85 Actual 120 Intervalometer Setting 75ft
D.S. 130 Trail 55 ATF 40.79 Length of Bombing Run 14min
Tan. D.A. Est .66 Actual .73 C-1 Pilot -- A-5 --
Mean Temp: Metro -14 Actual -14 Manual Pilot Yes
Type of Release: Lead A/C Salvo Type of Release: Other A/C 75ft
Low Sqdn - Alt. 23700 Time of Rel 1405 Mag Heading 56

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. MURPHY DATE 30 March 1945
PILOT LT. HAYES TAKE OFF 1051
NAVIGATOR LT. MINOR AIRPLANE _____
WING 94th C GROUP 401st SQUAD High LANDED 1740
OBJECTIVE BREMEN, GERMANY (MPT) _____
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 FUSING: NOSE 1/10 TAIL 1/100
500# GP FUSING: NOSE 1/10 TAIL 1/100
BOMBS, TYPES AND SIZES 500# B2 FUSING: NOSE 1/10 TAIL 1/100
NUMBER OF BOMBS LOADED 87RDX-45GP-11B2 RELEASED 83RDX-45GP-11B2
INFORMATION AT RELEASE POINT:
Altitude of Target Sea Level Temp Aloft: Metro -37 Actual -37
True Altitude above target 25000 Mag Head, order 65 Actual 65
Ind. Altitude 25500 True Heading 53
Pressure alt of target 140 @ SL Drift, Est 2L Actual 9R
Altimeter setting 29.82 True Track 57
C.I.A.S. 150 T.I.A.S. 223 Actual Range 17,125
G.S. Est 300 Actual 310 B.S. Type N-0
Wind Direc Metro 230 Actual 255 Time of Release 1405 1/2
Wind Veloc. Metro 86 Actual 94 Intervalometer Setting 75ft
D.S. 128.2 Trail 59 ATF 41.72 Length of Bombing Run 14min
Tan. D.A. Est .68 Actual .685 G-1 Pilot Ok A-5 --
Mean Temp: Metro -14 Actual -14 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C 75ft

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- 2

413.44

31 MARCH

1945

SUBJECT: Communications Report, Operational Mission No 239 (Field Order 672)

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>5</u>
a. MF Beacons	<u>6</u>	3. MF/DF Bearings (QDM's)	<u>1</u>
b. Bunchers, England	<u>33</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			<u>33</u>		
8. Total number of units released			<u>11,880</u>		

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>0</u>	7. Gee	<u>0</u>
2. VHF	<u>0</u>	8. H2X	<u>0</u>
3. Compass	<u>0</u>	9. Micro-H	<u>0</u>
4. Liaison	<u>1</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

S E C R E T

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

ASSIGNED.....Bremen.....
1. TARGET: BOMBED.....Bremen..... DATE OF MISSION...30 MAR 45...

2. ROUTE AS FLOWN:

Generally as Briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>6/10 -- Clouds tops 2,000 to 10,000. 4/10's to 1/10.</u>	
CONTRAILS - -	<u>None</u>	<u>None</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:

Moderate, accurate, tracking of approximately 3 minute duration before and 2 Minutes after bombs away.

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

None

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

7. POSITION OF GROUP:.. 94th BG

8. DETAILS:-

SQDN. POS.	NO. A/C	DAMAGE		A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	ACC	UK	ATTN	WITH		
<u>Lead</u>	<u>12</u>	<u>1</u>	<u>3</u>					<u>52</u>	<u>86</u>	<u>1404</u>	<u>24,500</u>
<u>High</u>	<u>12</u>	<u>2</u>	<u>7</u>					<u>64</u>	<u>82</u>	<u>1405 1/2</u>	<u>24,600</u>
<u>Low</u>	<u>13</u>		<u>5</u>					<u>56</u>	<u>81</u>	<u>1405</u>	<u>23,700</u>
TOTALS	<u>37</u>	<u>3</u>	<u>20</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>				

9. COMMENTS - PHENOMENA:-

Lt. P. R. Myers

S E C R E T

Target No.
3 (a) I

DESCHIMAG

BREMEN (GERMANY)

