

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

MISSION No. **205**

Date: **9 FEB. 45**

TO: **LUTZKENDORF, GER. (PRIMARY)**
EISENACH, GER. (T. of O.)

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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 # 205

Date 9 February 1945

ASSIGNMENT

1. Assigned Target: LUTZKENDORF, GERMANY (Synthetic OIL)
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "C" Group. The lead squadron had 2Pff and the high and low each had one. A spare accompanied each squadron.

EXECUTION

1. Target Bombed: LUTZKENDORF (VIS) - Lead & Low Squadrons.
EISENACH (PFF) - High Squadron.
2. a. Group Leader: Major A. H. CHAPMAN (Thompson)
Lead Navigator: 1st Lt. F. W. RICKS (Dresbach - MO)
Extra Navigator: 1st Lt. E. DAMP
Lead Bombardier: Capt. W. P. FULGIM
b. Low Squadron Leader: 1st Lt. J. W. MC GOLDRICK
Lead Navigator: 1st Lt. L. G. LEWIS (EATON - MO)
Lead Bombardier: 1st Lt. G. W. PEEK
c. High Squadron Leader: 1st Lt. G. S. SCHAUNAMAN
Lead Navigator: 1st Lt. R. E. PURRIER (MUNT - MO)
Lead Bombardier: 1st Lt. K. E. SANDOE
3. Flight Over England:
 - a. Takeoff:

The lead crew had to change to a spare lead airplane so the group deputy tookoff first and formed the group. In the middle of takeoff the runway was changed necessitating a 10 minute delay while the ships taxied around to the new runway.

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

Squadron and group assemblies were very good despite the delay in takeoff. The group departed on course with 39 A/C, 1½ minutes late (to compensate for a wind shift)

c. Route Over England:

On the leg from point "A" to point "D" the wing rendezvous was accomplished. 94th "C" fell in directly behind 94th "A" as 94th "B" was running late. At point "D" 94th "C" swung wide to allow 94th "B" to fall into briefed position. Following 94th "A" and 94th "B" at the briefed 1 minute interval it was necessary to swing north of C P # 1 to depart on time. The wing departed on time in formation, but 10 miles north of course.

4. Attack:

a. Flight to Target:

94th "A", "B" and "C" groups had good positions in the column (exactly as briefed) but a group (40 B) from 40th CBW and a group from the 41st CBW (41 B) were running 6 and 8 minutes early and attempted to force 94th "C" out of position. The 94th "C" formation was excellent to target. Briefed interval with 94th "A" and "B" was maintained but prior to IP 40th "B" cut in ahead of 94th "C" and it was decided to let him go ahead. 94th "C" made its briefed IP good and bombed visually in the 40th position in the column.

b. Bombing Run:

Lead Squadron:

The IP was made good. Cloud cover there was 8/10. The target could not be located till late in the run due to clouds plus smoke screen. The mickey operator killed the course. The bombardier located the target by means of two quarries located in the near vicinity of the target but he never saw the assigned MPI. The RAF grid could not be used, as briefed, due to the 8/10 cloud cover on the run. The bombardier actually made about a one minute run on the target. The leader salvoed his bombs, as did all others in the formation. The AFCE was O K. Bomb results were not seen.

Low Squadron:

We uncovered at the IP and started the bomb run in squadron formation, making a visual run as ordered by the air commander. The cloud cover was about 7 - 8/10ths but we were a little to the right of the briefed course from the IP to the target. As a result the low squadron had a pretty good run for it was clearer there. The MPI was never seen, due to clouds, smoke screen and previous bombing but synchronization was made by means of triangulation, using some buildings and smokestacks in the target area as check points. Bombs were salvoed by the entire squadron. Results were unobserved. All the equipment worked satisfactorily.

Mission Summary Report (Cont'd)

4. b. Bombing Run (Cont'd)

High Squadron:

We attempted a run on the primary target but visibility was obstructed to such an extent that the bombardier decided not to bomb there, for we were ordered to bomb it visually, or not at all. We proceeded to the Last Resort target, as planned, and made a PFF run there with a slight visual assist at the very end. The mickey operator picked up the target about 25 miles away and got a good return in the scope. He killed all the course and the rate checked out very well with the bombsight. The cloud coverage on the run was about 8/10ths. About 10 seconds before bombs away the bombardier saw the target was just a little to the left so he made 2 small course corrections and let 'em go. The lead salvoed. All others used a 50 ft. intervalometer setting. The AFCE worked fine. Results were unobserved.

c. Flight from Target:

Rally was made on first turn and since High squadron had not dropped, 94th "C" turned out of column to escort high squadron to the L. R. target. High squadron bombed L. R. target and another rally was effected and 94th "C" rejoined column and withdrew in 6th position in column. Route was flown as briefed and no flak was encountered.

d. Return to Base:

Let down to 3,000' over channel. Weather clear over England. Dispatched high and low to stand off and lead squadron was brought in for a normal landing. A/C 44-6113 aborted and landed on continent -- crew returning. All other aircraft landed safely at home base.

e. Weather:

Weather was described generally as 10/10's undercast over continent, tops to 24,000 ft, becoming 8/10's in assigned target area, some breaks in vicinity of primary target. Same on return.

f. Fighter Support:

Fighter support was good.

g. Comments on Formation:

Excellent entire route except on penetration when 40th & 41st B groups crossed over on blimp giving high and low squadrons prop wash. Squadrons remained closed up on lead at all times and squadron formation were superior.

h. Conclusions and Recommendations:

Recommend that groups not be dispatched in column with a one minute interval. A 2 minute interval makes a much smoother column. If groups are formed at 2 minute intervals into the column, the column can be closed up.

Mission Summary Report (Cont'd)

5. Aircraft Not Attacking:

A/C 44-6113 - Not Sortie. Landed in Belgium after # 1 Engine went out. Oil was streaming out of engine and prop windmilling- it could not be feathered.

6. Enemy Opposition:

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

7. Battle Damage: Major Minor To Flak

0 0 7

8. Casualties: None

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

10. Bombing Data:

a. Observations:

Lead Squadron:

Bombfall mostly cloud obscured, some strikes over.

Low Squadron:

Bombfall hit in smoke of preceding groups bombs in area of assigned MPI.

High Squadron:

Excellent PFF run - results thought to be good.

b. Disposition of Bombs:

Lead Squadron:

All 12 scheduled A/C attacked the primary target, dropping 115 X 500# RDX bombs. A/C 738 had 5 bombs hang up which it jettisoned at Point "A" in the channel. The spare returned 10 RDX to base.

Low Squadron:

Of the 12 scheduled A/C dispatched, eleven attacked the primary target dropping 110 X 500# RDX bombs. Aborting A/C 0113 landed on the continent, 10 RDX bombs still being with the ship. The spare returned 10 RDX to base.

High Squadron:

All 12 scheduled A/C attacked the Last Resort-- Eisenach, dropping 120 X 500# RDX bombs. The spare returned 10 RDX 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 (Lutzkendorf)	23	23	225	500#	RDX	1/10	1/40
Other Attacks (Eisenach)	12	12	120	500#	RDX	1/10	1/40
Total Bombs on Target			345	500#	RDX	1/10	1/40
Other Expenditures			15*	500#	RDX	1/10	1/40
Bombs Returned			30	500#	RDX	1/10	1/40
Total (Loaded on A/C Taking Off)			390	500#	RDX	1/10	1/40

* Incl 10 bombs left in A/C 44-6113, AOC.

11. Lost Aircraft:

None (A/C 44-6113 was abandoned on continent at B-52)

Submitted By:

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

(SAV-401 /1034 70) (9-2-45)(4-7322-7-240 00)(LUTL&NDOP)
LEAD
CONFIDENTIAL



401st Bomb Group (H)
LOW SQ.

ASSIGNED MPI

SAV-401/1035-8 (9-2-45) (4514-7664-236) LUTZEN (NDORF)
CONFIDENTIAL

401st Bomb Gp. (H)
HIGH SQ.

(SAV-401/HIGH/1038-1) (9-2-45) (8788-7-24600) EISENHACH CONF

Ld Sq 94 C Gp - 401st

Combat Sq. Leader: MAJ CHAPMAN Date: 9 Feb 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

614 SQR

612 SC JALWOCK

613 IN MARGO

614 L. GOLFOLUB

615 TY BUZZARD

CHAPMAN

166(pff)
371

RICHARDSON

SEDER

738

033(pff)

SQR

SQR

ST AUBYN

DJERNES

322

458

WHITE

COLE

GALLAHAN

JORDAN

330

602

758

551

HARTSOCK

395

FONDREN

JAMES

565

2012

SPARES

STAUFFER

677 (returned)

at Ischaff & Base Ischaff.

Lo Sq 94 C Gp - 401st

Combat Sq. Leader LT MC GOLDRICK

Date: 9 Feb 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN

612 SC JABNOCK

613 IN LAURO

614 IW GOLFOLOB

615 IY BELLARD

MC GOLDRICK

643(pff

SCHELLER

JENNINGS

6113

(charl'd)

941

SQDN

SQDN

STEELE

MAIRE

947

7664

NIELSEN

BRADLEY

CRACRAFT

BENNETT

588

313

869

146

CURRAN

072

MAHARACK

MAY

at takeoff

SPARES

CAREY

862 (returned)

Takeoff & Low Target.

