

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

MISSION No. **206**

Date: **10 FEB. 45**

TO: **DULMEN, GER.**

T A B L E O F C O N T E N T S

I. MISSION SUMMARY REPORT

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

II. STATISTICAL SUMMARY OF OPERATIONS

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

401ST BOMBARDMENT GROUP (H)

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

D A Y

MISSION SUMMARY REPORT

MISSION # 206

DATE 10 February 1945

ASSIGNMENT

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

EXECUTION

1. Target Bombed: DULMEN, GERMANY (Micro-H)
  2. a. Group Leader: Major D. W. MC CREE (Christensen)  
Lead Navigator: Capt. W. E. HABERER (Fraicli-M-H Opr)  
Extra Navigator: 1st Lt. P. J. KING  
Lead Bombardier: Capt. W. T. HUTSON
  - b. Low Sqdn Leader: Capt. S. J. LOZINSKI  
Lead Navigator: 1st Lt. L. R. RUSH (Walters\*MO)  
Lead Bombardier: 1st Lt. H. E. HUGHES
  - c. High Sqdn Leader: Capt. W. S. HARB (Utter)  
Lead Navigator: 1st Lt. E. DAMP (Dresbach- MO)  
Lead Bombardier: 1st Lt. J. F. HOPE, Jr.
3. Flight Over England:
    - a. Takeoff:

Takeoff delayed 3 hours. Finally took off at 0945. Notice of new take off time came late which delayed taxiing, but all ships got off okay. Climbed to briefed assembly altitude of 21,000' over Cottesmore buncher. Just before take off, orders were received that the primary target was to be hit visually, and that we were to circle in the target area from 1300 to 1400 if necessary to hit the primary visually.

MISSION SUMMARY REPORT: (cont)

3. b. Squadron and Group Assemblies:

Squadron and Group assembly accomplished in good time as sky was cloudless at assembly altitude and visibility was good. 94th "C" was completely formed before briefed time to depart buncher. However, 94th "A" group was scattered all over at their departure time so decided to stay at their assembly buncher until last possible time and lead directly to control point #1. Accordingly our group was to stay at our buncher and circle until 94th "A" left and then flew in formation with them directly to control point #1.

c. Route Over England:

Just prior to control point #1 the 94th "B" group filled in between 94th "A" and 94th "C". Thus the wing approached the first point of Division assembly line in good formation. The Division leader crossed out just ahead of 94th "A" completing the Division column. Our group crossed control point #1 on time.

4. Attack:

a. Flight to Target:

Our group formation was good on the flight to the target. While crossing the channel "Buckeye Red" advised climbing to 1000' over briefed altitude to avoid high clouds near target. This put the lead at 27,000'. Just as we reached the Holland coast at the Scheldt Estuary the Division was advised to circle until the clouds broke over the target. Accordingly, each group circled in place for about an hour. While waiting we made a couple of dry runs on Walcheran Island on the same heading as our briefed bomb run so as to absolutely check the drift we would use in case we were able to see the target. Finally we were running low on Oxygen and gas so the Division leader decided we would go in and try to attack the primary visually, but failing that would attack the secondary by Micro-H and continue on the briefed route home.

b. Bombing Runs:

Lead and High Squadron:

The group attempted a visual run on the Primary target but it was covered with clouds so it proceeded to the secondary. The lead squadron made a strictly Micro-H run on it, for the undercast was still 10/10ths. Course was killed by mickey and his rate checked very well with the bomb-sight. Bombs were salvoed by the lead and dropped with a 100' intervalometer setting by all others. Results were unobserved. All the equipment functioned properly. Bombing was done in squadron formation. The high squadron leader had an accidental release when he opened his doors at the IP so the deputy took over. They followed in trail of the Lead and Low squadrons and bombed on their smoke markers. Results unobserved.

Low Squadron:

The low squadron turned over the IP and headed for the primary target with the 3 squadrons in trail, attempting a visual run.

MISSION SUMMARY REPORT: (cont)

4. b. The cloud cover was 8-10/10ths. The bombardier was able to get on a pretty good course to the target, and thinks they passed right over the target. He couldn't synchronize because he saw too little of the ground. The mickey operator took over and made a 6 minute Micro-H run of the secondary target. It was entirely covered with clouds. The dropping angles checked out very well with the bombsight. The leader salvoed when the indices met. All others dropped with 100' intervalometer setting. Results were unobserved. The AFCE was okay on the bomb run.

c. Flight to Target:

At bombs away a left turn was made and the group rallied quickly. No flak was encountered nor were enemy fighters seen. Fighter support was present. Route out to the channel was as briefed.

d. Return to Base:

Near the English coast we encountered a solid line of Cumulo-Nimbus clouds. The group was forced down to 1500' to get under them and then returned to the base on the deck. Landing was normal in good visibility - all ships but one landing safely at home base.

e. Weather:

Weather was described as clear over channel enroute out to the target, becoming 3/10ths to 5/10ths after continental coast was penetrated, tops to 27,000'. Became 10/10ths, tops 26,000' to 27,000' when IP was reached. Cumulo-nimbus building up rapidly over channel enroute back.

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation:

Very good.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

A/C 43-37706 - Not Sortie. Pilot unable to keep up with formation. Pilot checked everything, except loading. Upon landing mal-distribution of flak suits indicated that perhaps loading was the responsible factor. (Pers-Other)

A/C 44-8033 - Sortie. When doors were opened the electrical impulse accidentally released the bomb load about fifteen minutes before the target. (Mech)

MISSION SUMMARY REPORT: (c )

6. Enemy Opposition:

No air nor ground opposition encountered.

7. Battle Damage:

None.

8. Casualties:

None.

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

10. Bombing Data:

a. Observations:

Due to complete undercast, no observations could be made.

b. Disposition of Bombs:

Lead Squadron: All 13 aircraft airborne (incl spare which filled in high squadron) attacked the target, dropping 77 X 1000# RDX. A/C 132 had one bomb hang up which it released 1 minute past target.

Low Squadron: All 12 scheduled A/C attacked the target dropping 48 X 1000# RDX and 22 X 1000# GP bombs. A/C 947 had 1 RDX hang up which it released 4 minutes past target - A/C 425 also had 1 RDX hang up which it jettisoned 2 minutes past target. The spare returned 6 RDX bombs to base.

High Squadron: Of the 11 A/C EET, ten bombed the target, dropping 40 X 1000# RDX and 18 X 1000# GP bombs. PFF A/C 033 accidentally released 2 RDX and 4 GP bombs out at 5139-0538E in an open field when the bomb bay doors were open. Aborting A/C 706 jettisoned 6 RDX at Pt. "A" in the channel, and A/C 313 had 2 bombs hang up which it jettisoned at 5238-0700E past the target. The spare returned 6 RDX bombs to base.

c. Tabular Summary of Disposition of Bombs:

(see next page)

MISSION SUMMARY REPORT: (concl)

10. c.

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	36	35	(165 ( 40	1000# 1000#	RDX GP	1/10 1/10	None None
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			(165 ( 40	1000# 1000#	RDX GP	1/10 1/10	None None
Other Expenditures			( 15 ( 2	1000# 1000#	RDX GP	1/10 1/10	None None
Bombs Returned			( 12	1000#	RDX	1/10	None
Total (Loaded on A/C Taking Off)			192 42	1000# 1000#	RDX GP	1/10 1/10	None None

11. Lost Aircraft:

None.

Submitted by:

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

Ld Sq 94 C Gp - 401st

Combat Sq. Leader: MAJ MC CREE Date: 10 FEB 45

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

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

MC CREE  
947(pff)

HUDNALL  
398

BODDIN  
449(pff)

SQDN

SQDN

ROAD MAN  
393

BAKER  
132

CAMPBELL  
733

COMER  
541

COX  
607

GARNEY  
862

HOWARD  
506

LONG  
637

LOVELL  
788

SPARES

SMITH  
628

*Takeoff & Over Target*

*Flew with high of our target.*

Lo Sq 94 C Gp - 401st

Combat Sq. Leader: Capt Lozinski Date: 10 Feb 8

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

SQDN

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

LOZINSKI

371 (pff)

MATRE

GERBER

664

077

SQDN

SQDN

MC KAY

SHELLER

779

947

SMITH

CALLAHAN

MAHARICK

KELSO

758

425

591

187

GRIMM

810

STEPHENS

BENNETT

7113

146

at takeoff

*Edouard Jager*

SPARES

KNOWLES

983(returned)



Hi Sq 94 CGp - 401st

Combat Sq. Leader: CAPT HARB Date: \_\_\_\_\_

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

SQDN

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

HARB

033(pff)

*at takeoff  
& One target.*

STAUFFER

SPUHLER

677

780

SQDL

SQDN

ST AUBYN

CURRAN

322

072

WHITE

COLE

BRADLEY

MAY

330

602

313

706(abort

FONDREN

565

*(Smith - 6 x 8  
one target)*

SORENSEN

RICHARDSON

395

012

SPARES

HARTSOCK

869(returned

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

Date 10 February 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dulmen, 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 0950 hours.
- b. Group formed at 1145 hours on Cottesmore buncher.  
at 20000 ft.
- c. Wing assembly was completed at 1156 hours at 21000.
- d. Route over England was (~~not~~) flown as briefed.