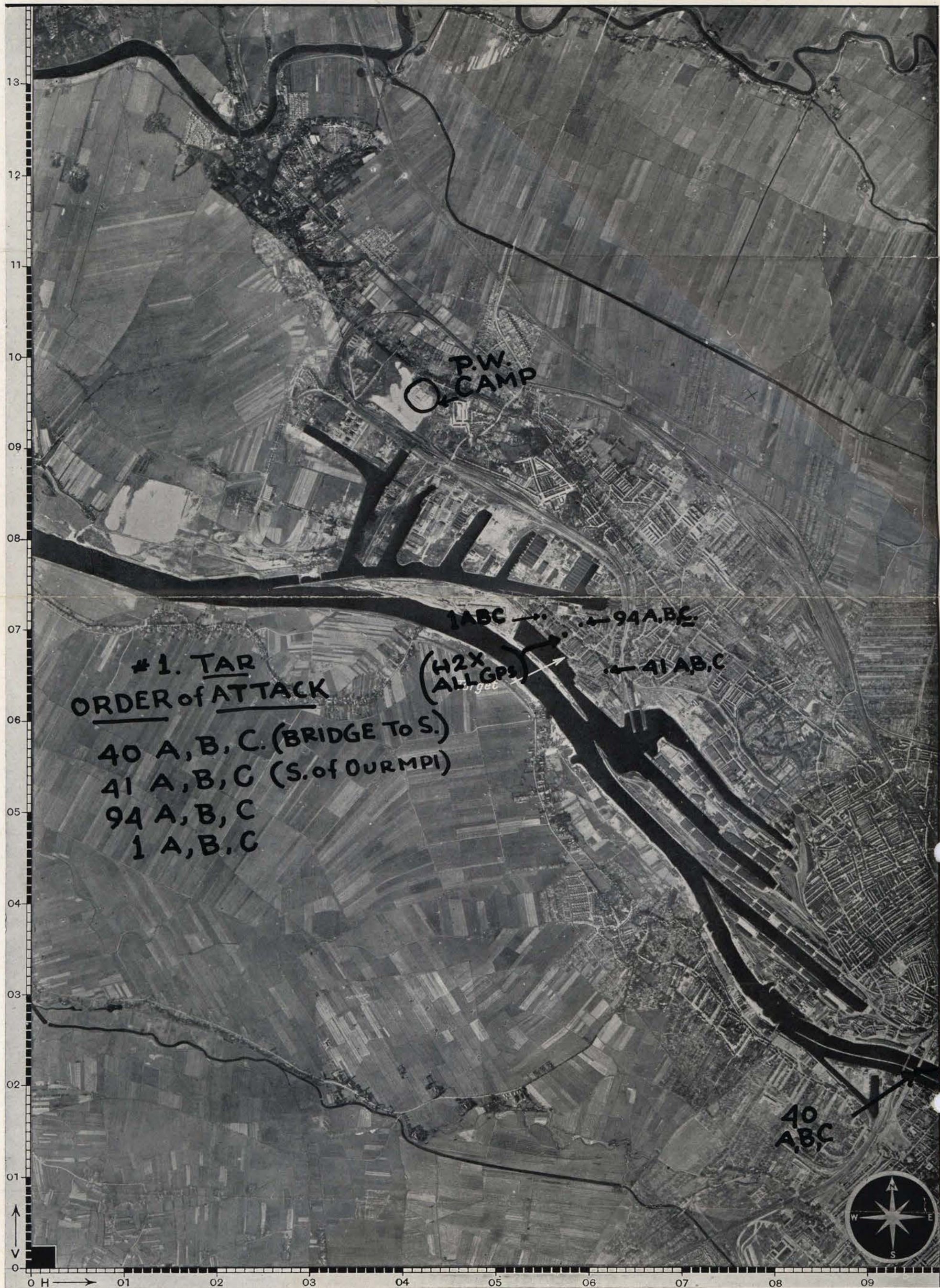
Illustration No.
3 (a) I/II

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

Photographed 1943

(1 : 32,000) approx

Issued December 1943



MISSION 28th March 1945

SHIP NO 983

2 Engine ran away constantly with each change of power (25-2600)
There was no control in prop control lever or by reduction of MP . The RPM was
able to be controlled only by feather buttons.

Engine wound up once to 3500 RPM but settled down again with feathering
switch. It again wound up to 3500 - would not feather., would not reduce power.
This continued for 15min. with air speed at 115 MPH - No throttle or prop
control, it settled down to 2400 RPM. No lower power could be obtained at any time on
return. No over boost was used.