HI SQ 94 C Gp - 401st

Combat Sq. Leader: LT SCHAUNAMAN Date: 9 Feb 45

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN
612 SC JADWOCK
613 IN LACRO
614 IW GOLFOCUS
615 TY BOZZARD

SCHAUNAMANN

947(pff)

FRENCH

ASCHENBACH

506

891

SQDN

SQDN

BLOETSCHER

GRIMM

788

810

COMER

HUDNALL

KNOWLES

STEPHENS

541

680

730

7113

SCHLIEMANN

790

SMITH

LONG

993

637

SPARES

LOVELL

393(returned)

Interp & Other Target.

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

Date Feb 9 1945

SUBJECT: Lead Navigator's Narrative of Raid on Lutzkendorf, 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 0847 hours.
- b. Group formed at 0950 hours on Cottesmore buncher.
at 6000 ft.
- c. Wing assembly was completed at 1042 hours at Felixstowe.
- d. Route over England was (~~not~~) flown as briefed.

e. Methods of navigation over England.

Gee Pilotage and Radio

- f. Division formation was joined at 1142 hrs. at Felixstowe.
- g. Flight to I. P. was (~~not~~) as briefed.

h. Methods of navigation to the I. P.

Gee, Mickey and Pilotage

i. Bomb run.

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

- (2) True heading over target 013.
- (3) Actual drift 3 left.
- (4) Altitude over target 23250.
- (5) Time bombs away 1300.
- (6) Wind used for bombing 180/66.
- (7) Method of target identification.

Visual

(8) Difficulties on bomb run.

Clouds made target difficult to pick up till last minute

(9) Weather over Target. **7-8/10ths**

(10) Axis of withdrawal 330.

j. Group rally was accomplished at 51 40N 11 40E at 1305 hrs.
k. Wing rally was accomplished at 50 29N 09 45E at 1353 hrs.
l. Division rally was accomplished at same at same hrs.
m. Flight home was (~~lost~~) as briefed.

n. Methods of navigation on return route.

o. Winds aloft were (~~lost~~) called out to the formation.
p. Fighter rendezvous were (~~lost~~) as briefed.

q. Performance of equipment.

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

O.K.

/s/ Lester G. Lewis
LESTER G. LEWIS
1st Lt, Air Corps

Lead Navigator.

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

Date 9 February

SUBJECT: Lead Navigator's Narrative of Raid on Lutskendorf, 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 0916 hours.
- b. Group formed at 0939 hours on Cottesmore buncher.
at 7000 ft.
- c. Wing assembly was completed at 1042 hours at FELIXSTONE.
- d. Route over England was (not) flown as briefed.

e. Methods of navigation over England.

Gee and Pilotage

- f. Division formation was joined at 1142 hrs. at FELIXSTONE.
- g. Flight to I.P. was (not) as briefed.

h. Methods of navigation to the I. P.

Gee and Mickey

i. Bomb run.

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

- (2) True heading over target 360.
- (3) Actual drift 10 R.
- (4) Altitude over target 24000.
- (5) Time bombs away 1301.
- (6) Wind used for bombing 275/40.
- (7) Method of target identification.

Visual

(8) Difficulties on bomb run.

Small break in clouds over target prevented good visual sighting. Killed course on Mickey
(9) Weather over Target.

8-10/10ths

(10) Axis of withdrawal 328.

j. Group rally was accomplished at 51 40N 11 40E at 1305 hrs.
k. Wing rally was accomplished at 50 29N 09 45E at 1353 hrs.
l. Division rally was accomplished at same at 1353 hrs.
m. Flight home was ~~(not)~~ as briefed.

Slight deviation to take high squadron to last resort target.

n. Methods of navigation on return route.

Mickey and Gee

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

q. Performance of equipment.

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

All Good

/s/ Frank W. Ricks
FRANK W. RICKS
1st Lt., Air Corps

Lead Navigator. Lead Box

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

Date 9 Feb 1945

SUBJECT: Lead Navigator's Narrative of Raid on LUTZENDORF, 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 0846 hours.
- b. Group formed at 0940 hours on Cottesmore buncher.
at 8000 ft.
- c. Wing assembly was completed at 1042 hours at Felixstowe.
- d. Route over England was (~~xxxx~~) flown as briefed.

- e. Methods of navigation over England.

Gee Pilotage

- f. Division formation was joined at 1142 hrs. at FELIXSTOWE.
- g. Flight to I.P. was (~~xxxx~~) as briefed.

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

Gee, D.R. Mickey

- i. Bomb run.

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

- (2) True heading over target 207.
- (3) Actual drift -4.
- (4) Altitude over target 24700.
- (5) Time bombs away 1333.
- (6) Wind used for bombing 280/50.
- (7) Method of target identification.

Mickey

(8) Difficulties on bomb run.

Clouds

(9) Weather over Target. **9-10/10ths at Target**

(10) Axis of withdrawal 270.

- j. Group rally was accomplished at 51 40N 11 40E at 1305 hrs.
k. Wing rally was accomplished at 50 29N 09 45E at 1353 hrs.
l. Division rally was accomplished at xx at same hrs.
m. Flight home was (not) as briefed. ~~xxxx~~

Slight deviation to go to Last Resort Target -- then back to Division Formation

n. Methods of navigation on return route.

Gee D.R. Mickey Pilotage

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

q. Performance of equipment.

- (1) Mickey **Fair**
(2) Gee **Good**
(3) Radio Compass **Good**
(4) Fluxgate **Good**
(5) Other equipment. **Ox System Fouled**

/s/ Robert E. Furrier
ROBERT E. FURRIER
1st Lt., AC

Lead Navigator. **High Sqd.**

9. C (Third)
Major Chapman (Air Commander)
Lt. R.J. Thompson

NAVIGATOR

FLIGHT PLAN

1st Lt. F. W. Ricks

DATE 9 February 1945

STATIONS 0720	ENGINES 0820	TAXI 0835	T.O. 0850
LEAVE BASE	0958		
COAST OUT	1107	1042	
ENEMY COAST	1107		
I.P.	1142	1251	
TARGET	1300		
ENEMY COAST	1548		
English Coast	1629	1725	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

FROM	TO	W/V	HEIGHT	IAS	T.A.S.	COURSE	DRIFT	TRUE	VAR.	MAG.	C.S.	DIST.	TIME	E.T.A.	CELESTIAL DATA		
ASSEMBLE 7000	COAST 'Y' Bunches	UESD		MPH /K	(K)		FT	HDNG.		HDNG.					TIME	BODY	ALT.
52 44N 00 39E	Donington 'C'	266	7000	150	143	056	-7	049	10	059	172	20	07	0958	depart		
52 55N 00 12W	Halesworth 'D'	262	9000	150	148	119	49	128	10	138	174	71	24	1030			
52 21N 01 30E	Felixstowe	260	10000	"	150	194	12	206	9	215	132	24	11	1042	Eng Coast C.P. #1		
51 58N 01 21E		260	13000	150	157	128	11	139	9	148	180	74	25	1107	Coast Out C.P. #2		
51 13N 02 55E		38	16000	-18													
50 31N 06 02E		242	19000	150	173	110	11	121	7	128	197	125	36-3	1142			
50 19N 06 31E		216	23000	150	184	123	14	137	7	144	180	22	07	1149			
50 07N 07 43E		218	"	"	188	105	13	118	6	124	200	48	14	1203	C.P. #3		
50 21N 08 46E		"	"	"	"	071	8	079	6	085	223	43	11	1215			
50 28N 09 42E		"	"	"	"	079	9	088	5	093	219	37	10	1226			
50 26N 11 22E		202	"	"	"	092	14	106	5	111	200	63	19	1245			
50 43N 11 44E		202	"	"	"	040	5	045	4	049	235	22	06	1251	I.P.		
51 18N 11 52E		"	1st down	"	188	009	-3	006	4	010	236	36	09	1300	TARGET		
51 30N 11 40E		203	23500	160	199	328	-12	316	4	320	224	15	04	1304			
51 13N 10 19E		204	23000	150	185	253	-12	241	4	245	150	57	23	1329			
50 28N 09 42E		210	23000	150	185	203	2	205	5	210	140	49	21	1352			
50 21N 08 46E		216	23000	150	185	259	-9	250	5	255	152	37	15	1408			
50 07N 07 43E		216	"	"	"	251	-8	243	6	249	148	43	18	1427	C.P. #4		
50 19N 06 31E		"	"	"	"	285	-13	272	6	278	166	48	17	1445			
50 31N 06 02E		"	"	"	"	303	-13	290	7	297	177	22	8	1453			
50 58N 04 00E		235	16500	170	188	290	-10	280	7	287	163	82	31	1530	Div Break Up		