**Direct from cottesmore to GP#1 because 94th A was not formed on time  
Air commander decided to wait till 94th A departed and follow them out**

- e. Methods of navigation over England.

**Gee Pilotage**

- f. Division formation was joined at 1214 hrs. at Felixstowe.
- g. Flight to I.P. was (not) as briefed.

**See Lead Narrative**

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

**Gee Pilotage and D.R.**

- i. Bomb run.

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

- (2) True heading over target 083.
- (3) Actual drift 15 left.
- (4) Altitude over target 26400.
- (5) Time bombs away 1409.
- (6) Wind used for bombing 205/75.
- (7) Method of target identification.

**Micro-H (Gee Check)**

(8) Difficulties on bomb run.

**None**

(9) Weather over Target.

**9-10/10ths**

(10) Axis of withdrawal 330.

- j. Group rally was accomplished at 52 16N 07 06E at 1415 hrs.
- k. Wing rally was accomplished at none at        hrs.
- l. Division rally was accomplished at none at        hrs.
- m. Flight home was (~~not~~) as briefed.

**See lead**

n. Methods of navigation on return route.

**Gee Mickey**

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

q. Performance of equipment.

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

\_\_\_\_\_/S/ **L.S. Rush**\_\_\_\_\_  
**L.S. RUSH**  
 \_\_\_\_\_**1st Lt., Air Corps**\_\_\_\_\_

Lead Navigator. **Low Sqd**

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

Date 10 February 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dulmen, 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 1012 hours.
- b. Group formed at 1145 hours on Cottesmore buncher.  
at 22000 ft.
- c. Wing assembly was completed at 1156 hours at 23000.
- d. Route over England was (not) flown as briefed.

**See Lead**

- e. Methods of navigation over England.

**Pilotage Gee D.R.**

- f. Division formation was joined at 1214 hrs. at Falixstom.
- g. Flight to I.P. ~~was (not)~~ as briefed.

**was not**

**See Lead**

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

**Pilotage H2X Gee D.R.**

- i. Bomb run.

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

- (2) True heading over target 082.
- (3) Actual drift 40.
- (4) Altitude over target 28000.
- (5) Time bombs away 1410.
- (6) Wind used for bombing 210/75.
- (7) Method of target identification.

(8) Difficulties on bomb run.

Bombardier had Malfunction Premature release just beyond I.P.  
Bomb Run to target by Deputy

(9) Weather over Target.

(10) Axis of withdrawal 330 True.

- j. Group rally was accomplished at 52 16N 07 06E at 1415 hrs.
- k. Wing rally was accomplished at None at          hrs.
- l. Division rally was accomplished at None at          hrs.
- m. Flight home was (not) as briefed.

**Seas Lead**

n. Methods of navigation on return route.

**Gee H2X Pilotage D.R.**

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

q. Performance of equipment.

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

/s/ Edward Damp  
EDWARD DAMP  
1st Lt., Air Corps

Lead Navigator. High Box

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

Date 10 February 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dulmen, 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 0947 hours.
- b. Group formed at 1145 hours on Cottesmore buncher.  
at 21000 ft.
- c. Wing assembly was completed at 1156 hours at 22000.
- d. Route over England was (not) flown as briefed.

**Direct from cottesmore to CP #1 because 94th "A" was not formed on time. Air commander decided to wait till 94th "A" departed and follow them out.**

- e. Methods of navigation over England.

**Gee Radio Pilotage DR**

- f. Division formation was joined at 1214 hrs. at Felixstowe.
- g. Flight to I.P. was (not) as briefed.

**North of course across channel to stay in Wing formation  
Four (4) 360's over continental coast to await weather report  
on primary target**

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

**Gee Pilotage D.R.:**

- i. Bomb run.

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

- (2) True heading over target 083.
- (3) Actual drift 15 left.
- (4) Altitude over target 27000.
- (5) Time bombs away 1408.
- (6) Wind used for bombing 190/70.
- (7) Method of target identification.

**Wing Micro-H Gee**

(8) Difficulties on bomb run.

**NONE**

(9) Weather over Target.

**10/10ths**

(10) Axis of withdrawal 320 TH.

- j. Group rally was accomplished at 52 16N 07 06E at 1415 hrs.
- k. Wing rally was accomplished at None at          hrs.
- l. Division rally was accomplished at None at          hrs.
- m. Flight home ~~was~~ (not) as briefed.

**Just before reaching English Coast weather caused us to go North of course.**

n. Methods of navigation on return route.

**GEE Mickey D.R. Radio**

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

q. Performance of equipment.

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

/S/ Walter E. Haberer  
WALTER E. HABERER  
Captain, Air Corps

Lead Navigator. **Lead Sqd.**

PILOT Major McGree (Air Commander) CAPTOR Capt Walter E. Haberer DATE 10 Feb 1945

STATIONS	051	ENGINES	0615	TAXI	0630	T.O.	0645
LEAVE BASE	Cott		0834				
COAST OUT			0918				
ENEMY COAST			0933				
I.P.			0955				
TARGET			1006				
ENEMY COAST			1106				
Eng Coast			1207		ETA	1249	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

ZERO 1200  
Ref Alt 22 M  
Bomb Alt 26 M  
Oxygen 4:15

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

Let down Normal

FROM TO	21000 Lead Cott Y Punched	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
52 44N 00 39W		258	21000	150	178	017	-17	360	11	011	200	18	05 1/2	0834	Depart
Granwell "C"		61												0840	
52 02N 00 30W		256	22000	150	180	095	17	102	10	112	236	49	12 1/2	0859	
Wells "D"		62	23000												
52 58N 00 51E		252	24000	150	187	147	20	167	10	177	192	39	12-1	0904	
Bungay "E"		64	25000												
52 26N 01 25E		250	26000	150	194	186	18	204	9	213	156	28	11-1	0914	Eng Coast C.P.#1
Felixstowe		66													
51 58N 01 21E		250	"	"	"	102	11	113	9	122	245	88	21 1/2-2 1/2	0933	Coast C.P.#2
51 41N 03 40E		66													
"		230	"	"	"	102	16	118	8	126	226	70	19 1/3	0955	I.P.
51 27N 05 29E		66	"	"	"	074	18	082	7	089	252	43	10A	1006	TARGET
"		"	"	"	"	068	16	074	6	080	255	29	7	1013	Micro H Target
51 39N 06 35E		"	"	"	"	347	-17	330	6	336	216	50	14A	1028	
51 50N 07 18E		"	"	"	"										
52 38N 07 00E															
"			begin descent												
52 40N 04 37E		232/64	24M	170	212	272	-11	261	7	268	160	13	8	1106	Div Break up C.P.#3
"		236/62	22M	150	181		-12				127	74	35-5		
"		270/44	12M	170	174	277	-2	275	8	283	130	87	40	1207	English Coast
Ormer		290/32	2000	150	132	253	13	280	9	289	101	35	21		
52 56N 01 20E		290	2000	150	132	253	18	261	10	271	106	35	20	1227	Wing Break Up
Kings Lynn		32		0											
52 45N 00 24E		"	2000	150	132	247	19	256	10	266	107	39	22	1249	ETA
Base															

TAKE OFF DELAYED THREE (3) HOURS

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0930					Engine Start										
0937					Taxi (Primary if visual only)										
0947			330		Take Off										
1010			180		alt 59 07N 01 08W 180/7010300										
1018			120		52 53N 01 05E			14000							
1024			120		best sight of Y			15000							
1100					Leaving Light wind persistent contrails			21000 -37	178						
1130					circling Group formed 1145										
1145			155		Depart for Glatton			21000							
1151			120		52 35N 00 20E Start Climb			21000							
1156			125		52 30N 00 00 Sing to let 94th "E" in formation			22000							
1204			125		52 20N 00 40E			24000							
1214			125		C.P. #1 on time 8 miles north			24000	197						
1214			115		s/c 52 06N 01 25E	OBSERVATION DEPART									
1215			115		English Coast Out 52 05N 01 32E			24000							



FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVICATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		C. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
1218			110		52 04N 01 45E			26000 -40	197						
1220			116		52 02N 01 57E			26000 -43							
1226			115		52 00N 02 30E 200/65										
1232			115		51 58N 03 01 197/70			26000							
1232			145		A/C to O.P. #2										
1241			140		on course 7 minutes late at Cont Coast O.P. #2			26000							
1241			115		A/C to IP			26000							
1245					Advise to circle here to await weather report (51 36N 03 55E										
1330					Buckeye advised climbing 1000 feet		150	-45 27000	200						
1335			120		S/C for IP 51 37N 04 23E			27000							
1347			125		IP 51 27N 05 28E			27000							
1347			100		A/C to target			27000							
1357			90		51 34N 06 15E										
1408			83		BOMBS AWAY 15 left drift			27000 -45		200		240			
1408			<del>280</del> 330		A/C can't rally Groups too far ahead			27000							
1415	190/60		330		52 16N 07 06E Mickey			27000							
1422			330		52 40N 06 50E Mickey			27000							
1422			260		A/C to O.P. #3										
1426			255		52 41N 06 34E Mickey Start Descent										
1431			250		52 42N 06 05E Mickey			24,500							
1441	245/47		250		52 40N 05 22E Mickey			22000							
1451			250		52 37N 04 37E O.P. #3 45 minutes late on course										
1451			260		To Groner			22000							
1504			260		52 52N 03 35E Golfclub *p* has			16000							
1515			260		52 56N 03 03E Engine Trouble (thinks he can make it back)			12000							
1535			300		No of course 15 miles to go around weather 53 10N 02 08E			3000							
1543			210		53 16N 01 45E still sing around Clouds			3000							
1555			210		Groner			2000							
1555			245		To Kings Lynn			<del>2000</del>				125			
1610			230					2000							
1618			230		Kings Lynn			2000							
1640			280		Base			2000							
1643					LANDED										