GEORGE K. CRACRAFT,
1st Lt. Air Corps,
Pilot Crew no 4

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

F-B-2

APC 557
30 March 1945

SUBJECT: Abortive Report

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

1. Aircraft No. 42-31983 returned early from mission of 28 March 1945 because the # 2 propeller ran away and could not be controlled by any means.
2. Aircraft had been in flight for about 2 hours and 30 minutes and was at an altitude of 22,000 feet when trouble first occurred.
3. The engine ran away to 3500 RPM when throttle was advanced to 38" while RPM was set at 2300. The pilot reported that the RPM could not be reduced by use of throttle or prop pitch control. By using the feathering system he succeeded in bringing the RPM down to 2300.
4. The engine ran away each time the throttle was advanced. The feathering system was used each time to bring RPM down to normal.
5. The feathering motor finally burned out and there was no prop pitch control by any means.
6. By reducing airspeed to about 115 m/p/h/ indicated the RPM was reduced to 2400.
7. Ground check revealed that the governor action was very sluggish. Bench check of the prop governor revealed that the dump valve setting was down from 400 psi to 190 psi due to the fact that there were some metal particles on the dump valve seat.
8. The aircraft had been pre-flighted the night before the mission at 1700 hours and checked out O.K.
9. The aircraft was not pre-flighted before the mission in the morning because of lack of time.
10. Pilots should be reminded that in cases where props are controllable only by the feathering system, the power wanted should be set and then the throttle should be left alone. Each change of throttle changes the power output of the engine. If the equilibrium between the power output of the engine and the RPM set up by the feathering motor and maintained by the prop governor is disturbed, it must be set up again by the same means.

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

LEAD SQUADRON 94th A GROUP

Combat Sq. Leader MAJ STRAUSS Date _____
 Deputy Sq. Leader LT SPUEHLER
 Deputy Gp. Leader LT SPUEHLER

614 SQDN

MC CRUE (STRAUSS)

145 8653
 IY D 8550 PFF

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

SCIMECA

IW H 8077 ✓

SPUEHLER

IY O 8163 (Air Speed Ind Out)

614 SQDN

HOLMES

IW X 8566 ✓

614 SQDN

SORENSEN

IW K 8677 ✓

CAMERON

IW T 8646 Spot ✓

LINDSEY

IW B 7151 ✓

AYRE

IW A 7931 ✓

MC CULLOUGH

IW Y 7511 Spot ✓
 7511

SALISBURY

IW Z 8330 ✓

VISHMAN

IW S 2468 ✓

GRAY

IW R 7780 ✓

SPARES

PARK

IW O 7602 ✓

145 8653 Run 28
 Spare PFF IY X 8259 Run 28

VIS IY L 8941 Disp 27 ✓

Grnd spares IN H 8862 Disp 45

SC H 2398 Disp 21 ✓

WK AC IN H 6113 Disp 37 Col Silver.

0700-1300 - 44

1300-1900 - RGG

HIGH SQDN 94th "A" GROUP

Combat Sq. Leader: CAPT HARB Date: 27 March 46

Deputy Sq. Leader: LT BENNETT

Deputy Gp. Leader: LT SPUELER

612

612 SC JAWOCK

613 IN MACRO

614 IW GOLFOLOB

615 XY BUZZARD

WOLF (HARB)

IX M 8848 PFF

KAMPER

BENNETT

SC J 7790

IX Q 9148

SMITH

HOWARD

SC L 8637 Spet

SC B 1662

GUY

HARVISON

CLEMMONS

STEPHENS

SC X 7664

SC F 8393

SC K 7939

SC O 7113

Supch.

NOLAN

SC H 398

SC S 8680

HAZELTON

GUILER

SC D 6997

SC F 8641 Spet

HLOMQUIST

SC V 8610

SPARE PFF IX E 8653 Run 26

" VIS IX L 8942 Disp 27

GRND SPARES: IN M 8862 Disp 46

SC X 2393 " 21

WX SHIP IN E 6113 Disp 37

LOW SQDN. 94TH "A" GROUP

COMBAT SQ. LEADER: CAPT. HAYES DATE: 28 MARCH 1945

DEPUTY SQ. LEADER: LT. KNOWLES

DEPUTY GP. LEADER: LT. SPURLER

613 SQDN

612 SC JAINWICK

613 IN MACRO

614 IN GOLF WOULD

615 IT BUZZARD

HAYES

IT U 7947 (PFF)

MC KENNEY

KNOWLES

IN W 8767

IT P 6947

613 SQDN

613 SQDN

ORACRAFT

KELSO

IN G 1985

IN V 6842

MAY

BRADLEY

MAHARICK

WILSON

IN M 9125 (RCM)

IN F 6313

IN J 1591

IN D 6538 (RCM)

SMITH

IN B 6132

SHEPHERD

LITCHFIELD

IN A 8458

IN C 8160

SPARE PFF IT S 8655 RUN. 28
SPARE VIS IT L 8941 DISP 27

GND SPARES IN H 8862 DISP 45
SC H 2398 DISP 21

WX A /C IN H 6113 COL. SILVER

8700-1300 - 44
1300-1900 - RGG

WE AD IN H 6113 Disp 87 Col Silver.