FLIGHT RECORD

TIME	COURSE	W/V	TRUE	MAG.	NAVIGATIONAL	GENERAL	IAS	HEIGHT	T.A.S.	RUN	G.S.	TO RUN	E.T.A.
		USED	HDNG.	HDNG.	OBSERVATION	OBSERVATION	MPH /K	& AIR		DIST.	TIME	DIST.	TIME
0916					Takeoff S/C for cottismore								
0944					Cottismore			4000					
0936		-10	330		Wind by Drift 288/33		150	7000	145				
0959	59	-7	052		Depart Cottismore		150	"	145			165	20 7 1006
1005	114	1	115		5 South Donington		150	7000	150			182	71 23 1028
1024					52 41N 00 50E (G)		150	10000					
1026					52 36N 01 19E 246/37° Dec		150	10000					
1029			120		8 N halesworth S/C felixstowe		150	10000	154			124	36 17 1046
1042			170		Eng Coast out 52 06N 01 32E		150	"	12 mi N Control Point #1 on time				
1050	116	10	126		G 51 53N 01 50E Staying N. of course to turn into Wg column at En 08t		150	11600				175	45 15 1105
1056			135		G 51 48N 02 08E		150	13000		12 06		126	44 21 1117
1102			135		Mickey 51 35N 02 30E					30 12		151	24 9 1111
1110			140		Coast in 51 19N 03 09E		150	15000					
1119			140		Mickey		150	15000					
1115			120		Mickey 18 mi 104 degrees 51 09N 03 25E			16000					
1119			120		Mickey 51 05N 03 36E			16500					

FLIGHT RECORD

TIME	COURSE	W/V USED E/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH. /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		C. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
1121	125	-3	122		Mickey 32° 112° 51 02N	03 42E 110/30		17000	170	14	6	140	95	38	1159
1130			118		Mickey 27° 170° 50 46N	04 32E		19500				140			
1134			114		Mickey 50 45N 04 52E			20000		60	21	172	47	16	1150
1147					50 31N 06 02E Turning Point		150	22000	186						
1147			123		S/C to 50 19N 06 31E			22000						07	1154
1155			120		Mickey 50 21N 06 47E		150	24000							
1201	112	43	115		Mickey fix		150	24000	192	23	6	230	16	04	1206
1206		274/40	110		Turning Point 50 07N 07 43E										
1206	71	-4	067		S/C to 50 21N 08 46E		150	24000	192			229	43	11	1217
1209			067		Mickey Fix 50 12N 08 05E		150	24000							
1219			053 067		Mickey Fix 50 25N 08 40E										
1221			067		Turning Point 50 21N 08 45E 6 mi N		150	24000	In wing Column						
1221		274/40	090		S/C to 50 26N 09 42E			24000	192			230	36	09	1236
1234			110		Mickey 50 44N 10 10E		150		192				52	13	1247
1244			110		Mickey Fix			24000	192						
1246			090		50 35N 11 09E		150	24000	192			230	18	04	1250
1251			031		Mickey 50 37N 11 38E										
1253			031 010		L.F. 28° 116°							210	34	09	1302
1301			360		BOMBS AWAY FLAK NEARBY - INACCURATE		150	24000							
1301	328	-10	318		S/C to 51 30N 11 40E		150	24000				168	14	05	1306
1305					Turning Point 51 40N 11 40E										
1327			220		51 08N 10 28E Mickey		150	23000							
1330			270		51 10N 10 08E		150	23600							
1333			185		Mick Fix 51 10N 10 02E		150	23600	192			200	42	12	1345
1342			190		Mickey Fix 50 47N 09 58E		150	24000	192						
1346	178	112	190		Mickey Fix 50 37N 09 56E		150	24000	192	11	4	165			
1353		237/43	265		Turning Point 50 27N 09 45E		150	24000	192			153	39	15	1408
1357			265		Mickey 50 25N 09 23E		150	24000							
1407			270		Turning Point 50 25N 08 45E										
1407	251	237/43	247		S/C to 50 07N 07 43E		150	24000	192			150	43	17	1424
1424			270		Turning Point 50 07N 07 43E										
1424	285	-10	275		S/C to 50 19N 06 31E		150	24000	192			160	48	18	1442
1436					Mickey Fix 50 11N 07 01E			24000	192						
1440	281	19	300		Mickey 50 12N 06 52E			24000	192	61	4		9		1466
1446			310		Turning Point										
1446			313		S/C to 50 31N 06 02E		150	24000	192				22		
1457			310		Turn Point					22	12	112			
1457			300		S/C 50 58N 04 00E		150	24000	192						
1506		12	305		Mickey Fix 50 39N 05 35E			24000							
1509					50 50N 05 20E					21	9	136			
1520		328/22	290		50 47N 04 50E A/C observed bombing town (St. Trond 50 47N 05 11E)										
1536													35	13	1549
1539			303		Mickey fix 15° 102° Pruges										

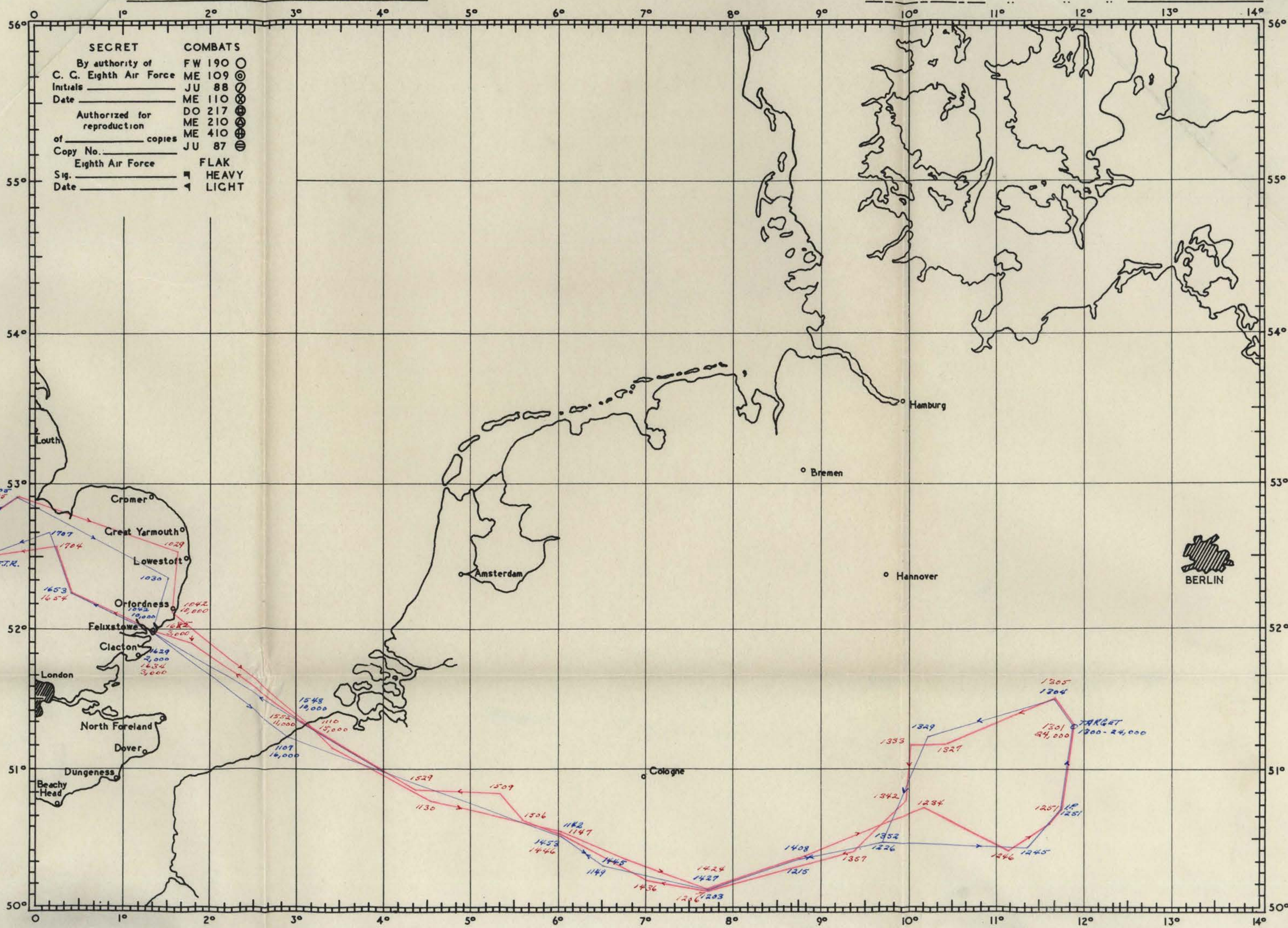
SIGNED

NAVIGATOR

FLIGHT RECORD

TIME	COURSE	W/V USED E/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1552			309		Enemy Coast out		170	11000							
1600					51 36N 02 50E										
1612			280		Geo 51 51N 02 25E		150	3000 /2	134						
1616			281		Geo 51 55N 02 15E			3000	134						
1619			260		51 56N 02 10E										
1625	260	0	260		Geo 50 05N 01 48E										
1634			295		English Coast in		150	3000	134	134	6	136	49	22	1656
1646		-7	290		Geo 52 09N 00 51E		150	3000	134						
1650		-7	290		Geo 52 13N 00 38E	201/16	150	3000	134						
1654	337	-5	332		NewMarket to Wisbeck			3000				146	29	9 1/2	1703 1/2
1704		201/16	264		To Peterborough			3000				129	15	7	1711
1711	250	-5	245		Peterborough to field			3000				122	13	6 1/2	1718
1720					Arrive Base										
1723					Land										
FLIGHT RECORD															
Certified a true copy of the lead Navigator's Log:															
WALTER E. HABERER Capt. Air Corps Asst. Group Navigator															