A CERTIFIED TRUE COPY:

WALTER E. HABERER  
Capt, Air Corps  
Asst Group Navigator

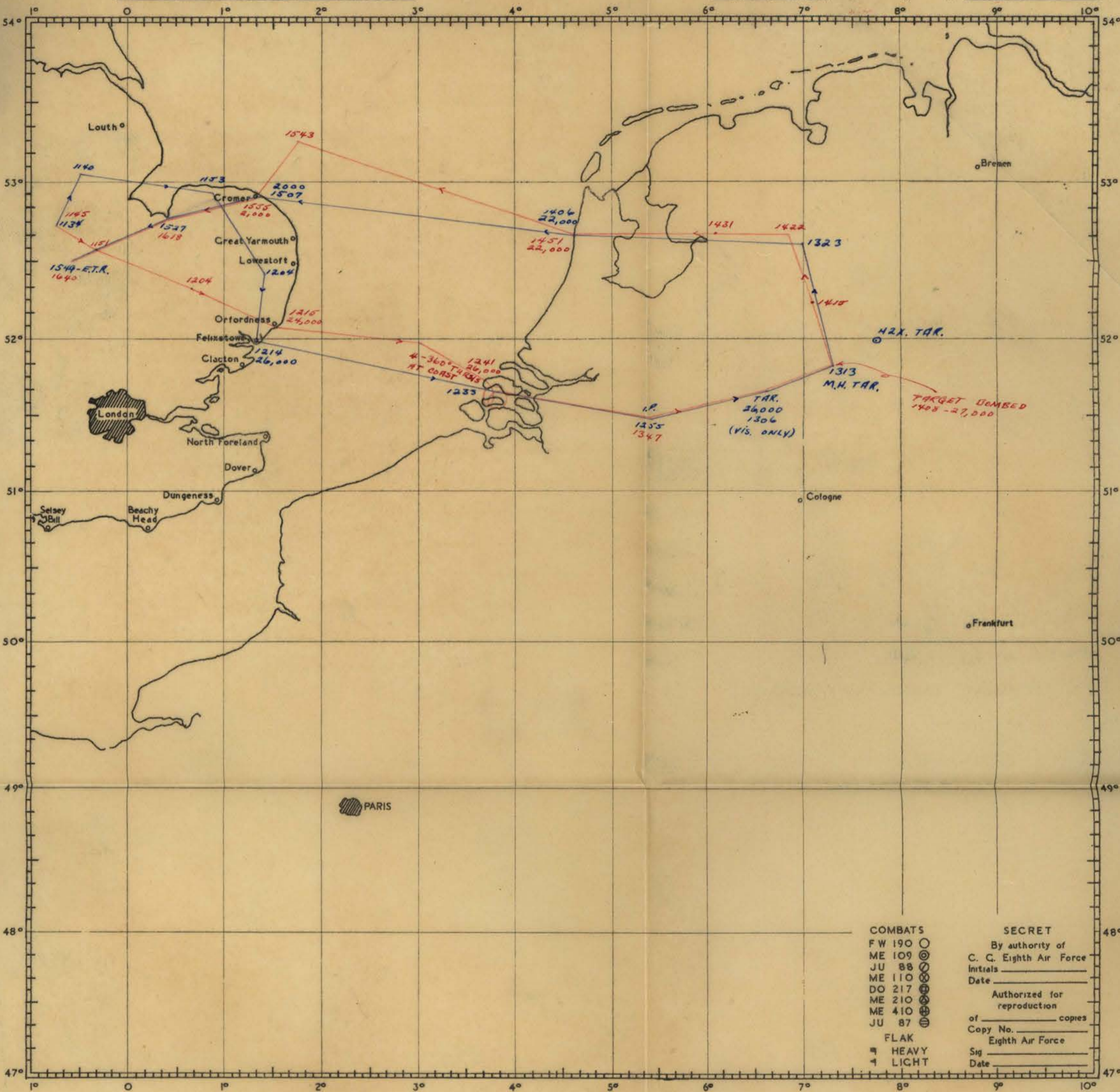
# TRACK CHART

DATE Feb. 10, 1945

TARGETS  
 PRIMARY \_\_\_\_\_  
 \_\_\_\_\_

Secondary - Dulmen, Germany

Blue ROUTE FOLLOWED BY Briefed  
Red .. .. 1st Lt. B. G. H.



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

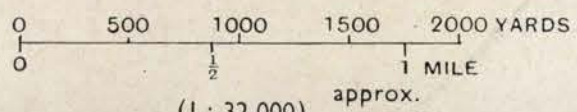
- FLAK  
 □ HEAVY  
 - LIGHT

SECRET  
 By authority of  
 C. C. Eighth Air Force  
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Target No.  
I (a) (v) 17

G. A. F. FUEL DEPOT — DULMEN near MUNSTER (GERMANY)

Illustration No.  
I (a) (v) 17/1



Photographed 29 May 1944

Issued June 1944



A.I.3c(1)

TYPE A

Illustration No.  
I (a) (v) 17/1

STATISTICAL SUMMARY OF OPERATIONS

201st Group

1st BD Fl. Co. 626

Date of 10 Feb45

	LEAD		LOW		HIGH	PFF
		PFF - GH		PFF - GH		
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	11	2	11	1	11	1
4. No. of A/C Sorties	11	2	11	1	10	1
5. No. of A/C Attacking	11	2	11	1	10	-
6. No. of A/C Not Attacking	-	-	-	-	1	1
(a) Early Returns Included					(1)	
7. Name of Primary Target	WESEL (VIS)					
(a) No. of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	DULMEN (M-H)					
(a) No. of A/C Attacking	11	2	11	1	10	
(b) No., Size & type of Bombs	55	12	16	6	18	
	500# RDX	500# RDX	500# GP	500# GP	500# GP	
			48		40	
			500# RDX		500# RDX	
9. Name of Last Resort Target						
(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 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	0947	0950	1012
19. Time of Attack	1408	1409	1410
20. Average Time of Flight	7.2	7.3	7.2
21. Altitude of Release	26,100	24,800	27,100
22. Visual or PFF	M - H	M - H	M - H
23. Enemy Resistance - AA Int. Acc.	NONE	NONE	NONE
24.                      - Fighters	*	-	-
25.                      - Bomber	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	Unobserved	Unobserved	Unobserved

PFF A/C Borrowed from Groups as follows:

None

PFF A/C Loaned to Groups as follows:

None

NOTES:

None

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER HURSON DATE 10 Feb 45  
 PILOT CHRISTIAN (10010) TAKE OFF \_\_\_\_\_  
 NAVIGATOR HARRISON AIRPLANE \_\_\_\_\_  
 WING 94th "G" Gp GROUP 401st SQDN Lead LANDED \_\_\_\_\_  
 OBJECTIVE DULANE, GIBRALTAR (MPI) \_\_\_\_\_  
 METHOD OF ATTACK 2 Squadron  
Individual Flight Squadron Group wing  
 NUMBER A/C IN GROUP 23 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 \_\_\_\_\_  
 BOMBS, TYPES AND SIZES 500# GP FUSING: NOSE 1/10 TAIL -  
 NUMBER OF BOMBS LOADED 124 RDX - 20 GP RELEASED 117 RDX - 18 GP  
 INFORMATION AT RELEASE POINT:  
 Altitude of Target 250' Temp Aloft: Metro -47 Actual -45  
 True Altitude above target 26,100 Mag Head, order 087 Actual 080  
 Ind. Altitude 27,000 True Heading 088  
 Pressure alt of target 254 @ S.L. Drift, Est 20 L Actual 15L  
 Altimeter setting 29.92 True Track 088  
 C.I.A.S. 150 I.A.S. 150 Actual Range 14616  
 G.S. Est 295 M/H Actual 276 M/H B.S. Type B-9  
 Wind Direc Metro 250 Actual 200 Time of Release 14:08  
 Wind Veloc. Metro 76 M/H Actual 63 M/H Intervalometer Setting 100'  
 D.S. 125.5 Trail 45 ATF 42.30 Length of Bombing Run 7 Minutes  
 Tan. D.A. Est 332 .61 Actual 332 .56 C-1 Pilot Gray A-5 -  
 Mean Temp: Metro -22 Actual -22 Manual Pilot -  
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 100'

High sq: bombs away at 14:10 from a true altitude of 27,100' on a Mag heading of 089°.