BRIEFING NOTES

DATE: _____

DUTY OFFICER: _____

BRIEFING OFFICER: _____

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: Submarine and shipbuilding yard at Bremen

situated in the centre of the port area - 3 miles NW of the centre of Bremen and on the east bank of the Weser river. The yard engages in the construction of 740 & 1200 ton subs and any warship up to a battleship. 1st DIV. Target requested by 1st DIV. Your MPI is a large foundry and foundry stores building approximately in the center running N & S and on the east side of the target area.

Secondary: H2X Same target - MPI slightly SE of visual

Last Resort: _____

(2) Other Groups in 94th CBG: 457th & 351st same MPI

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

40th A,B,C, ~~Rail~~ Highway bridge across the Weser ^{3 1/2 miles} SE of your target41st A,B,C, Stores SE of your MPI1st A,B,C, Engineering shops NW of your MPIb. 2nd AD: Wilhelmshaven - Transportationc. 3rd AD: Hamburg - Oil refinery & Air Armaments

2. ROUTES (ALL THREE AD's)

a. Points and Times of Departure from English Coast: _____

1400 3rd Southwold at 1210 - Route common with 1st DIV.1200 2nd Cromer " "b. Fighter Support: P-51's

SECRET

3. ANTICIPATED ENEMY OPPOSITION.

a. Flak: _____

b. Enemy Fighters: Heavy E/A expected

c. Smoke Screens: _____

d. Camouflage: _____

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: _____

b. Air Commanders: 94th A.C. Col. Persich

351st " Carter

401st Maj. De Jonckheere

c. Zero Hour and Date: 1200

d. General Instructions Pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: 2300 gals.

b. Bomb Load (and Intervalometer Settings) 12 X 500's

Visual salvo H2 X 75 ft.

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

d. Screening Force: 3 Mosquito rendezvous with Foxhole able
at 1.P. Then pull ahead & release chaff through target area

6. COMMUNICATIONS:

a. Flares and Lamps: _____

SECRET

b. VHF and Other Radio: (and/or Force Information)

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous: POW camp NW of target

d. Security:

In no instance will blind bombing be employed unless the target is positively identified. Identification will consist of:

A. Mickey finger on known points

B. Proper functioning of BA or MH equipment

For T.O.'s will be attached - if #1 or #2 targets cannot be hit bombs will be brought back.

40th Composite hitting Target - Constructional WKS NW of Bremen

SECRET

Verification of the above will be made, when possible, by visual pinpoint through cloud breaks, DR, & Oe but these latter methods will not (excepting positive visual identification on rare occasions) be considered sufficient of themselves.

Remind you of the new points at which bombs may be jettisoned - navigator get these points.

No attack on Bremen

40 A 305

B 306

C 92

41 A 303

B 379

C 384

94 A 457

B 351

C 401

1 A 381

B 398

C 91

40 D Composite 306, 305, 92

Helen D. Hood

Robert C. Meadams

George J. Moore

Milton A. Andrews

Charles B. Minor

Effort M. Harmon

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

AAF Station # 128
 30 March 1945

SUBJECT: Loading List.

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

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

Plane 42-102468

P	2nd Lt.	GIBSON, LEE R.	614th Sq.
CP	2nd Lt.	PARKER, VICTOR E.	"
N	2nd Lt.	SCHAEFER, GORDON J.	"
B	F/O	GOLDBERG, BERNARD	"
RO	Sgt.	Schobert, John A.	"
TT	Sgt.	Husnik, Harry J.	"
BT	Sgt.	MacMillan, John A.	"
TG	Sgt.	Miller, Jack	"
WG	Sgt.	Brown, George W.	"

Plane 43-38565

P	1st Lt.	BABCOCK, FREDERICK H.	"
CP	1st Lt.	BOUSFIELD, JOHN	"
N	2nd 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.	Wileynski, Walter J.	"
TG	S/Sgt.	Parnham, Walter E.	"
WG	S/Sgt.	Paluso, Joseph J.	"
RCM	S/Sgt.	Allaire, Joseph S.	"

Plane 42-102151

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

Plane 43-38738

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

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	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 42-39012

P	2nd Lt.	JAMES, HERBERT W.	"
CP	2nd Lt.	WOODBURN JAMES JR.	"
N	1st Lt.	MENZEL, GEORGE H.	"
CTG	Sgt.	Branch, William A.	"
RO	Sgt.	Kent, Donald R.	"
TT	Sgt.	Parker, Robert S.	"
BT	Sgt.	Toloso, Melvin H.	"
TG	Sgt.	McCallon, Lynn G.	"
WG	Sgt.	Baimann, Archie M.	"