1040 Eisenach, Germany



SECRET

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

Authorized for
reproduction
of _____ copies
Copy No. _____
Eighth Air Force
Sig. _____
Date _____

COMBATS

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

FLAK

HEAVY	■
LIGHT	▲

DECLASSIFIED PER: NND 745005
BY: JWW, NARA DATE: 11/17/10

TRACK CHART

DATE Feb. 9, 1942

TARGETS

PRIMARY

Lutzkendorf, Germany

TOFO

Eisenach, Germany

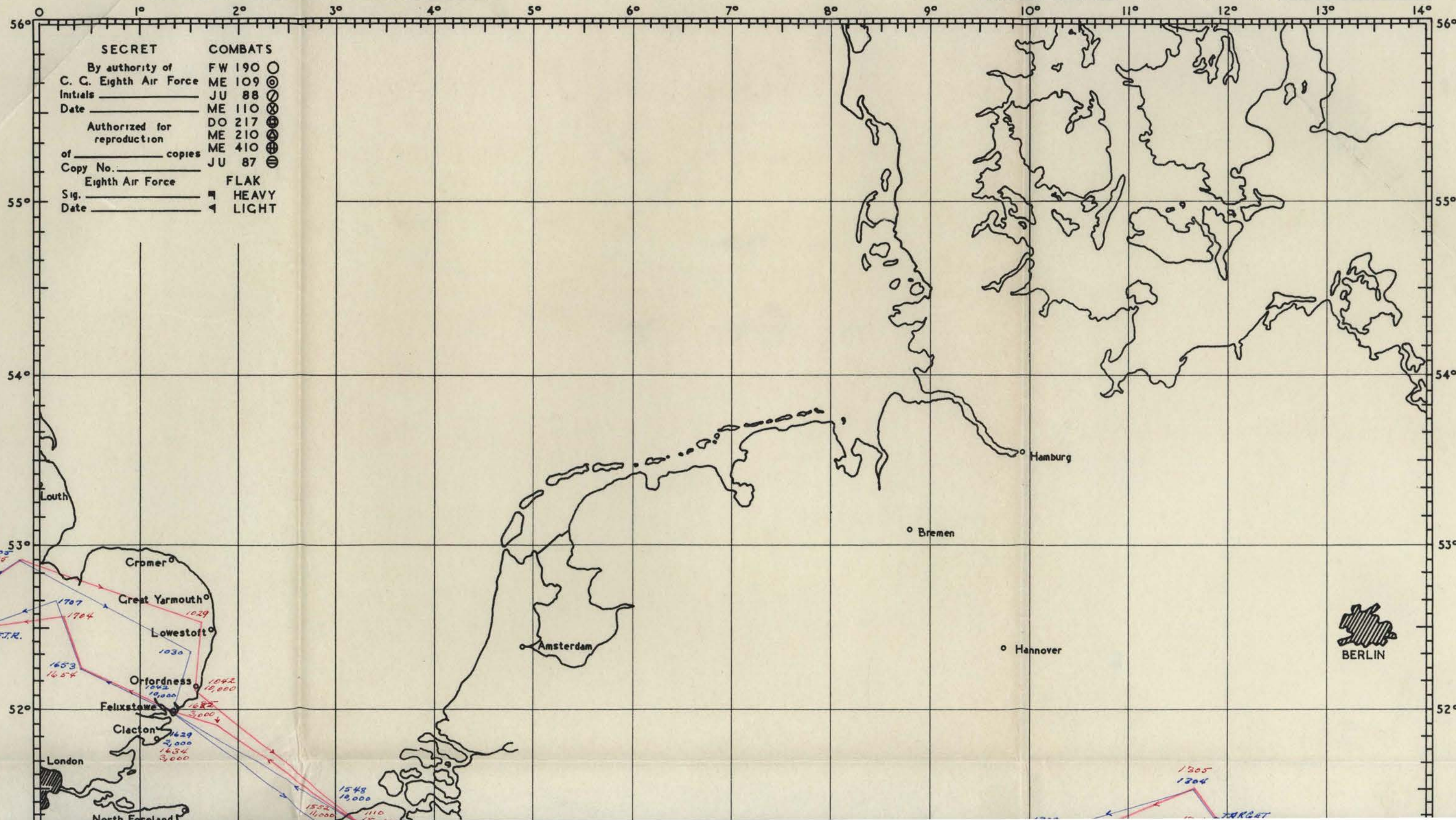
Blue

Red

ROUTE FOLLOWED BY

Briefed

401st B. G. (H)



Target No.
I (a) (iii) 12

WINTERSHALL A.G.

LÜTZKENDORF near HALLE
(GERMANY)

Illustration No.
I (a) (iii) 12/6

PRIMARY
"A"

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

Photographed 8 April 1944

(1 : 32,000)

Issued April 1944



A.I.3c (1)

TYPE A

Illustration No.
I (a) (iii) 12/6

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 625

Date of 9 February 1945

94th "C" Group

	Lead	PFF - GH	Low	PFF - GH	High	PFF
1. No. of A/C Failing to Take Off	-	-	-	-	-	-
2. No. of A/C Airborne	11	2	12	1	12	1
3. No. of A/C Airborne Less Spares	10	2	11	1	11	1
4. No. of A/C Sorties	10	2	10	1	11	1
5. No. of A/C Attacking	10	2	10	1	11	1
6. No. of A/C Not Attacking	-	-	1	-	-	-
(a) Early Returns Included			(1)			
7. Name of Primary Target	LUTZKENDORF (VISUAL)					
(a) No. of A/C Attacking	10	2	10	1		
(b) No., Size & type of bombs	95	20	100	10		
	500# RDX	500# RDX	500# RDX	500# RDX		
8. Name of Secondary Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
9. Name of Last Resort Target	EISENACH (PFF)					
(a) No. of A/C Attacking					11	1
(b) No., Size & type of Bombs					110	10
					500# RDX	500# RDX
10. Name of Target of Opportunity						
(a) No. of A/C Attacking						
(b) No., Size, & type of Bombs						
11. Name of Target Opportunity						
(a) No. of A/C Attacking						
(b) No., Size & type of Bomb						
12. No. of A/C Lost - TOTAL	---	---	---	---	---	---
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

STAT SUMMARY (cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0845	0847 $\frac{1}{2}$	0846
19. Time of Attack	1301	1300	1333
20. Average Time of Flight	8.2	8.3	8.4
21. Altitude of Release	23,600	22,350	23,700
22. Visual or PFF	VISUAL	VISUAL	PFF
23. Enemy Resistance - AA	Int. Meager to Mod. Acc. INACCURATE	Meager to Mod. INACCURATE	Meager to Mod. INACCURATE
24. Fighters	---	---	---
25. - Bomber	---	---	---
26. U.S. A/C Engaged by Enemy A/C	---	---	---
27. Degree of Success	Fair	Good	Unobserved

PFF A/C Borrowed from Groups as follows: . None.

PFF A/C Loaned to Groups as follows:

NOTES:

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER FULGIN DATE 9 Feb 45
PILOT THOMPSON CHAPMAN TAKE OFF _____
NAVIGATOR RIGGS AIRPLANE 371
WING 94th "C" Gp GROUP 401st SQDN Lead LANDED _____
OBJECTIVE LUXEMBURG, GERMANY (MPI) _____
METHOD OF ATTACK _____
Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
BOMBS, TYPES AND SIZES 5000 BIX FUSING: NOSE 1.40 TAIL 1/40
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 120 X 5000 BIX RELEASED 115 X 5000 BIX
INFORMATION AT RELEASE POINT:
Altitude of Target 400' Temp Aloft: Metro -41 Actual -30
True Altitude above target 23,600 Mag Head, order 011 Actual 005
Ind. Altitude 24,000 True Heading 360
Pressure alt of target 400' M.S.L. Drift, Est 2 R Actual 10R
Altimeter setting 29.92 True Track 010
C.I.A.S. 150 I.A.S. 150 Actual Range 12,036'
G.S. Est 270M/H Actual 221 M/H B.S. Type H-9
Wind Direc Metro 200 Actual 274 Time of Release 13:01
Wind Veloc. Metro 58 M/H Actual 46 M/H Intervalometer Setting SALVO
D.S. 130.8 Trail 56 ATF 39.51 Length of Bombing Run 1 Minute
Tan. D.A. Est .61 Actual .51 C-1 Pilot OK A-5 --
Mean Temp: Metro -15 Actual -10 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

I certify the above information to be true:

MYLES R. BUSSE
1st Lt. Air Corps
Ass't Bomb'dr

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER PERK DATE 9 Feb 45
PILOT MC GOLDRICK TAKE OFF _____
NAVIGATOR LEWIS AIR PLANE 648
WING 94th "C" Gp GROUP 401st SQDN LOW LANDED _____
OBJECTIVE LIEPKE GORE, GERMANY (MPI) _____
METHOD OF ATTACK Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 11 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
BOMBS, TYPES AND SIZES 500# RDX FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 110 X 500# RDX RELEASED 110 X 500# RDX
INFORMATION AT RELEASE POINT:
Altitude of Target 400' Temp Aloft: Metro -41 Actual -40
True Altitude above target 22,350 Mag Head, order 011 Actual 018
Ind. Altitude 23,250 True Heading 013
Pressure alt of target 400' @ S.L. Drift, Est 22 22 Actual 31
Altimeter setting 29.92 True Track .010
C.I.A.S. 150 I.A.S. 150 Actual Range 11,399'
G.S. Est 270 M/H Actual 224 M/H B.S. Type B-9
Wind Direc Metro 200 Actual 274 Time of Release 15: 0
Wind Veloc. Metro 58 M/H Actual 46 M/H Intervalometer Setting Salvo
D.S. 134.6 Trail 53 ATF 39.39 Length of Bombing Run 3 Minutes
Tan. D.A. Est .62 Actual .51 C-1 Pilot OK A-5 --
Mean Temp: Metro -15 Actual -15 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

I certify that the above information to be true

WYLES H. BUSH
1st Lt, Air Corps
Ass't Bomb'dr

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER SANDER DATE 9 Feb 45
PILOT ROMAUNIAN TAKE OFF _____
NAVIGATOR FOR LEE AIRPLANE (947)
WING 94th "C" Gp GROUP 401st SQDN High LANDED _____
OBJECTIVE KIEFACH, GERMANY (MPI) _____
METHOD OF ATTACK Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
BOMBS, TYPES AND SIZES 500# HUK FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 120 X 500# HUK RELEASED 120 X 500# HUK
INFORMATION AT RELEASE POINT:
Altitude of Target 700' Temp Aloft: Metro -41 Actual -42
True Altitude above target 23,700 Mag Head, order 011 Actual 197
Ind. Altitude 24,700' True Heading 192
Pressure alt of target 490' @ S.L. Drift, Est 4L Actual 4L
Altimeter setting 29.92 True Track 190
C.I.A.S. 150 I.A.S. 150 Actual Range 9,954
G.S. Est 250 M/H Actual 225 M/H B.S. Type B-9
Wind Direc Metro 200 Actual 280 Time of Release 13:33
Wind Veloc. Metro 28 M/H Actual 56 M/H Intervalometer Setting 50'
D.S. 350.8 Trail 57 ATF 40.56 Length of Bombing Run 56 Miles
Tan. D.A. Est .44 Actual .42 C-1 Pilot OK A-5 --
Mean Temp: Metro -15 Actual -15 Manual Pilot --
Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

I certify the above information to be correct,

WYLES R. BUSHNE
1st Lt, Air Corps
Ass't Bomb'dr

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

J-A-3

Reference Field Order 625.9 FEBRUARY 1945SUBJECT: Communications Report, Operational Mission No 205.

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>2</u>
Splashers	<u>0</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>39</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>1</u>	6. Total A/C using Gee	<u>39</u>

SECTION TWO - USE OF PFF

	<u>H2X</u>	<u>Micro-H</u>
1. Total A/C dispatched	<u>4</u>	<u> </u>
2. Total A/C over target	<u>4</u>	<u> </u>
3. Total sets usable for bombing	<u>4</u>	<u> </u>

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>35</u>
2. Total A/C releasing Chaff	<u>31</u>
3. Total number of units released	<u>11,160</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>1</u>	6. Gee	<u>0</u>
2. VHF	<u>0</u>	7. H2X, Micro-H	<u>0</u>
3. Compass	<u>0</u>	8. Carpet	<u>0</u>
4. Liaison	<u>0</u>	9. IFF	<u>0</u>
5. Command	<u>1</u>	10. SCS-51	<u> </u>

SECTION FIVE - REMARKS

	<u>AIRBORNE</u>	<u>USED</u>
GEE	<u>39</u>	<u>39</u>
CARPET	<u>35</u>	<u>35</u>
H2X	<u>4</u>	<u>4</u>

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

CONFIDENTIAL

SECRET

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

ASSIGNED... Lutzkendorf, Germany.....
1. TARGET: BOMBED... Lutzkendorf - Eisenach..... DATE OF MISSION... 2 Feb 45.

2. ROUTE AS FLOWN:
Generally as Briefed

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>8/10</u>	<u>10/10 - type 25,000</u>
CONTRAILS - -	<u>None</u>	<u>None</u>
SEEN-UNSEEN -	<u>Seen & Unseen</u>	<u>Unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:

Meager to moderate, inaccurate to accurate, barrage and tracking type in
Merseburg area. Flak over Eisenach directed at High Squadron was meager
Lutzkendorf
to moderate and fair to good for accuracy.

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

<u>1205</u>	<u>(5010 - 0805 E)</u>	<u>24,000 ft. - moderate</u>	<u>inaccurate</u>	<u>Barrage</u>
<u>1249</u>	<u>(5020 - 1210 E)</u>	<u>24,000 ft. - moderate</u>	<u>inaccurate</u>	<u>Barrage</u>
<u>1400</u>	<u>(5022 - 0827 E)</u>	<u>24,500 ft. - meager</u>	<u>inaccurate</u>	<u>Barrage</u>

6. CHAFF; HOW DISCHARGED: As Briefed

7. POSITION OF GROUP: 94th FG

8. DETAILS:-

SQDN: POS.	NO. A/C	DAMAGE MAJ. MIN.		A/C LOST TO				AXIS OF ATTK WITH		TIME OVER TARGET	HEIGHT
				AA	EA	ACC	UK				
<u>Lead</u>	<u>12</u>		<u>1</u>					<u>604°M</u>	<u>522°M</u>	<u>1301</u>	<u>24,000</u>
<u>Low</u>	<u>11</u>							<u>017°M</u>	<u>530°M</u>	<u>1300</u>	<u>23,250</u>
<u>High *</u>	<u>12</u>		<u>6</u>					<u>212°M</u>	<u>270°M</u>	<u>1353</u>	<u>24,600</u>
TOTALS	<u>35</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>				

9. COMMENTS - PHENOMENA:-

*High Squadron bombed Eisenach.

Lt. F. R. Myer.

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 857
U. S. ARMY

D-E-1

10 February 1945

SUBJECT: Crew Comments and Suggestions on Mission of 9 February 1945.

TO : Commanding Officer, Station 128, APO 857, U.S. Army.

1. Lt. Robert H. Jordan, Pilot A/C 7651, reported that A/C 7602 (Coke, Pilot) failed to echelon to right on approach to field for peel-off.

2. Lt. Robert L. Long, Pilot A/C 8637, and his crew, state that mints issued in candy ration caused them to become ill.

3. The crew of Lt. Richard H. Steele, Pilot A/C 2947, reported that Ball Turrets of a number of A/C were not in operation on the way back. They did not name any specific A/C.

4. The crew of Lt. John S. Coke, Jr. would like more food in lunches. This comment seconded by crew of Lt. Herbert James, Pilot A/C 9012.

W. B. FRY,
Major, Air Corps,
Group S-2 Officer.

Lead Squadron, 94th Group

Combat Sq. Leader: Lt Col SEAWELL Date: 6 Feb 1945

Deputy Sq. Leader: Lt Turk

Deputy Gp. Leader: Lt Turk

*10-500 sps. 1/10 1/40
 may shs.*

615 SQDN
 612 SC JALOCK
 613 IN MACHO
 614 IN GOLFOCUS
 615 IN BOZZARD

DEMPSEY (SEAWELL)

IN P 8449 PFF

CALLAHAN

TURK

IY K 8425

IW G 8259

615 SQDN

615 SQDN

JONES

DJERNES

IY A 7869

IY Q 8077

MAIRE

JORDAN

KNOWLES

SMITH

IY F 7664

IY L 7551

IY O 8779

IY B 1730

WOLF

IY P 8758

BENNETT

STEPHENS

IY R 6146

IY J 7113

SPARES

PFF
 Ground Spares, SC Q 8153, Disp 14
 PFF
 IN Q 8550, Disp 44

Reg Lead
 SC P 1891, Disp 22

Weather ship 001

High Squadron, 94th A Group

Combat Sq. Leader:

Lt McGoldrick

Date: 6 Feb 45

Deputy Sq. Leader:

Lt Tausig

Deputy Co. Leader:

LT Turk

613

612 SC JADWOCK

613 IN MACRO

614 IW GOLFOLEB

615 IY BUZZARD

MC GOLDRICK

IN M 8648 PFF ✓

MAHAHRICK

TAUSIG

IN J 1591 ✓

IN L 8941 ✓

613 SQDN

613 SQDN

CURRAN

STEINLE

IN K 1072 ✓

IN S 2947 ✓

BRADLEY

KELSO

CAREY

COX

IN F 6313 ✓

IN A 8458 ✓

IN R 6113 ✓

IY G 2468 ✓

NEILSON

IN D 6538 ✓

MAY

SPEER

IN C 8187 ✓

IN B 6132 ✓

SPARBS

Ground Sq rest

PFF SC q 8153, Disp 14

PFF IN Q 8550, Disp 44

Rog Lead SCP 1891, Disp 22

IY N 8810, Disp 24

Weather Ship IW L 0001, Maj Chapman

LOW SQDN. 94TH "A" GROUP

Combat Sq. Leader:

Date:

Deputy Sq. Leader:

CAPT. HARB

6 FEB. 1945

Deputy Gp. Leader:

LT. SPULLER

LT. TURK

SQDN

614

612 SC JALOCK

613 IN MACRO

614 IN GOLFCLOUB

615 IY BUZZARD

UTTER (HARB)

IN G 8053(PFF) ✓

JAMES

SPULLER

IN P 2012 ✓

n IN R 7780 ✓

SQDN

614

SQDN

614

BARCOCK

THOMPSON, R.