I certify the above information to be correct:

WILLIAM R. BUSH  
 1st Lt, Air Corps

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER HUGHES DATE 10 Feb 45

PILOT LOZUSKI TAKE OFF \_\_\_\_\_

NAVIGATOR REH AI RPLANE \_\_\_\_\_

WING 84th "C" Gp GROUP 401st SQDN Low LANDED \_\_\_\_\_

OBJECTIVE DILMEL, 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:

BOLBS, TYPES AND SIZES 500K RDX FUSING: NOSE 1/10 TAIL -

BOMBS, TYPES AND SIZES 500 GP FUSING: NOSE 1/10 TAIL -

NUMBER OF BOLBS LOADED 50 RDX - 22 GP RELEASED 48 RDX - 22 GP

INFORMATION AT RELEASE POINT:

Altitude of Target 250' Temp Aloft: Metro -47 Actual -45

True Altitude above target 24,800 Mag Head, order 037 Actual 038

Ind. Altitude 26,400 True Heading 081

Pressure alt of target 254' @ S.L. Drift, Est 14 L Actual 15L

Altimeter setting 29.92 True Track 086

C.I.A.S. 150 I.A.S. 150 Actual Range 13,908

G.S. Est 300 Actual 278 B.S.Type H-9

Wind Direc Metro 230 Actual 205 Time of Release 14:09

Wind Veloc. Metro 76 M/H Actual 87 M/H Intervalometer Setting 100'

D.S. 150.3 Trail 42.5 ATF 41.09 Length of Bombing Run 6 Waves

Tan. D.A. Est .87 Actual .57 C-1 Pilot OK A-5 -

Mean Temp: Metro -22 Actual -23 Manual Pilot -

Type of Release: Lead A/C Salvo Type of Release: Other A/C 100'

I certify that the above information is correct:

WILLIS R. BUSBEE  
1st Lt, Air Corps

**CONFIDENTIAL**

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

J-A-3

Reference Field Order 626 .

10 FEBRUARY 194 5

SUBJECT: Communications Report, Operational Mission No 206 .

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>4</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>33</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>0</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>          </u>	<u>4</u>
2. Total A/C over target	<u>          </u>	<u>4</u>
3. Total sets usable for bombing	<u>          </u>	<u>4</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>8,928</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

	AIRBORNE	USED
GEE	39	39
CARPET	35	35
MICRO-H	4	4

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

**CONFIDENTIAL**



S E C R E T

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

ASSIGNED... Wesol, Germany .....  
 1. TARGET: DATE OF MISSION. 10 Feb. 45 ...  
 BOMBED... Bulson, Germany .....

2. ROUTE AS FLOWN:

generally as briefed over continent. (Four 360° turns at coast, waiting for weather to break.)

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>10/10%</u> .....	<u>10/10</u> .....
CONTRAILS - -	<u>None</u> .....	<u>None</u> .....
SEEN-UNSEEN -	<u>Unseen</u> .....	<u>Unseen</u> .....

4. DESCRIPTION OF FLAK AT TARGET:

None

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

None

6. CHAFF; HOW DISCHARGED: .....

7. POSITION OF GROUP: ..... 940h 7g<sup>n</sup> .....

8. DETAILS:-

SQDN: POS.	NO. A/C	DAMAGE		A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	ACC	UK	ATTK	WITH		
<u>Lead</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>92°</u>	<u>330°</u>	<u>1408</u>	<u>27,000</u>
<u>High</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>88°</u>	<u>330°</u>	<u>1410</u>	<u>28,000</u>
<u>Low</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>87°</u>	<u>330°</u>	<u>1408</u>	<u>26,400</u>
TOTALS											

9. COMMENTS - PHENOMENA:-

None

Lt. D. V. McCallum.

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 887  
U. S. ARMY

D-3-1

10 February 1945

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

TO : Commanding Officer, Station 128, APO 887, U.S. Army.

1. Lt. Robert E. Jordan, Pilot A/C 7561, reported that A/C 7602 (Colts, 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. Cole, 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.

Combat Sq. Leader: MAJ. CHAPMAN

Date: 9 Feb 1945

Deputy Sq. Leader: CAPT SEDER

Deputy Sp. Leader: CAPT SEDER

LEAD SQDN: 94 "C" Gp:

614th SQDN

- 612 SC JEDDOCK
- 613 IN MACRO
- 614 IN GOLFCLUB
- 615 IY BUZZARD

THOMPSON, H.L.

✓ M 371  
~~IW G 6289 (PTT)~~

RICHARDSON

SEDER

IW N 8738 \*

IW C 8033 (PTT)

614th SQDN

615th SQDN

ST. AUBYN

DJERNES

IW D 7322

IN A 458  
~~IY C 2433~~ - Tail sharp in & Hyd. sys.

WHITE

COLE

GALLAHAN

JORDAN

IW Z 8530

IW O 7602

IY P 8758

IY L 7551

HARTSOCK

IW F 7395

FONDREN

JAMES

IW X 8565 \*

IW P 2012

- SP LD (PTT) IY M 8371 Disp 31
- SP LD (VIS) IW R 7780 Disp 4
- GRND SP: IN A 8453 Disp 46
- SC B 1662 Disp 19

SPANES

STAUFFER

IW K 8677

10X500 GP  
1/10 - 1/40

*Aug*

**LOW SQ 94TH C GROUP**

Combat Sq. Leader: LT MC GOLDRICK Date: 9 Feb 45

Deputy Sq. Leader: LT JENNINGS

Deputy Co. Leader: CAPT SEDER

**613** SQDL  
612 SC JALOCK  
613 IN MACRO  
614 IN GOLFCLUB  
615 IY BOZZARD

**MC GOLDRICK**  
IN M 8648 PFF

**SCHILLER**  
IN R 6113

**JENNINGS**  
IN L 8941

**615** SQDL

**815** SQDL

**STEELE**  
IN S 2947

**MAIRE**  
IY F 7864

**NIELSEN**  
IN D 8588\*

**BRADLEY**  
IN F 6313

**CRACRAFT**  
IY A 7869

**BENNETT**  
IY R 6146

**CURRAN**  
IN K 1072

**MAHARICK**  
IN G 8791\*

**MAY**  
IN G 8187

SPARES

**CAREY**  
IN N 8862

SPARE LEAD (PFF) IY M 8371 Disp 31  
(VIS) IW R 7780 Disp 4

GND SPARES IY A 8458 Disp 48  
SC B 1662 Disp 19

Combat Sq. Leader: LT SCHAUMANN Date: 9 Feb 1945

Deputy Sq. Leader: LT ASCHEMBACH

Deputy Gp. Leader: CAPT SEDER

HIGH SQIN: 94 "C" Gp:

612th SQDN

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

SCHAUMANN

SC U 7947 (PFF)

FRENCH

ASCHEMBACH

SC N 6506

SC P 1891

612th SQDN

BLOETSCHER

SC T 8733 \*

COMER

HUMMALL

615th SQDN

GRIMM

IY N 8810

KNOWLES

STEPHENS

SC F 8541

SC S 8680

IY B 1730

IY J 7113

SCHLISMANN

SC J 7790

SMITH

LONG

SC G 9993

SC L 8637 \*

SP LD (PFF) IY M 8371 Disp 31

SP LD (VIS) IW R 7730 Disp 4

GRND SP IN A 8458 Disp 46

SC B 1662 Disp 13

SPARES

LOVELL

SC R 2893

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 # ABANDONED

DATE 7 February 1945

ASSIGNMENT

1. Assigned Target: Not Bombed
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group. Two PFF were included in both lead and high squadrons, one in the low squadron. A spare accompanied the lead squadron.

EXECUTION

1. Target Bombed: None
- 2.a. Division and Grp Leader: Major R. J. White (Dempsey)  
Lead Navigator: Capt C. W. Sellers (Walters - MO)  
Extra Navigator: Capt. R. F. Cansey  
Lead Bombardier: Capt. W. W. Delan
- b. Low Squadron Leader: 1st Lt. J. W. McGeldrick  
Lead Navigator: 1st Lt. L. G. Lewis (Petersen - MO)  
Lead Bombardier: 1st Lt. G. W. Peek
- c. High Squadron Leader: 1st Lt. R. S. Hayes  
Lead Navigator: 1st Lt. C. B. Miner (Fraieli - MO)  
Lead Bombardier: 1st Lt. R. W. Murphy

3. Flight Over England:

a. Takeoff:

Takeoff was as briefed, all aircraft took off successfully. Just prior to original takeoff time, timings were set back two hours.

b. Squadron & Group Assemblies:

Assemblies were made good. The ships were somewhat slow getting into formation because altitude was raised 2000 ft. Cottesmore was departed one minute early a few miles east of the buncher.

Mission Summary Report (con't)

3. c. Route over England:

Just prior to departing the buncher 94 B flew through 94 A -- at this time it was 2-3 miles from Pt. "Y". At Pt. "A" our group was off course due to the change in course made to avoid 94 B Group. Pt. "D" was cut short to make CP 1 on time -- as a result Orfordness was reached one minute early on course. Throughout the flight 94 B was in good formation behind 94 A. The route from the assembly area to CP 1 was flown about 2000 ft. higher than briefed due to a cloud bank across the route.