Plane 42-102077

P	2nd Lt.	SCIMECA, SAM	"
CP	2nd Lt.	SCHELLENBERGER, RUSSELL A.	"
N	2nd Lt.	SHAW, CLARENCE W.	"
B	2nd Lt.	MUIR, FRANK R. JR.	"
RO	T/Sgt.	Tompkins, Harry A.	"
TT	Sgt.	Tanner, James R.	"
BT	Sgt.	Acosta, Reuben	"
TG	Sgt.	Koteff, Walter	"
WG	Sgt.	Nowakowski, John J.	"

Plane 43-97931

P	2nd Lt.	AYRE, LAWRENCE E.	"
CP	2nd Lt.	KUECHLER, ALAN M.	"
N	2nd Lt.	LEASE, GERALD H.	"
CTG	Sgt.	De Lorie, George A.	"
RO	Sgt.	Mandel, Louis I.	"
TT	Sgt.	Brass, Forrest A.	"
BT	Sgt.	Hilbert, Nathan Campbell, Clarence L.	"
TG	Sgt.	Myers, John E.	"
WG	Sgt.	Iuni, Andrew, E.	"

Plane 42-97478

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 F.	"
BT	M/Sgt.	Royal, William H.	"
TG	Sgt.	Shaw, Ken Reiher, Gordon A.	"
WG	Sgt.	Bateman, Maurice	"

Loading List Continued
Plane 45-38648

P	2nd Lt.	CAMERON, ELLIOTT F.	614th Sq.
CP	F/O	DAVIDSON, ROBERT L.	"
N	1st Lt.	BRUCE, WILLIAM M.	"
CTG	S/Sgt.	Fasullo, Thomas G.	"
RO	S/Sgt.	LaCourse, Lucien	"
TT	T/Sgt.	Willson, Rodney V.	"
BT	Sgt.	Hargas, Mike S.	"
TG	Sgt.	Clendenin, Charles M.	"
WG	Sgt.	Gabbet, David J.	"

For the Squadron Commander

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

53
612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations OfficerMission No. 239
30 March 1945

SUBJECT: Loading List

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

A/C 43-38788

P	Spence, Claude P.	1st Lt.	612th.
CP	Reiner, Hughie J.	F/O	"
N	Austin, Merlyn E.	F/O	"
Bog	Tumminia, Phillip	Sgt.	"
RO	Starr, Michael J.	Sgt.	"
TTG	Lehat, Abraham P.	Sgt.	"
BTG	Meadows, Mark R.	Sgt.	"
TG	Bane, John D.	Sgt.	"
WG	DeFazio, Dante S.	Sgt.	"

A/C 42-31662

P	Glemmons, James A.	2nd Lt.	612th.
CP	Parsons, Silas B.	2nd Lt.	"
N	Datlenko, Victore D.	F/O	"
Tog.	Parker, Joseph W.S.	Sgt.	"
RO	Gooding, Gale A.	Sgt.	"
TTG	Engel, Claire H.	Sgt.	"
BTG	Raines, Bruce A.	Sgt.	"
TG	Burkart, Lester G.	Sgt.	"
WG	Burks, Tillman C., Jr.	Sgt.	"

A/C 44-6113

P	Stephens, Lloyd J.	2nd Lt.	612th.
CP	Wilt, Elmer E.	2nd Lt.	"
N	Harper, Robert F.	2nd Lt.	"
Tog.	Whilbeck, Howard N.	S/Sgt.	"
RO	Douglass, James B.	S/Sgt.	"
TTG	Graham, James D.	S/Sgt.	"
BTG	Wisdom, Kent B.	Pvt.	"
TG	Brennan, William J.	S/Sgt.	"
WG	Lewelling, Fred E.	S/Sgt.	"

A/C 43-38810

P	Blomquist, Harold H.	2nd Lt.	612th.
CP	Tullos, Billie M.	2nd Lt.	"
N	McConnell, George C.	2nd Lt.	"
Tog.	Wood, Frank O.	Sgt.	"
RO	Arndt, Frank R.	Sgt.	"
TTG	Slaughter, John G.	Sgt.	"
BTG	Balfe, James	Sgt.	"
TG	Riley, Lex G., Jr.	Sgt.	"
WG	Weigal, Clifford H.	S/Sgt.	"
R.C.M.	Carson, James W.	S/Sgt.	"

A/C 42-97664

P	Guy, Richard H.	2nd Lt.	612th.
CP	Mastrangelo, Donald M.	2nd Lt.	
N	Goodlett, John R., Sr.	2nd Lt.	
Tog.	Polin, Arthur	Sgt.	
RO	Bury, Paul R.	Sgt.	
TTG	Foulkes, Ellis A.	Sgt.	
BTG	Mulcahey, Leonard R.	Sgt.	
TG	Fitts, Leonard R.	Sgt.	
WG	Webb, Clayton T., Jr.	Sgt.	