IN X 8585 ✓

IN T 8646 ✓

STAUFFER

HARTSOCK

SORENSEN

COLE

IN K 8677 ✓

IN Q 7478 ✓

IY G 1983 ✓

IN O 7602 ✓

ST. AUBYN

IN D 7322 ✓

RICHARDSON

WHITE

IN N 8738 ✓

IN E 8530 ✓

SPARES

~~SPARE VIS LEAD IN G 8253 DISP 14~~
 SPARE PFF LD. IN Q 8850 DISP 44

SPARE VIS LEAD SC P 1891 DISP 22

GROUND SPARE IN N 8810-24
 WX A/C IN L 0001 MAJOR CHAPMAN

HIGH SQDN. 94TH "B" GROUP

Comdr Sq. Leader: LT. HAYES Date: 6 FEB. 1945

Deputy Sq. Leader: LT. BODDIN

Deputy Gp. Leader: _____

612 SQDN.

612 SC JADWOCK
 613 IN MACRO
 614 IN GOLFPOB
 615 IN BUEZARD

HAYES

SC U 7947 (PFF) ✓

ELOETSCHER

BODDIN

SC T 8788 ✓

SC H 2398 ✓

612 SQDN.

612 SQDN.

ROADMAN

JONES

SC D 6992 ✓

SC R 2393 ✓

COMER

NOLAN

CAMPBELL

HOWARD

SC F 8541 ✓

SC G 9993 ✓

SC K 8733 ✓

SC B 1662 ✓

SCHLIEMANN

SC J 7790 ✓

HUDNALL

FRENCH

SC A 7628 ✓

SC H 7039 ✓

SPARES

~~SPARE PFF LD. IN Q 8222 DISP 14~~
 SPARE PFF LD. IN Q 8550 DISP 44

SPARE VIS LEAD SC P 1891 DISP 22

GROUND SPARE TY N 8810 DISP 24

IN L 0001 WX A/C MAJOR CHAPMAN

Primary - Lutzendorf synthetic oil

MPI on Compressor House which is one of three most ~~important~~ vital points at target. Produces some 275,000 tons of oil per year

Target area is about 1400 X 1600 yds and roughly rectangular in shape. MPI is centrally located within compact area to afford ample coverage of all vital points if bombing in good.

Secondary - Erfurt - No props on this target. It has a fairly large network of railroads coming in making it a Railroad Center. MPI is located in center of city

4/R - Eisenach - located in center of city.

Owned by B.M.W. - manufactures ~~two or three~~ aero-engines of lesser horsepower - probably used for trainers. Besides this reputed to manufacture during war motor transports and armed vehicles of several types such as light tanks, armoured cars and carriers, etc. And also light anti Tank Guns and machine guns have been made here.

Second (Eisenach) ~~Plant~~ "B" Force - 4 Gps on attention 5146-0856
Arnsberg 514-0804

Primary - Kassel! Locomotive Works still manufacturing component for locomotives but makes 88 mm and other flak guns and also large number of components tank parts which are assembled at another plant within the target city.

Very compact - major MPI - on main shop (about 500 X 400 ft) - rated as priority target -

Friendly Activities - 2 A.D. leading - 10 Gps oil
Magdeburg
3 A.D. 8 Gps - Bohlen - oil
(1st A.D.)
2 Gps 2 A.D. Bielefeld
4 Gps 3 A.D. Tactical target -

Fighter Escort

10 Sp's P-51's

2 for each two Bomb sps -

One Sp P-51's free lance in 1st + 3rd
Division target area 30 min before 1st
A.D. target time

Flak - 1 30 yms in range

Secondary - 16 listed from target

J/R - Mod. "Flak"

214-0804
214-0829

Plan A - Lutzendorf (5118-1152) Synthetic Oil
Only attack if visual sighting can be made.

Secondary - Erfurt (5058-1103)

LR - Eisenach (5059-1019)

5-3

612th Bombardment Squadron (H)
 401st Bombardment Group (H)
 Office of the Operations Officer

Mission # 205
 9 February 1945

SUBJECT : Loading List

TO : Operations Officer, 401st Bombardment Group (H), APO 557.

Plane # 43-37947

P	Schaumann, George S.	1st Lt.	612th
CP	Hobgood, James R.	1st Lt.	"
N	Forrier, Robert E.	1st Lt.	"
B	Sandoe, Kenneth E.	1st Lt.	"
RO	Kornegay, Ryan G.	T/Sgt	"
MO	Munt, Donald (MMI)	F/O	"
TTG	Morris, Thomas P.	T/Sgt	"
TG	Willet, Edward M.	S/Sgt	"
FG	Williams, Clarence P.	S/Sgt	"
FG	Camp, Edward A. Jr.	S/Sgt	"

Plane # 42-31891

P	Aschenbach, Allan D.	1st Lt.	612th
CP	Althoff, John R.	2nd Lt.	"
N	Brazzil, William R.	2nd Lt.	"
B	Folkerts, Arthur R.	2nd Lt.	"
RO	Feigenbaum, George J.	T/Sgt	"
TTG	Herndon, William R.	S/Sgt	"
BTG	Wilson, Ben G.	S/Sgt	"
TG	Pearlin, Joseph R.	S/Sgt	"
FG	Watson, Robert W.	S/Sgt	"

Plane # 44-6506

P	French, Willard H.	2nd Lt.	612th
CP	McKale, William L.	2nd Lt.	"
N	Cannon, Thomas P.	F/O	"
B	Johnson, Jerry M.	Sgt	"
RO	Allcroft, James W.	S/Sgt	"
TTG	Hansen, Arthur W.	Sgt	"
BTG	Deck, Floyd J.	Sgt	"
TG	Lagrange, Wesley	Sgt	"
FG	Devore, Arthur D.	Sgt	"

Plane # 43-38788

P	Bloetscher, Andrew F.	2nd Lt.	612th
CP	McElvain , Wilbert H.	2nd Lt.	"
N-	Threlkold, Mercer L.	2nd Lt.	"
B	McMahon, John F.	2nd Lt.	"
RO	Kobinsky, Charles J.	T/Sgt	"
TTG	Richards, Carl R.	T/Sgt	"
BTG	Ford, Bill M.	S/Sgt	"
TG	Skaggs, Lyl R.	S/Sgt	"
FG	Giles, Otho H.	S/Sgt	"
RCM	Martin, James G.	Sgt	"

Plane # 43-38637

P	Long, Robert L.	1st Lt.	612th
CP	Watterson, Stuart E.	F/O	"
N	Crick, Lawrence A.	2nd Lt.	"
B	Watson, Reynolds S.	2nd Lt.	"
RO	York, Dennis A.	T/Sgt	"
TTG	Hovezak, Henry	T/Sgt	"
BTG	Cherubini, Peter J.	S/Sgt	"
TG	Iles, Earl L.	S/Sgt	"
FG	Willick, Edward L.	S/Sgt	"
RCM	Swanson, Theodore K.	S/Sgt	"

Plane # 42-102593

P	Lovell, Morris H.	2nd Lt.	612th
CP	Gerant, John M.	2nd Lt.	"
N	Price, George B.	2nd Lt.	"
B	Phinney, Roderick T.	2nd Lt.	"
RO	Stevens, Edgar M.	Sgt	"
TTG	Knower, Russel S.	Sgt	"
BTG	Balfe, James	Sgt	"
TG	Broadbooks, Ray	Sgt	"
FG	Martinsau, Emile R.	Sgt	"

Plane # 42-39993

P	Smith, Max M.	2nd Lt.	612th
CP	Korwald, Morris H.	2nd Lt.	"
N	Van Duinen, Richard B.	F/O	"
B	Schanz, Nyle R.	Sgt	"
RO	Hendrickson, Ernest W.	Sgt	"
TTG	Genga, Pietro J.	Sgt	"
BTG	Laing, John	Sgt	"
TG	Filiatrant, Frank E.	Sgt	"
FG	Pinilis, Emanuel B.	Sgt	"

Plane # 43-37790

P	Schliemann, Donald M.	2nd Lt.	612th
CP	Meyrowitz, Irving	2nd Lt.	"
N	Schneck, David	2nd Lt.	"
B	Swatosh, Kenneth J.	2nd Lt.	"
RO	Pendley, Garland E.	T/Sgt	"
TTG	Kelly, John C.	T/Sgt	"
BTG	James, Duane H.H.	Sgt	"
TG	Madden, Ted H.	S/Sgt	"
FG	Zabel, Bruce H.	S/Sgt	"

Plane # 43-38680

P	Budnall, Carl L.	1st Lt.	612th
CP	Mitchell, Frank G. Jr.	2nd Lt.	"
N	Martin, Phillip A.	F/O	"
B	Beardall, Keith M.	S/Sgt	"
RO	Knight, Adam	T/Sgt	"
TTG	Moorman, Loyd F.	T/Sgt	"
BTG	Gyles, Alfred R.	S/Sgt	"
TG	Parker, Robert H.	S/Sgt	"
PG	Parker, Matt M.	S/Sgt	"

Plane # 43-38541

P	Cover, Jack P.	1st Lt.	612th
CP	Matthes, Francis R.	2nd Lt.	"
N	Weinstein, Myron	2nd Lt.	"
B	Smith, Alvie L.	2nd Lt.	"
RO	Al Hulse, Harold A.	Fvt	"
TTG	Dixby, Joseph Jr.	T/Sgt	"
BTG	Erland, Cletus M.	S/Sgt	"
TG	Kirkhuff, Leonard M.	S/Sgt	"
PG	Mainprize, Jack E.	S/Sgt	"

End.