4. Attack:

a. Flight:

Before reaching CP 1 the weather ship was requested to give the tops of the clouds over the channel because at this time it was apparent that a higher than briefed climb would have to be made. The weather ship was unable to reach the top of the high cloud. Just after CP 1 "Buckeye Red" was contacted and asked to give the base and tops of the clouds between CP 1 and CP 2. "Buckeye Red" sent one flight up to determine the tops and told 94 A Leader to "stand by" for ten minutes. In the meantime 94 A continued to climb and after about ten minutes the high squadron estimated that the group would break out at 28,000 ft. At this time the altitude of the lead squadron was 26,000 ft. "Buckeye Red" gave the weather at CP 2 as being clouds from about 20,000 ft. to over 30,000 ft. in layers. At several times it seemed that it would be possible to fly between the layers but each time the layers converged. This observation was also made by "Buckeye Red". At this time it was decided to abandon the mission. This message was sent by W/T around to the "Vinegrove" leaders and Cycle Relay on "B" channel, and to 94 B Group on "A" channel. At this time "B" channel became very weak and although the message was sent about 5 times some of the groups and Cycle Relay evidently did not receive the message. The W/T message was received and Cycle Relay sent the abandon ops message. 94 "A" continued on course for several minutes, then turned north and let down to 18,000 ft. The cross-in point was intended to be CP 1 but a layer of clouds forced 94 A about 12 miles south.

b. Return to Base:

Return to base was with squadrons letting down through holes. All aircraft returned safely with normal landings accomplished.

c. Weather:

Weather was described as 10/10 over England, tops 17,600 ft., continuing to 0200° E, at which point cirrus clouds were encountered at 24,300 ft; formation remained in cirrus upon climbing to 26,000 ft at approximately ~~0240~~ 0240° E. Visibility in cloud 100-250 yards. Buckeye Scouting Forces reported that cloud front extended to as high as 30,000 ft. Division Recall was received and mission abandoned at 5117-0240E, 1222 hours.

Mission Summary Report (con't)

4. Attack (con't)

d. Comments on Formation:

Good under the circumstances. High Squadron was trailing.

e. Remarks and Recommendations:

"Buckeye Red" did an excellent job on giving weather en route. His observations and recommendations were extremely valuable. It is believed that on short missions "Buckeye" should fly the route about 45 minutes before the bombers in order to recommend how the flight should be flown. On this mission if the cloud top had been 27,000 ft. it would have been impossible to climb over the top before reaching the target if the route was flown as briefed until it was apparent that a climb would be necessary. "Buckeye" could fly the route giving the weather and still have sufficient gas and time to give the target weather. On long missions the present method is good but the weather en route should be given earlier to the leaders. The length of time necessary to climb or descend in group formation is such that it is impossible to avoid clouds that could have been avoided had the recommendation been received earlier. About 45 minutes would be better than the present ~~xxx~~ 20-30 minutes.

On this mission the flight plan called for a climb between 22000 and 25000 ft. in 15 minutes. With a heavy load it is impossible to average a 200 ft/min climb between 22000 and 25000 ft. With the usual increase in wind velocity it would hardly be expected to fly the flight plan as briefed.

5. Aircraft Not Attacking:

All aircraft returned early.

6. Enemy Opposition:

None

7. Battle Damage:

None

8. Casualties:

None

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

10. Bombing Data:

All bombs were returned to base.

11. Lost Aircraft:

None

Submitted by:

KEN W. DAUBLE  
Captain, Air Corps  
Statistical Officer



Combat Sq. Leader: Major WHITE Date: 7 Feb 45

Deputy Sq. Leader: Capt SEDER

Deputy Sp. Leader: Capt SEDER

401st Lead Squadron formation  
At Take Off, Assembly and ON  
Cruise.

614 SQDN

612 SC JALWOCK  
613 IN LACRO  
614 IW GOLFCLUB  
615 IY BUZZARD

DEMPSEY (WHITE)

371

RICHARDSON

SEDER

738

550

SQDN

SQDN

BABCOCK

MC KAY

565

077

WHITE

ST AUBYN

JORDAN

CALLAHAN

330

646

551

425

HARTSOCK

730

FONDREN

COLE

478

464

SPARES

STAUFFER

891

Combat Sq. Leader: Lt MC GOLDRICK Date: 7 Feb 45

Deputy Sq. Leader: Lt JENNINGS

Deputy Gp. Leader: Capt SEDER

401st Low Squadron Formation  
At Take OFF, Assembly and on  
Cruise.

613 SQDN  
612 SQ JALWOCK  
613 IN MACRO  
614 IN GOLFCLUB  
615 IY BOZZARD

MC GOLDRICK

259

SPEER

JENNINGS

132

706

SQDN

SQDN

STEELE

DJERNES

113

810

NIELSON

BRADLEY

STEPHENS

BENNETT

588

313

113

146

CURRAN

628

MAHARICK

MAY

591

187

SPAREC

Combat Sq. Leader: **Lt HAYES**

Date: **7 Feb 45**

Deputy Sq. Leader: **Lt Boddin**

Deputy Co. Leader: **Capt SEDER**

401st High Squadron Formation  
at Take OFF, Assembly, and on  
Cruise.

SQDR

- 612 S: JADWOCK
- 613 IN MACRO
- 614 IN GOLFCLUB
- 615 IY BOZZARD

HAYES

153

LOVELL

898

BODDIN

653

SQDR

ROAIMAN

992

SQDR

MAIRE

664

HOWARD

9993

CAMPBELL

8733

CRACRAFT

983

KNOWLES

677

SCHLIEMANN

790

LONG

637

MARTIN

680

SPARES

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

Date 7 Feb. 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dulmen, Germany (Assigned)

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 0935 hours.  
b. Group formed at 1118 hours on Cottesmore buncher.  
at 20,000 ft.  
c. Wing assembly was completed at 1146 hours at 52-29N.  
d. Route over England was (not) flown as briefed. 01-10E  
**Weather ship advised to form 2,000 ft. higher, and wind given was 25 knots low, causing lead to cut off point D to make CP #1 on course on time.**

e. Methods of navigation over England.  
Gee, Pilotage, D.R.

f. Division formation was joined at 1159 hrs. at Orfordness.  
g. Flight to I.P. was (not) as briefed.  
**Mission abandoned at mid-channel before reaching CP #2. Division Assembly was never completely made due to weather.**

h. Methods of navigation to the I. P.

i. Bomb run. None.

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

- (2) True heading over target \_\_\_\_\_.
- (3) Actual drift \_\_\_\_\_.
- (4) Altitude over target \_\_\_\_\_.
- (5) Time bombs away \_\_\_\_\_.
- (6) Wind used for bombing \_\_\_\_\_.
- (7) Method of target identification.

(8) Difficulties on bomb run.

**No bomb run**

(9) Weather over Target.

**Terrible, as reported by weather scout ship.**

(10) Axis of withdrawal \_\_\_\_\_.

- j. Group rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.
- k. Wing rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.
- l. Division rally was accomplished at \_\_\_\_\_ at \_\_\_\_\_ hrs.
- m. Flight home was (not) as briefed.

**Came directly back from CP #1.**

n. Methods of navigation on return route.

**Gee, D.R., Radio**

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

q. Performance of equipment.

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

/s/ R. F. Causey  
R. F. CAUSEY  
Captain, A. C.

**Lead Navigator, Lead Sq.**

Air Commander - Major R. J. White

FLIGHT PLAN

PILOT Capt. R. H. Dempsey

NAVIGATOR

Capt. R. F. Conroy - Capt. C. W. Sellers

DATE 7 Feb. 1945

STATIONS	0810	ENGINES	0910	TAXI	0925	T.O.	0940
LEAVE BASE	1118						
COAST OUT	1200						
ENEMY COAST							
I.P.	1247						
TARGET	1300						
ENEMY COAST	1401						
Eng. Coast	1455	BTR	1540				

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

FROM	TO	W/V	HEIGHT	I.A.S.	T.A.S.	COURSE	DRIFT	TRUE	VAR.	MAG.	C.S.	DIST.	TIME	E.T.A.	CELESTIAL DATA
Ass. 18000	Lead	UESD		MPH	(K)		FT	HDNG.		HDNG.					TIME BODY ALT. AZI.
52-44N 00-39E	Sleaford (A)	234/69	18000	150	175	028	-10	018	10	028	234	18	05	1118 1123	Depart
53-00N 00-25E	Invertoft (D)	240/70	22000	150	180	112	18	130	10	140	214	85	24	1148	
52-29N 01-44E	Orfordness	245/74	22000	150	186	196	16	212	9	221	126	26	12	1200	Eng Coast CP 1 1200
52-04N 01-34E	51-30N 02-20E	240/77	25000	150	190	141	24	165	9	174	185	45	15	1215	
51-45N 03-47E		240/82	26000	150	198	074	6	080	8	088	277	56	12	1228	Coast, CP 2 1228
IP 51-35N 00-10E		255/74	26000	150	198	097	9	106	7	113	264	90	21	1249	IP
T. 51-50N 07-18E		270/67	26000	*	*	070	-6	064	7	071	260	45	11	1300	TARGET
52-20N 07-05E		270/67	26000	*	*	346	-19	327	6	333	172	31	11	1313	
52-37N 07-00E		270/67	26000	*	*	349	-19	330	6	336	175	17	06	1319	
52-42N 04-38E		270/67	26000	150	198	274	-2	272	7	279	131	86	40	1401	Coast, CP 3 1401 Div. Break - up
52-55N 01-20E	Flings Lynn	246/34	2000	150	187	277	-11	266	8	274	137	120	54	1455	
52-45N 00-24E	Base	246/34	2000	*	134	247	0	247	10	257	100	39	24	1540	BTR
52-29N 01-10E	Orfordness	240/70	18 to 20000	150	130	116	18	134	10	144	212	90	26	1134 1200	
52-29N 01-10E	Base	240/50	0 to 22000	150	154	108	14	122	10	132	183	82	27	1103 1200	