A/C 42-102398

P	Moran, Joseph F.	2nd Lt.	612th.
CP	Meredith, Robert C.	2nd Lt.	
N	Dobrowolsky, Michael	2nd Lt.	
Tog.	Donald, Robert W.	Sgt.	
RO	Kalogeras, Chris G.	Sgt.	
TTG	Barner, Edwin L.	Sgt.	
BTG	Adkisson, Cecil P.	Sgt.	
TG	Youmans, Paul L.	Sgt.	
WG	Rose, William	Sgt.	

A/C 42-102393

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

A/C 42-31891

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

A/C 42-107039

P	DeMareo, Robert P.	2nd Lt.	612th.
CP	Virgin, Howard G.	2nd Lt.	
N	Bellotte, Frank B.	2nd Lt.	
Tog.	Klintworth, Louis O.	S/Sgt.	
RO	Edwards, Shannen J.	Sgt.	
TTG	Bailey, Ora K.	Sgt.	
BTG	Gray, John J.	Sgt.	
TG	Barrett, Robert C.	Sgt.	
WG	Jackson, Louis A.	Sgt.	

A/C 43-38541

P Guiler, Gilbert S.
CP Bergman, Wayne H.
N Sims, Morton D.
Tog. Graner, John C., Jr.
RO Mountain, John M.
TTG Martin, Norman R.
BTG Kaschak, Joseph J.
TG Dealce, Walter W.
WG Gabhardt, Charles R.
R.C.M. Heaton, Charles E.

2nd Lt.
2nd Lt.
2nd Lt.
Sgt.
Sgt.
Sgt.
Sgt.
Sgt.
T/Sgt.
S/Sgt.

612th.

A/C 44-6506

P French, Millard H.
CP Lundgren, Robert P.
N Cannon, Thomas P.
Tog. Johnson, Jerry M.
RO Hall, Jewell L.
TTG Hansen, Arthur W.
BTG Deck, Floyd J.
TG LaGrange, Wesley
WG Devore, Arthur D.

1st Lt.
2nd Lt.
F/O
S/Sgt.
S/Sgt.
T/Sgt.
S/Sgt.
S/Sgt.
S/Sgt.
S/Sgt.

612th.

- The End -

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

30 MARCH 1945

L-O-A-D-I-N-G

L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRSTNAME	MI
42-31591	P	2nd Lt.	LITCHFIELD	DONALD	R.
	CP	F/O	BURTON	FREDERICK	C.
	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. JR.
42-102947	P	F/O	BERNEBURG	LA FERNE	L.
	CP	2nd Lt.	McKINNEY	MELVIN	K.
	N	F/O	BUESCHER	CLIFTON	J.
	B	SGT.	BAILEY	FRANK	W.
	RO	T/SGT.	FERGUSON	HUGH	R.
	TT	SGT.	BUSH	WILBUR	E.
	BT	SGT.	BACKUS	MARVIN	L.
	TG	SGT.	KEY	CHARLES	W. JR.
	WG	SGT.	DICK	CHARLES	B.
44-6125	P	1st Lt.	MAY	JAMES	H.
	CP	2nd Lt.	MALONEY	JOSEPH	M.
	N	2nd Lt.	ANDERS	WALTER	R.
	B	S/SGT.	KENAGY	LLOYD	C.
	RO	S/SGT.	PAULK	ALBERT	L.
	TT	S/SGT.	SMITH	CHESTER	J.
	BT	S/SGT.	KROZEL	JOSEPH	A.
	TG	S/SGT.	McKEE	WILLIAM	W.
	WG	S/SGT.	NACHTIGAL	FRED	C.
	RCM	SGT.	STITT	JOHN	J.
43-38160	P	2nd Lt.	LONG	IRA	L. JR.
	CP	2nd Lt.	HAGGARD	WILEY	R.
	N	2nd Lt.	WEIRICH	FRANCIS	G.
	B	SGT.	SQUIRES	VIRGIL	C.
	RO	SGT.	MADDOX	HARRY	C.
	TT	SGT.	KRON	EDWARD	A.
	BT	SGT.	VAUGHAN	WILLIAM	T.
	TG	SGT.	HOLLAND	SHERMAN	W. JR.
	WG	SGT.	HORTON	MYRTON	S.
43-38458	P	2nd Lt.	SHEPHERD	JACOBS	N. JR.
	CP	2nd Lt.	SKIFFINGTON	THOMAS	J.
	N	2nd Lt.	VAN ECK	HERMAN	G.
	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	SGT.	BELLFOND	MARTIN	NMI
44-6146	P	2nd Lt.	YOUNG	CHARLES	B.
	CP	2nd Lt.	POPE	LOUIE	W.
	N	2nd Lt.	SEAVEY	FRANK	R.
	B	S/SGT.	PAPAZIAN	STEPHEN	A.
	RO	SGT.	PETERS	JOHN	W.
	TT	SGT.	BRAMBLE	JOHN	F.
	BT	SGT.	ESHAM	GLENN	E.
	TG	SGT.	JOHNSON	CARL	NMI
	WG	SGT.	HENNIG	CHARLES	J.