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

9 February 45

FLAME NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-8648	P	1st Lt.	MC GOWRICK	JOHN	W.
	CP	1st Lt.	MILLER	HARRY	C.
	N	1st Lt.	LEWIS	LESTER	O.
	B	1st Lt.	PENK	GEORGE	V.
	V	1st Lt.	EATON	HARRY	M.
	RO	T/Sgt.	BUCK	GERALD	L.
	TT	T/Sgt.	SHILDON	JAMES	R.
	TO	S/Sgt.	GRUBMAN	JAMES	F.
43-38791	WG	S/Sgt.	LINDSAY	JAMES	H.
	P	1st Lt.	MAHARICK	MATT	(NMI)
	CP	F/O	ROBERSON	VERNELL	W.
	N	2nd Lt.	ROULEY	RONALD	E.
	B	S/Sgt.	TOONES	GEORGE	(NMI)
	RO	Sgt.	NEED	WILLIAM	H. JR.
	TT	Sgt.	LANIER	LESLIE	H.
	BT	Sgt.	MOORE	WILLIAM	F.
44-6313	TO	Sgt.	WEBB	VERNELL	R.
	WG	Sgt.	MCULTON	GEORGE	L.
	RCM	Sgt.	KARRE	WILLIAM	E.
	P	1st Lt.	BRADLEY	AUDREY	J. JR.
	CP	2nd Lt.	FINNELL	JAMES	J.
	N	2nd Lt.	GOLD	ASHLEY	(NMI)
	B	S/Sgt.	ELING	BERMAN	(NMI)
	RO	S/Sgt.	BOWERS	JACOB	J. JR.
42-102947	TT	M/Sgt.	MANCOR	JUSTICE	C.
	BT	S/Sgt.	KEMP	JAMES	E.
	TO	S/Sgt.	MATLACK	WILLIAM	W.
	WG	S/Sgt.	DEFRAUGH	NORMAN	(NMI)
	P	1st Lt.	STERLE	RICHARD	H.
	CP	2nd Lt.	ZEMAN	ROGER	R.
	N	1st Lt.	HURLEY	JIM	D.
	B	Sgt.	VALINE	RAYMOND	(NMI)
44-6113	RO	S/Sgt.	STRONBERG	ALEXANDER	(NMI)
	TT	S/Sgt.	STACHURA	FRED RICK	(NMI)
	BT	S/Sgt.	MYERS	ERROL	A.
	TO	S/Sgt.	LUTZ	LEO	B.
	WG	S/Sgt.	WOSAK	CHRISTER	A.
	P	1st Lt.	SCHILLER	RICHARD	R.
	CP	2nd Lt.	WICKS	WALLACE	W.
	N	2nd Lt.	HOUSTON	RICHARD	D.
44-6113	B	F/O	HELLAR	JOHN	E.
	RO	S/Sgt.	GIANNINI	JOSEPH	(NMI)
	TT	S/Sgt.	HARTY	WILLIAM	C.
	BT	S/Sgt.	BLACK	RICHARD	D.
	TO	S/Sgt.	THURBAU	RUSSELL	H.
	WG	S/Sgt.	DEVINSON	NORMAN	A.

PLANE NO.	TYPE	RANK	LAST NAME	FIRST NAME	MI
42-31072	P	1st Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	REILLY	DONALD	J.
	H	2nd Lt.	BAUTE	JOHN	J.
	B	2nd Lt.	JONES	BEN	F.
	RO	S/Sgt.	GIERSEN	GEORGE	J.
	TT	S/Sgt.	JOHNSON	WILLIAM	E.
	BT	S/Sgt.	ZIMOR	HAROLD	M.
	TO	S/Sgt.	CLIFTON	JAMES	R.
	WG	S/Sgt.	HERDIN	RAY	(NM)
43-38862	P	1st Lt.	CAREY	KARL	F.
	CP	2nd Lt.	FREN	JAMES	R.
	H	2nd Lt.	JOHNSTON	WILLIAM	I.
	B	S/Sgt.	NEWBY	CLIFFORD	C.
	RO	S/Sgt.	FLINN	LEO	M.
	TT	S/Sgt.	JONES	CHARLES	C.
	BT	S/Sgt.	SMITH	DONALD	E.
	TO	S/Sgt.	ODOM	HENRY	T.
	WG	S/Sgt.	FISHER	MELVIN	C.
43-318187	P	2nd Lt.	MAY	JAMES	H.
	CP	2nd Lt.	COLLINS	EUGENE	H.
	H	2nd Lt.	ANDERS	WALTER	R.
	B	Sgt.	HENDON	WILLARD	K.
	RO	Sgt.	PAULK	ALBERT	L.JR.
	TT	Sgt.	SMITH	CHESTER	F.
	BT	S/Sgt.	CLOYD	SHERLEY	J.
	TO	Sgt.	PROCEL	JOSEPH	A.
	WG	Sgt.	MC KEE	WILLIAM	J.
44-6588	P	1st Lt.	MIRLINEN	HANS	V.
	CP	2nd Lt.	THOMAS	JAMES	A.
	H	2nd Lt.	TUMELIN	MURSHAL	C.
	B	S/Sgt.	VIGNETTI	ANGELO	J.
	RO	S/Sgt.	HARGRE	EMANUEL	(NM)
	TT	S/Sgt.	SWINDLE	FRANK	G.
	BT	Sgt.	EVANS	CARL	E.
	TO	Sgt.	STEPKA	FRANCIS	S.
	WG	Sgt.	DE FRA	ANTHONY	R.
	RCM	Sgt.	STITT	JOHN	J.
44-38941	P	1st Lt.	JENNINGS	WILLIAM	W.
	CP	1st Lt.	DONALSON	JEFF	H.
	H	1st Lt.	FOLES	WILLIAM	H.
	B	1st Lt.	SCHLOVIN	ISAAC	(NM)
	RO	T/Sgt.	CURTIS	JAMES	W.
	TT	T/Sgt.	FORMAN	RICHARD	T.
	BT	S/Sgt.	OLIVER	KENNETH	C.
	TO	S/Sgt.	SELZIE	THOMAS	R.
	WG	S/Sgt.	EVEN	DONALD	L.

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

AAF Station # 128
 9 February 1945

SUBJECT: Loading List.

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

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

Plane 44-82528259

P	1st Lt.	THOMPSON, HARRY L.	614th Sq
CP	Maj.	CHAPMAN, ALVAH H. JR.	"
N	1st Lt.	RICKS, FRANK W.	"
N	1st Lt.	DAMP, EDWARD	"
B	Capt.	FULGIM, WILLIAM P.	"
MO	1st Lt.	DRESBACH, JOHN T.	"
RO	T/Sgt.	Fulton, x David x Mitchell, Joseph G.	"
TT	T/Sgt.	LaVigne, x Robert x Dickson, Beattie B.	"
TG	1st Lt.	HAYES, LELAND R.	"
WG	S/Sgt.	Kilgore, Edmund W.	"

Plane 43-38738

P	1st Lt.	RICHARDSON, RICHARD B.	"
CP	1st Lt.	HAFLEY, WILLIE J.	"
N	F/O.	BLADES, LEO L.	"
CTG	S/Sgt.	Racick, John	"
RO	S/Sgt.	Massa, Attilio	"
TT	T/Sgt.	Walsh, Arthur G.	"
BT	S/Sgt.	Lunn, Berlyle J.	"
TG	S/Sgt.	Patterson, Donald D.	"
WG	S/Sgt.	Paluso, Joseph J.	"
RCM	S/Sgt.	Byrn, Otice G. Jr.	"

Plane 4498033

P	Capt.	SEDER, ARTHUR R. JR.	"
CP	2nd Lt.	RUBINOFF, LOUIS W.	"
N	2nd Lt.	STEWART, LEON F.	"
B	2nd Lt.	CONWAY, FRANCIS JR.	"
MO	1st Lt.	GOODMAN, JAMES W.	"
RO	T/Sgt.	Backlin, John F.	"
TT	T/Sgt.	Antill, Clarence W.	"
TG	S/Sgt.	Harris, Cecil D.	"
WG	S/Sgt.	Affel, Richard H.	"

Loading List Cont'd.