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0911				230	Engine										
0935				340	Take Off										
0940			330	340	52-35N 00-45E		140	3000	1800						
0950	325	15	310		52-51N 00-57E		135	7500							
0954	337	27 R	310		53-04N 01-08E		140	10800							
1003	337	27R	310		53-14N 01-15E		130	12300							
1003	180	25L	175		53-14N 01-15E Turn to buncher		135	12300							
1016	162	33L	195		52-59N 00-10E. Al st. 17000-19500		135	17000							
1024	232/76K		200		Over Cottesmore Buncher 232/76K, weather ship		135	19000							
1100					Circle buncher to form		150	20000	178						
1117	347	232/76	335		Depart point Y 52-40N 00-15E		150	20000	178			212	18	5	1122
1122			330		53-00N 00-19E		150	20000	178						
1122	131	25L	155		Turn to Pt. D (Begin climb)		150	20000							(Going to CP 1)
1135			165		52-53N 00-30E (6 north of course)		150	21500				166	62	22	1157
1146	134	342 240/104	168		52-29N 01-10E (a/d to flight) 240/104		148 130	22500	179	24	8	180			
1159			165		Orfordness, CP, 1		150 134	24300							

FLIGHT RECORD

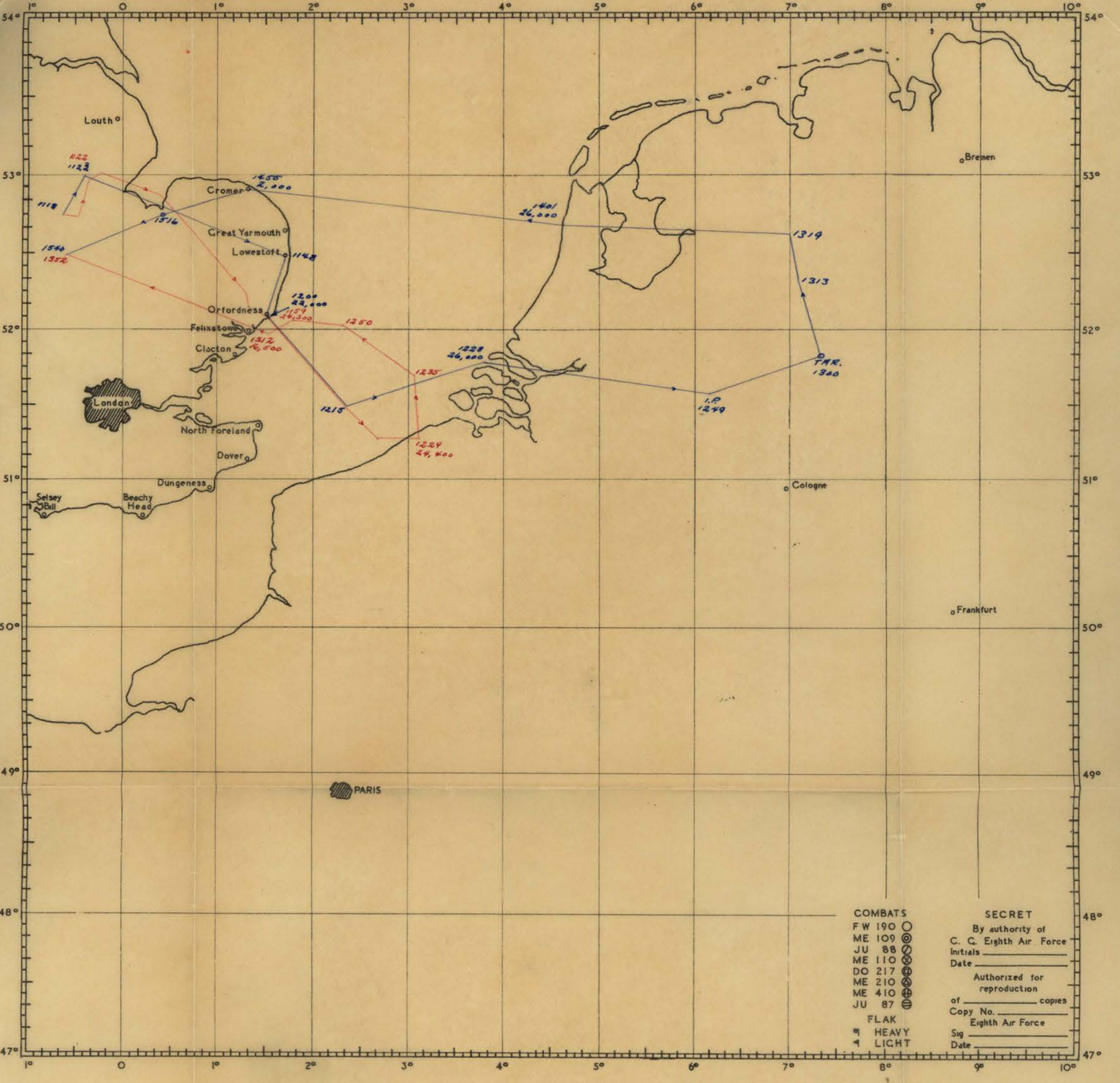
TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1159		240/104	165		Orfordness, on course, 1 early		140	24400	191			170	45	16	1215
1200	141	32L	173		51-43N 02-05E			24900	191	22					
1210		225/104			225/104K In clouds				191	37	19	161			
1216	141	32L 230/109	173		51-30N 02-21E 230/109K			26300	193			161			
1222			173		Abandon 51-17N 02-40E			26900							
1223		230/109	336		51-17N 02-40E			25600							
1229	005	30R	335		51-15N 03-10E			24400							
1235	005	30R	335		51-46N 03-12E (In clouds)			22500							
1235	250	32R	282		51-46N 03-12E (to CP 1)			22500							
1250	270	20R 230/90	250		52-03N 02-28E 230/90K		160	19900	188			126	32	19	1309
1309			225		Going around cloudsto south of CP 1		150	18000							
1312			270		Coast in, 52-01N 01-27E		155	16500							
1320	292	22R	270		52-07N 01-02E		160	14000	168			125	63	30	1350 Base
1325	286	10R 238/62	270		52-08N 00-47E	OBSERVATION GENERAL		12000		10	5	120	54	27	1352
1329	280	10R 245/55	270		245/55K	FLIGHT RECORD	175	10000	172	19	9	123	45	22	1351
1337		15R	282		52-15N 0 0-10E		170	8000-				123	31	15	1352
1345			300		52-25N 00-12E		160	6900							
1352			285		Base			3600							
1401					Landed										

# TRACK CHART

DATE Feb. 7, 1945

TARGETS  
PRIMARY Dülmen, Germany  
ABANDONED MISSION

Blue ROUTE FOLLOWED BY Briefed  
Red .. .. \*01st. B. (H)



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  
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Date \_\_\_\_\_



STATISTICAL SUMMARY OF OPERATIONS

1st Group

1st BD P. O. 623

Date of 7 Feb 45

94 A Gp

	LEAD		HIGH		LOW	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	--	--	---	--	--	--
2. No. of A/C Airborne	11	2	10	2	11	1
3. No. of A/C Airborne Less Spares	11	2	10	2	11	1
4. No. of A/C Sentries	0	0	0	0	0	0
5. No. of A/C Attacking	0	0	0	0	0	0
6. No. of A/C Not Attacking	11	2	10	2	11	1
(a) Early Returns Included	(11)	(2)	(10)	(2)	(11)	(1)
7. Name of Primary Target	---					
(a) No. of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
9. Name of Tertiary Target						
(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 Opportunity						
(a) No. of A/C Attacking						
(b) No., Size & type of Bomb						
12. No of A/C Lost -- TOTAL	NONE	NONE	NONE	NONE	NONE	
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

**CONFIDENTIAL**

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

J-A-2

Reference Field Order 623

7 FEBRUARY 1945

**ABANDONED**

SUBJECT: Communications Report, ~~Operational~~ Mission No -

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		2. MF/DF Fixes	<u>0</u>
Splashers	<u>UNKNOWN</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>UNKNOWN</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>UNKNOWN</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>UNKNOWN</u>	6. Total A/C using Gee	<u>36</u> (36)

SECTION TWO - USE OF PFF

	<u>H2X</u>	Micro-H	
1. Total A/C dispatched	<u>          </u>	<u>5</u>	(0)
2. Total A/C over target	<u>          </u>	<u>NONE</u>	
3. Total sets usable for bombing	<u>          </u>	<u>NOT APPLICABLE</u>	

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>31</u>	(31)
2. Total A/C releasing Chaff	<u>NONE</u>	
3. Total number of units released	<u>NONE</u>	

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

(FIGURES IN PARENTHESIS DENOTE TOTAL A/C EQUIPPED.)