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	
44-6842	P	1st Lt.	KELSO	ARTHUR	I.
	CP	2nd Lt.	LYNG	KENNETH	H.
	N	2nd Lt.	WRIGHT	HERALD	L.
	B	S/SGT.	LUCA	RUDOLPH	C.
	RO	T/SGT.	MEYERS	NEIL	P.
	TT	T/SGT.	JONES	CHARLES	C.
	BT	S/SGT.	NEKSON (NELSON)	HAROLD	J.
	TG	S/SGT.	BOND	JACK	D.
	WG	S/SGT.	PIROMALLI	EUGENE	B.
44-6313	P	1st Lt.	BRADLEY	AUDREY	J. JR.
	CP	1st Lt.	CAREY	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.	DEFERBAUGH	NORMAN	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 PRA	ARTHUR	R.
	RCM	SGT.	FOGELMAN	JAMES	NMI
44-6113	P	1st Lt.	CRACRAFT	GEORGE	K. JR.
	CP	2nd Lt.	FREW	JAMES	R.
	N	2nd Lt.	DEYO	JAMES	E.
	B	S/SGT.	GUERIN	ROLAND	L.
	RO	T/SGT.	FENWICK	GORDON	E.
	TT	T/SGT.	STEWART	LEONARD	C.
	BT	S/SGT.	LUDWIG	HOWARD	E.
	TG	S/SGT.	HEDSON	LEONARD	L.
	WG	S/SGT.	BAKER	RICHARD	E.
44-3767	P	2nd Lt.	LOVELACE	JAMES	G.
	CP	2nd Lt.	FUNK	PHILLIP	B.
	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	SGT.	HOBBLER	LEWIS	C.
44-8550	P	CAPT.	RIEGLER	WILLIAM	NMI
PFF SHIP	CP	MAJOR	DE JONCKHEERE	ERIC	T.
615th Sq.	N	CAPT.	WOOD	HORACE	C.
	B	CAPT.	MEADVILLE	HARRY	W.
	N	1st Lt.	TARR	CHARLES	NMI
	V	CAPT.	STRONG	WILLIAM	W.
	O	1st Lt.	MILLER	THEODORE	R.611
	RO	T/SGT.	MOLLER	THEODORE	H.
	TT	T/SGT.	SEELY	KARL	W.
	TG	2nd Lt.	MACKIN	PETER	D.
	WG	S/SGT.	QUIST	HAROLD	NMI

ggs ggs

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

30 March 1945

SUBJECT: Loading List

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

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

42-97947					
PLANE #44-3658					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	Capt	Hayes	Ralph	S	615th
CP	2nd Lt	Gerant	John	H	"
N	1st Lt	Minor	Charles	B	"
M/O	1st Lt	Barnes	James	H	"
RO	T/Sgt	Cobbs	Kenneth	W	"
TT	S/Sgt	Knower	Russell	S	"
TG	S/Sgt	Grumann	James	F	"
FG	S/Sgt	Pahl Jr	Arthur	L	"
B	1st Lt.	Murphy	Roland	W.	"
PLANE #43-38941					
P	1st Lt	Hart	Jerald	E	615th
CP	2nd Lt	Taylor Jr	Richard	W	"
N	2nd Lt	Andrews	Melvin	H	"
B	1st Lt	Rowe	Robert	W	"
RO	S/Sgt	Raias	Herbert	(NMI)	"
TT	S/Sgt	Raney	Robert	E	"
BT	Sgt	Knight	Victor	(NMI)	"
TG	Sgt	Pickering	Edward	H	"
FG	Sgt	Smakler	Myron	M	"
PLANE #44-3033					
P	1st Lt	Hubbell	Richard	S	615th
CP	1st Lt	Goulet	Amrose	F	"
N	1st Lt	Moore	George	J	"
M/O	2nd Lt	Hahir	Hewitt	G	"
B	1st Lt	Flieg	Stanley	W	"
RO	T/Sgt	Pool	Clyde	W	"
TT	T/Sgt.	Ross	Richard	D.	"
TG	Sgt.	Bell	W. (10)	S. (10)	"
FG	S/Sgt.	Revette	John	L.	"
PLANE # 44-3259					
P	1st Lt.	Spuhler	Edwin	H.	615th
CP	1st Lt.	Current	Donald	D.	"
N	1st Lt.	McAdams	Robert	C.	"
M/O	2nd Lt.	Dakser	Leonard	(NMI)	"
B	1st Lt.	Oster	Lewis	H.	"
RO	T/Sgt.	Hendrick	William	J.	"
TT	T/Sgt.	Wells	Richard	D.	"
TG	S/Sgt.	Hughes	James	E.	"
FG	S/Sgt.	Power	James	E.	"
PLANE # 43-39148					
P	1st Lt.	Cole	John	S.	615th
CP	2nd Lt.	Spellman	John	W.	"
N	2nd Lt.	Hanson	Clifford	M.	"
B	F/O	Butler	Thomas	H.	"
RO	S/Sgt.	Crespi	Ralph	H.	"
TT	S/Sgt.	Allex	Marvin	L.	"
BT	Sgt.	Griggs	Crawford	F.	"
TG	Sgt.	Smith	Ralph	H.	"
FG	S/Sgt.	McClure	James	R.	"
N	1st Lt.	Tarr	Charles	(NMI) Flying with 615th	