Plane	<u>42-97322</u>		
P	1st Lt.	ST. AUBYN, GLENN H.	614th Sq
CP	1st Lt.	THOMPSON, WALLACE	"
N	F/O.	KAHN, CHARLES	"
CTG	S/Sgt.	Falkowitz, Irving	"
RO	T/Sgt.	Tompkins, Harry A.	"
TT	S/Sgt.	Dearborn, Harry R.	"
BT	S/Sgt.	Lichtenberger, Gustave W.	"
TG	S/Sgt.	Hickey, Harold J.	"
WG	S/Sgt.	Buckley, John F.	"
Plane	<u>43-38330</u>		
P	1st Lt.	WHITE, WYLIE K.	"
CP	2nd Lt.	POTTER, FRED R.	"
N	F/O.	BRINER, WILLIAM L.	"
B	2nd Lt.	AUFBRANCE, RUSSELL L.	"
RO	S/Sgt.	McCommis, Max I.	"
TT	S/Sgt.	Whitney, Paul A.	"
BT	S/Sgt.	Viescas, Arturo B.	"
TG	S/Sgt.	McQuade, John B.	"
WG	S/Sgt.	Cranz, Edwin R.	"
Plane	<u>42-97602</u>		
P	1st Lt.	COLE, JOHN S. JR.	"
CP	2nd Lt.	SPELLMAN, JOHN W.	"
N	2nd Lt.	HANSON, CLIFFORD M.	"
B	F/O. 2nd Lt.	BUTLER, THOMAS H.	"
RO	S/Sgt.	Rubinson, Jerome J.	"
TT	T/Sgt.	Collett, John E.	"
BT	Sgt.	Griggs, Crawford F.	"
TG	Sgt.	Smith, Ralph H.	"
WG	S/Sgt.	McClure, James R.	"
Plane	<u>42-97395</u>		
P	1st Lt.	HARTSOCK, KENNETH J.	"
CP	F/O.	LOCKE, KENT W.	"
N	1st Lt.	DUNCAN, ROBERT N.	"
B	2nd Lt.	DODGE, RICHARD A.	"
RO	Sgt.	Dee, Harold E.	"
TT	Sgt.	Browne, Vincent	"
BT	S/Sgt.	Grasela, Edward B.	"
TG	Sgt.	Anderson, Donald S.	"
WG	S/Sgt.	Monacella, Joseph L. Jr.	"
Plane	<u>43-38565</u>		
P	1st Lt.	FONDREN, JOHN E.	"
CP	2nd Lt.	VIA, JAMES C.	"
N	2nd Lt.	COYNE, JOHN T.	"
B	2nd Lt.	PACKRELL, JESSE L.	"
RO	S/Sgt.	Wensel, John W.	"
TT	S/Sgt.	Brobst, Clyde J.	"
BT	S/Sgt.	Wickline, John H.	"
TG	S/Sgt.	Wilbers, Herman E.	"
WG	S/Sgt.	Youmans, Henry A.	"
RCM	S/Sgt.	Genauer, Lawrence	"

Loading List Cont'd.

Plane 42-39012

P	2nd Lt.	JAMES, HERBERT W.	614th Sq
CP	2nd Lt.	PARKER, VICTOR E.	"
N	2nd Lt.	LUPOWITZ, HYMAN J.	"
CTG	Sgt.	Branch, Willard A.	"
RO	Sgt.	Kent, Donald R.	"
TT	Sgt.	Parker, Robert S.	"
BT	Sgt.	Toloso, Melvin N.	"
TG	Sgt.	McCallon, Lynn G.	"
WG	Sgt.	Baumann, Archie M.	"

Plane 43-38677

P	2nd Lt.	STAUFFER, DAVID H.	"
CP	2nd Lt.	HAAKE, EDWARD C.	"
N	2nd Lt.	BURNS, THOMAS E.	"
CTG	Sgt.	Eidemiller, Wilmer P.	"
RO	S/Sgt.	Tuchin, Howard	"
TT	S/Sgt.	Smith, Howard J.	"
BT	S/Sgt.	Lawrence, Sterling S.	"
TG	Sgt.	Dobson, William J.	"
WG	Sgt.	Laura, Libero L.	"

For the Squadron Commander:

ALVAH H. CHAPMAN JR.
 Major, Air Corps,
 Operations Officer.

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

9 February 1945

SUBJECT: Loading list.

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

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

PLANE # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Knowles	Willis	S.	615th
CP	2nd Lt.	Cornelius	Carl	J.	"
N	F/O	Grisham	Cecil	W.	"
B	2nd Lt.	Kostolni	Walter	G.	"
RO	Sgt.	McCormick	Thomas	P.	"
TT	T/Sgt.	Boever	Robert	A.	"
BT	Sgt.	Wasemiller	Clifford	W.	"
TG	Sgt.	Settle	John	W.	"
FG	Sgt.	Woestman	Robert	J.	"

PLANE # 42-107113

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Stephens	Lloyd	J.	615th
CP	2nd Lt.	Wilt	Elmer	L.	"
N	2nd Lt.	Harper	Robert	P.	"
B	Sgt.	Whitlock	Howard	D.	"
RO	Sgt.	Huzinec	Andrew	(NMI)	"
TT	Sgt.	Graham	James	D.	"
BT	Sgt.	Wisdom	Kent	B.	"
TG	Sgt.	Brennan	William	J.	"
FG	Sgt.	Lewelling	Fred	E.	"

PLANE # 42-97664

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Maire	Frederick	H.	615th
CP	1st Lt.	Deen	Robert	M.	"
N	2nd Lt.	Momberger	Charles	M.	"
B	S/Sgt.	Landry	Lawrence	B.	"
RO	T/Sgt.	Mabrey	William	T.	"
TT	T/Sgt.	Barr	Thomas	H.	"
BT	S/Sgt.	Floyd	Norris	C.	"
TG	Sgt.	Wiegel	Clifford	W.	"
FG	S/Sgt.	Nowak	Frank	F.	"

PLANE # 44-6146

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Bennett	Clifton	S.	615th
CP	2nd Lt.	Stevenson	Joseph	G.	"
N	2nd Lt.	Hamilton	Charles	W.	"
B	Sgt.	Ely	Calvin	P.	"
RO	Pfc.	Hanes	Billy	R.	"
TT	Pfc.	Henley	James	K.	"
BT	Sgt.	Spoor	Richard	A.	"
TG	Sgt.	Hartswick	Frederick	W.	"
FG	Sgt.	Joyner	Oliver	H.	"

PLANE # 42-102468

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Djernes	Carl	P.	615th
CP	2nd Lt.	Spiva	Raymond	H.	"
N	2nd Lt.	Canale	John	F.	"
B	Sgt.	Reiher	Cordan	A.	"
RO	S/Sgt.	LaCourse	Lucien	(NMI)	"
TT	S/Sgt.	Chiu	Donald	(NMI)	"
BT	Sgt.	Bill	Richard	H.	"
TG	S/Sgt.	Makseyn	Chester	W.	"
FG	Sgt.	Akins	Gra.	R.	"

- Continued -

Loading list. (Continued)

PLANE # 42-97869

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Cracraft	George	K.	615th
CP	2nd Lt.	Magee	Eldon	E.	"
N	1st Lt.	Buvinghausen	Kenneth	D.	"
B	S/Sgt.	Guerin	Roland	L.	"
RO	S/Sgt.	Fenwick	Gordan	E.	"
TT	T/Sgt.	Jacquart	Robert	R.	"
BT	Sgt.	Dunn	Donald	R.	"
TG	S/Sgt.	Hudson	Leonard	L.	"
FG	S/Sgt.	Allen	Lewis	(NMI)	"

PLANE # 43-37551

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

PLANE # 43-38810

P	1st Lt.	Grimm	Alfred	R.	615th
CP	2nd Lt.	Regan	John	J.	"
N	P/O	Coates	Alvin	B.	"
B	S/Sgt.	Boyer	William	O.	"
RO	S/Sgt.	Kapson	George	D.	"
TT	S/Sgt.	Geers	Louis	J.	"
BT	S/Sgt.	Cox	Glyde	H.	"
TG	S/Sgt.	Chambers	Arthur	R.	"
FG	Sgt.	Hunsperger	Henry	(NMI)	"

PLANE # 43-38758

P	1st Lt.	Callahan	Raymond	J.	"
CP	2nd Lt.	Cosden	Byran	L.	"
N	2nd Lt.	Connell	Hall	T.	"
B	S/Sgt.	Pelts	Chester	C.	"
RO	Sgt.	Douglass	James	B.	"
TT	S/Sgt.	Jencks	Robert	L.	"
BT	Sgt.	Banning	Robert	O.	"
TG	Sgt.	Bolen	Joseph	T.	"
FG	Sgt.	Wagner	Aloysius	E.	"

- END -