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

**CONFIDENTIAL**

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

Mission # 206  
 10 February 1945

SUBJECT : Loading List  
 TO : Operations Officer, 401st Bomb Gp (H), APO 557

Plane 42-102393

P	Roadman, Julian	1st Lt.	612th
CP	Compton, Henry W	2nd Lt.	"
N	Knaese, Robert H.	F/O	"
B	Whitlock, James P.	2nd Lt.	"
RO	Elchisak, Alfred	T/Sgt.	"
TTG	Landers, John A.	T/Sgt.	"
BTG	Hall, Eugene H.	S Sgt.	"
TG	Wood, Donald S.	S Sgt.	"
FG	Lambeth, Bensen W.	S Sgt.	"

Plane 43-38541

P	Comer, Jack P.	1st Lt.	"
CP	Matthes, Francis R.	2nd Lt.	"
N	Weinstein, Byron	2nd Lt.	"
B	Smith, Alvie E.	2nd Lt.	"
RO	Hulse, Harold A.	E Sgt.	"
TTG	Bixby, Joseph Jr.	T Sgt.	"
BTG	Erland, Cletus M.	S Sgt.	"
TG	Kirkhuff, Leonard M.	S Sgt.	"
FG	Mainprize, Jack E.	S Sgt.	"

Plane 43-38680

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

Plane 43-38637

P	Long, Robert L.	1st Lt.	"
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	Cherrubeni, Peter J.	S Sgt.	"
TG	Iles, Earl L.	S Sgt.	"
FG	Willick, Edward L.	S Sgt.	"

Plane 43-37628

P	Smith, Max M.	2nd Lt.	"
CP	Korwald, Morris N.	2nd Lt.	"
N	Van Duinen, Richard B.	F/O	"
B	Schmaltz, Nylo R.	Sgt.	"
RO	Hendrickson, Ernest W.	Sgt.	"
TTG	Genga, Pietre J.	Sgt.	"
BTG	Laing, John	Sgt.	"
TG	Filiatraut, Frank E.	Sgt.	"
FG	Pinilis, Emanuel B.	Sgt.	"

Plane 43-38788

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, Russell S.	Sgt.	"
BTG	Balfe, James	Sgt.	"
TG	Broadbrooks, Ray	Sgt.	"
FG	Martineau, Emile R.	Sgt.	"

RQM- Deaner, Charles E  
Sgt.

Plane 43-37947

P	Christensen, Mervin J.	1st Lt.	"
CP	McCree, Donald G.	Major	"
N	Haberer, Walter E.	Capt.	"
Ex N	King, Paul J.	1st Lt.	"
B	Hutson, Waymen T.	Capt.	"
MO	Fraibli, Frank P.	1st Lt.	"
RO	Hoffman, William H.	T Sgt.	"
TTG	Hereford, Gerald F.	T Sgt.	"
TG	Stein, William T.	1st Lt.	"
FG	Giese, Carlton F.	S Sgt.	"

Plane 43-38733

P	Campbell, Charles J.	2nd Lt.	"
CP	Foy, Phillip W.	2nd Lt.	"
N	Gruhn, David B.	F/O	"
B	Emery, Robert I.	S Sgt.	"
RO	Feo, Gene M. Jr.	S Sgt.	"
TTG	Kartes, Charles F.	T Sgt.	"
BTG	Sullivan, Earl Jr.	S Sgt.	"
TG	Dalton, Charles K.	S Sgt.	"
FG	Murray, Howard M.	EXA Pvt.	"
RQM	Carson, James W.	Sgt.	"

Plane 44-8449

P	Boddin, Frederick R.	1st Lt.	"
CP	Devlin, James H.	2nd Lt.	"
N	Uhrain, Andrew	2nd Lt.	"
B	Miller, Donald A.	2nd Lt.	"
RO	Kornegay, Ryan G.	T Sgt.	"
MO	Munt, Donald	F/O	"
TTG	Richardson, Paschel	T Sgt.	"
TG	Klindworth, Louis O.	S Sgt.	"
FG	<del>Knower, Russell S.</del>	S Sgt.	"

NOBLE, CHESTER C.

Plane 44-84506

P	Howard, Louis F. Jr.	2nd Lt.	"
CP	Wilford, Joseph E.	2nd Lt.	"
N	Wilde, Earl R.	2nd Lt.	"
B	Rossok, Michael R.	Sgt.	"
RO	Carson, Edward M.	Sgt.	"
TTG	Corbo, Frank J.	Sgt.	"
BTG	Ford, Billie M.	Sgt.	"
TG	McQuiston, George E.	Sgt.	"
FG	Taylor, Charles F.	Sgt.	"

613th BOMBARDMENT SQUADRON (H)  
 OFFICE OF THE OPERATIONS OFFICER  
 AAF STATION 128<sup>th</sup> APO # 557

10 FEBRUARY 1945

L-O-A-D-I-NG      L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6313	P	1st Lt.	BRADLEY	AUDREY	J. JR.
	CP	2nd Lt.	FINNELL	JAMES	J.
	N	2nd Lt.	GOLD	ASHLEY	(NMI)
	B	S/SGT.	ELINS	HERMAN	(NMI)
	RO	S/SGT.	BOWERS	JACOBS	J. JR.
	TT	M/SGT.	MANGUM	JUSTICE	C.
	BT	S/SGT.	KEMP	JAMES	E.
	TG	S/SGT.	MATLACK	WILLIAM	W.
	WG	S/SGT.	DEFEBAGH	NORMAN	(NMI)
42-102947	P	1st Lt.	SCHELLER	RICHARD	R.
	CP	2nd Lt.	WICKS	WALLACE	W.
	N	2nd Lt.	HOUSTON	RICHARD	D.
	B	2nd Lt.	KOLLAR	JOHN	E.
	RO	S/SGT.	GIANNINI	JOSEPH	(NMI)
	TT	S/SGT.	HARTY	WILLIAM	Q.
	BT	S/SGT.	BLACK	RICHARD	D.
	TG	S/SGT.	TRUDEAU	RUSSELL	M.
	WG	S/SGT.	SEVERSON	NORMAN	A.
42-31072	P	1st Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	REILLY	DONALD	J.
	N	2nd Lt.	BAUTZ	JOHN	J.
	B	2nd Lt.	JONES	BEN	F.
	RO	S/SGT.	GIESKEN	GEO.	J.
	TT	S/SGT.	JOHNSON	WILLIAM	E.
	BT	S/SGT.	ZENOR	HAROLD	M.
	TG	S/SGT.	CLIFTON	JAMES	R.
	WG	S/SGT.	HARDIN	RAY	(NMI)
43-38862	P	1st Lt.	CAREY	KARL	F.
	CP	2nd Lt.	FREW	JAMES	R.
	N	2nd Lt.	JOHNSTON	WILLIAM	I.
	B	S/SGT.	NEWBY	CLIFFORD	C.
	RO	S/SGT.	FLYNN	LEO	M.
	TT	S/SGT.	JONES	CHARLES	C.
	BT	S/SGT.	SMITH	DONALD	E.
	TG	S/SGT.	ODOM	HENRY	T.
	WG	S/SGT.	FISHER	MELVIN	C.
43-38607	P	2nd Lt.	COX	HERBERT	P.
	CP	F/O	SHAW	MARVIN	W.
	N	F/O	SCEPER	KENNETH	M.
	B	S/SGT.	LOCKE	LESLIE	E.
	RO	S/SGT.	HOWELL	THOMAS	E.
	TT	S/SGT.	STEWART	LEONARD	C.
	BT	S/SGT.	TANAZEVIH	ALEXANDER	(NMI)
	TG	S/SGT.	NORRIS	LAMON	(NMI)
	WG	S/SGT.	RAYMOND	LLOYD	A.

42-31591	P	2nd Lt.	MAHARICK	MATT	(NMI)
	CP	2nd Lt.	ROBERSON	WENDELL	D.
	N	2nd Lt.	ROWLEY	DONALD	E.
	B	S/SGT.	ROBERSON	ROBERT	E.
	RO	SGT.	REED	WILLIAM	H. JR.
	TT	SGT.	LANIER	LESLIE	H.
	BT	SGT.	MOORE	WILLIAM	F.
	TG	SGT.	WEBB	WENDELL	R.
	WG	SGT.	MOULTON	GEO.	L.
43-31187	P	1st Lt.	KELSO	ARTHUR	D. JR.
	CP	F/O	HAGGARD	WILEY	R.
	N	2nd Lt.	TONNE	ALVIN	E.
	B	S/SGT.	LITTLE	JAMES	O.
	RO	S/SGT.	MEYERS (MEYERS)	NEIL	P.
	TT	S/SGT.	HARPER	JAMES	T.
	BT	S/SGT.	MORRISON	KENNETH	D.
	TG	S/SGT.	BOND	JACK	D.
	WG	S/SGT.	HARLEN	JAMES	J.
44-6132	P	1st Lt.	BAKER	KAY	A.
	CP	1st Lt.	LYNG	KENNETH	H.
	N	1st Lt.	KORETSKY	HARRY	(NMI)
	B	1st Lt.	MOORE	CARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	T/SGT.	BACCHUS	GEO.	B.
	BT	S/SGT.	CLOYD	SHIRLEY	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	MORRISON	JULIUS	J.
43-37706	P	2nd Lt.	MAY	JAMES	H.
	CP	2nd Lt.	COLLISS	EUGENE	B.
	N	2nd Lt.	ANDERS	WALTER	R.
	B	SGT.	BENSON	WILLARD	K.
	RO	SGT.	PAULK	ALBERT	L. JR.
	TT	SGT.	SMITH	CHESTER	F.
	BT	SGT.	BUCKSBAUM	ELMER	(NMI)
	TG	SGT.	McKEE	WILLIAM	J.
	RWG	SGT.	KROZEL	JOSEPH	A.
	LWG	SGT.	FOGLEMAN	JAMES	(NMI)