LEAD SQDN 94 "C" GROUP

13

Combat Sq Leader: MAJ DE JONCKHEERE Date: 30 March 1946

Deputy Sq Leader: LT SPUHLER

Deputy Gp Leader: LT SPUHLER

07-1300 RG
13-1900 RGG
19-0100 YY

612 SQDN

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

RIEGLER (DE JONCKHEERE)

IY D 8550 PFF

CLEMONS

SPUHLER

SC B 1662

IY K 8259 PFF

612 SQDN

612 SQDN

FRENCH

MORAN

SC W 8506

SC H 2398

AHLER

GUILER

DE MARCO

BLONQUIST

SC P 1891

SC F 8541 spot

SC M 7039

SC V 8810 spot

STEPHENS

SC O 7118

LOAD 36 A/C 12-500 Gp 1/10-1/100
LOAD 2 FLYING SPARES
2 GROUND SPARES
12-500 B-2 1/10-1/100

GUY

HAZELTON

SC X 7664

SC R 2398

SPARE

SPENCE

SC T 8788

GROUND SPARES

~~PFF SPARE LEAD IY H 8840 runway 28~~
~~VIC SPARE LEAD IY D 8847 runway 28~~

REG GROUND SPARES IN O 1730 disp 42
~~IY H 8827 disp 2~~

PFF SPARE LEAD IY O 8153

REYNOLDS

LEAP

SC S 8680

SC L 8637

COAST ONLY - DO NOT LOAD

LOW SQUADRON 94th C GROUP

12

Combat Sq. Leader LT HUBBELL Date _____

Deputy Sq. Leader LT COLE

Deputy Gp. Leader LT SPUHLER

614 SQDN

612 SC JANHOCK

613 IN MAORO

614 IW GOLFOLOB

615 IX BUZZARD

HUBBELL

IY C 8038 PFF

GIBSON

COLE

IW B 2468

IY Q 9148

614 SQDN

614 SQDN

BABCOCK

SORENSEN

IW X 8565 Spet

IW B 7161

VIENMAN

GRAY

JAMES

SCIMEGA

IW N 8738 Spet

IW R 7780

IW P 2012

IW H 8077

AYRE

IW A 7981

STEPHENS
STERNAN

CAMERON

IW Q 7478

IW T 8646

~~7777~~

~~Spare PFF IT N 8648 Run 28~~

~~VIS IT P 8047 Run 28~~

Grnd spares IW O 1730 Disp 42

~~IW H 8077 Disp 2~~

PFF SPARE LEAD IY O 8153

HIGH SQDN 04 "C" GROUP

13

Combat Sq Leader: CAPT HAYES Date: 30 March 45

Deputy Sq Leader: LT HART

Deputy Gp Leader: LT SPUEHLER

613 SQDN

612 RC JABWOCK
615 IN MAORO
614 IW GOLFOCLUB
615 IY BUZZARD

HAYES

~~IY S 8888 PFF~~ Auto Pilot out
IY U 7947

LONG

HART

IN C 8180

IY L 8941

613 SQDN

613 SQDN

NIELSON

KELSO

IN D 6588 spot

IN V 6842

SHEPHERD

MAY

LOVELAGE

KENNEDY

IN A 8458

IN M 9125 spot

IN W 8787

IN S 2947

ORACRAFT

IN H 8113

BRADLEY

YOUNG

IN F 6313

IN R 6146

SPARE

LITCHFIELD

IN J 1591

GROUND SPARES

~~PFF SPARE LEAD IY N 8888 runway 28~~
~~VIS SPARE LEAD IY P 8887 runway 28~~

REG GROUND SPARES IN C 1730 disp 42
~~IY S 8888 runway 28~~

PFF SPARE LEAD IY O 8153