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

AAF Station # 128  
 10 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:

Planes 44-3033

P	1st Lt.	UTTER, CHARLES W.	614th Sq
CP	Capt.	HARB, WILLIAM S.	401st Hdqs
N	1st Lt.	DAMP, EDWARD	614th Sq
B	1st Lt.	HOPE, JOHN F. JR.	"
MO	1st Lt.	DRESBACH, JOHN T.	"
RO	T/Sgt.	Fulton, David W.	"
TT	T/Sgt.	LaVigne, Robert N.	"
WF	S/Sgt.	Zaborsky, Stephen A.	"
WG	S/Sgt.	St. Peter, Donald A.	"

Planes 42-97780

P	1st Lt.	SPUHLER, EDWIN H.	"
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	MC ADAMS, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS H.	"
RO	T/Sgt.	Hendrick, William J.	"
TT	T/Sgt.	Wells, Richard D.	"
BT	S/Sgt.	Benedict, Cloide W. Jr.	"
TG	S/Sgt.	Hughes, James E.	"
WG	S/Sgt.	Power, James E.	"

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.	Wright, Arthur J.	"
TG	Sgt.	Dobson, William J.	"
WG	Sgt.	Laura, Libero L.	"

Loading List Cont'd.

Plane	<u>42-97322</u>		
P	1st Lt.	ST. BUBYN, GLENN H.	614th Sq
CP	1st Lt.	THOMPSON, WALLACE	"
N	F/O.	KAHN CHARLES	"
CTG	S/Sgt.	Falkowitz, Irving	"
RO	S/Sgt.	Tompkins, Harry A.	"
TT	T/Sgt.	Dearborn, Harry R.	"
BT	S/Sgt.	Lichtenberger, Gustave W.	"
TG	S/Sgt.	Hickey, Harold J.	"
WG	S/Sgt.	Buckley, John F.	"

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.	BUTLER, THOMAS H.	"
RO	Sgt.	Crespi, Ralph M.	"
TT	Sgt.	Allex, Marvin L.	"
BT	Sgt.	Griggs, Crawford F.	"
TG	Sgt.	Smith, Ralph H.	"
WG	S/Sgt.	McClure, James R.	"

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>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.	Yommans, Henry A.	"
RCM	S/Sgt.	Richey, Leland H.	"

Plane	<u>42-39012</u>		
P	1st Lt.	RICHARDSON, RICHARD B.	"
CP	1st Lt.	ODEN, EDWARD C.	"
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.	"



Loading List Cont'd.

Plane 42-97895

P	2nd Lt.	SORENSEN, MELVIN H.	614th Sq
CP	2nd Lt.	TROUPE, JOHN T.	"
N	2nd Lt.	ZNEIMER, JOHN N.	"
OTG	Sgt.	Lee, William J.	"
RO	Sgt.	Collins, John G.	"
TT	Sgt.	Senoric, Steve S.	"
BT	Sgt.	Leppanen, Clavin E.	"
TG	Sgt.	Nichols, Norman D.	"
WG	Sgt.	Turner, Eldon A.	"

Plane 42-97869 (61st)

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.	McCormick, Edson C.	"
TG	Sgt.	Anderson, Donald S.	"
WG	Sgt.	Strukel, Joseph J.	"

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

10 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 # 42-51885

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Knoxles	Willis	S.	618th
CP	2nd Lt.	Cornelius	Carl	J.	"
N	F/O	Grisham	Cecil	W.	"
B	2nd Lt.	Kostolni	Walter	S.	"
RO	Sgt.	McCormick	Thomas	F.	"
TT	T/Sgt.	Boever	Robert	A.	"
BT	Sgt.	Wasseller	Clifford	W.	"
TG	Sgt.	Settle	John	W.	"
FG	S/Sgt.	Elston	Mack	A.	"

PLANE # 42-10713

P	2nd Lt.	Stephens	Lloyd	J.	618th
CP	2nd Lt.	Wilt	Elmer	L.	"
N	2nd Lt.	Harper	Robert	F.	"
B	Sgt.	Whitlock	Howard	D.	"
RO	Sgt.	Buzinco	Andrew	(NMI)	"
TT	Sgt.	Graham	James	D.	"
BT	Sgt.	Wisdom	Kent	E.	"
TG	Sgt.	Brennan	William	J.	"
FG	Sgt.	Lowelling	Fred	E.	"

PLANE # 42-97664

P	1st Lt.	Maire	Frederick	H.	618th
CP	1st Lt.	Deen	Robert	W.	"
N	2nd Lt.	Monberger	Charles	H.	"
B	S/Sgt.	Landry	Lawrence	B.	"
RO	T/Sgt.	Mabrey	William	T.	"
TT	T/Sgt.	Harr	Thomas	H.	"
BT	S/Sgt.	Floyd	Norris	C.	"
TG	Sgt.	Wiegel	Clifford	W.	"
FG	S/Sgt.	Nowak	Frank	F.	"

PLANE # 44-6146

P	2nd Lt.	Bennett	Clifton	S.	618th
CP	2nd Lt.	Stevenson	Joseph	G.	"
N	2nd Lt.	Hamilton	Charles	W.	"
B	Sgt.	Ely	Calvin	P.	"
RO	Pfo.	Hanes	Billy	P.	"
TT	Pfo.	Henley	James	H.	"
BT	Sgt.	Speer	Richard	A.	"
TG	Sgt.	Hartswick	Frederick	W.	"
FG	Sgt.	Joyner	Oliver	H.	"

PLANE # 43-58779

P	1st Lt.	MaKey	George	H.	618th
CP	1st Lt.	Higgs	Walter	H.	"
N	1st Lt.	Rainey	John	L.	"
B	S/Sgt.	Jencks	Robert	L.	"
RO	T/Sgt.	Richardson	Samuel	T.	"
TT	T/Sgt.	Comissaro	Ralph	J.	"
BT	S/Sgt.	Luther	Richard	H.	"
TG	S/Sgt.	Wiederman	Lars	H.	"
FG	S/Sgt.	Butler	William	H.	"
SJ	S/Sgt.	Heaton	Charles	(NMI)	"

Loading list. (Continued)

PLANE # 43-38077					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Gerber	John	D.	615th
CP	2nd Lt.	Gentry	James	H.	"
H	1st Lt.	Lowry	Lawrence	E.	"
B	1st Lt.	Moore	Max	L.	"
RO	S/Sgt.	Freitas	Daniel	D.	"
TT	S/Sgt.	Martin	Cyril	I.	"
BT	S/Sgt.	<del>Madama</del> BRUNSON	<del>James</del> WADE	<del>T.</del>	"
TG	Sgt.	Atchison	Alfred	E.	"
FG	Sgt.	Geierman	Edward	F.	"

PLANE # 43-38758					
P	2nd Lt.	Smith	Samuel	R.	615th
CP	2nd Lt.	Miller	Walter	A.	"
H	F/O	Andler	Lyle	E.	"
B	Sgt.	Backers	Russell	E.	"
RO	Sgt.	Herchenroether	Raymond	A.	"
TT	Sgt.	Dils	Reinhold	J.	"
BT	Sgt.	McDow	Miles	J.	"
TG	Sgt.	Westman	Robert	J.	"
FG	S/Sgt.	Geiger	Lewis	O.	"

PLANE # 43-38810					
P	1st Lt.	Grims	Alfred	R.	615th
CP	2nd Lt.	Began	John	J.	"
H	F/O	Coutas	Alvin	B.	"
B	S/Sgt.	Boyer	William	O.	"
RO	S/Sgt.	Kapson	George	D.	"
TT	S/Sgt.	Geers	Louis	J.	"
BT	S/Sgt.	Cox	Clyde	H.	"
TG	S/Sgt.	Chambers	Arthur	R.	"
FG	Sgt.	Hunsperger	Henry	(NMI)	"
SJ	S/Sgt.	Sparkman	Ferry	L.	"

PLANE # 43-38425					
P	1st Lt.	Callahan	Raymond	J.	615th
CP	2nd Lt.	Cosden	Byran	L.	"
H	2nd Lt.	Connell	Hall	T.	"
B	S/Sgt.	Felts	Chester	S.	"
RO	S/Sgt.	Weinstein	Bernard	B.	"
TT	S/Sgt.	Halcesyn	Chester	H.	"
BT	S/Sgt.	Dunn	Donald	R.	"
TG	S/Sgt.	Hudson	Leonard	L.	"
FG	S/Sgt.	Allen	Lewis	(NMI)	"

PLANE # 44-4371					
P	Captain	Losinski	Stephen	J.	615th
CP	2nd Lt.	Magee	Eldon	E.	"
H	1st Lt.	Rush	Louis	R.	"
H	1st Lt.	Walters	Donald	H.	"
B	1st Lt.	Hughes	Harold	E.	"
RO	S/Sgt.	Virgona	Angelo	J.	"
TT	S/Sgt.	Palmer	Edward	H.	"
KE TG	S/Sgt.	Foutch	James	H.	"
KE FG	S/Sgt.	Seaton	Clarence	H.G.	"

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