

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

MISSION No. **222**

Date: **4 MAR. 45**

TO: **SCHWAB-MUNCHEN, 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)

REPORT OF OPERATIONAL

DAY

MISSION SUMMARY REPORT

MISSION # 222

Date 4 March 1945

ASSIGNMENT

- 1. Assigned Target: SCHWABMUNCHAN, GERMANY (Vis-GH)
- 2. Commitments: The 401st Group furnished the complete 36 A/C 94th "G" Group. One GH A/C was furnished each squadron by the 381st Group. A spare accompanied the lead and high squadrons.

EXECUTION

- 1. Target Bombed: SCHWABMUNCHEN, GERMANY (GH)
- 2. a. Division Leader: Lt. Col. W. T. SEAWELL (Dempsey)
 - Lead Navigator: Capt. C. W. SELLERS (Tharpe-MO)
 - Extra Navigator: 1st Lt. R. F. WHITNEY
 - Lead Bombardier: Capt. W.W. DOLAN
- b. Low Sqdn Leader: 1st Lt. R. S. HAYES
 - Lead Navigator: 1st Lt. C. B. MINOR (Jenkins-MO)
 - Lead Bombardier: 1st Lt. R. W. MURPHY
- c. High Sqdn Leader: 1st Lt. M. J. KOCHER
 - Lead Navigator: 1st Lt. A. B. AINLEY (Dean-MO)
 - Lead Bombardier: 1st Lt. M. L. MOORE

3. Flight Over England:

a. Takeoff:

Some confusion existed at takeoff. Mission information was received so late from higher headquarters that some of the aircraft were still being loaded. The three lead aircraft were forced to take off late because GH information for the bomb run was not received until after the takeoff time. One aircraft taking off lost control and ran off the runway preventing three from taking off.

MISSION SUMMARY REPORT (Con't)

3. b. Squadron and Group Assemblies:

Squadron and Group Assembly progressed rapidly. The Air commander was worried about the possibility of bombardiers who were flying as Dr navigators not making the continental assembly point; apparently no difficulty was encountered this first time. Considering the take off difficulties and the fact assembly altitude was raised 14,000' to 19,000' so "Woodcraft B" could form beneath us clear of the undercast, crews did a very good job.

c. Continental Assembly:

Departure from point "A" was three minutes late since navigator said we could depart late and still fly the briefed course. "Buckeye White" advised us to be higher than briefed on the Division assembly line since high thin cloud existed. This we did and experienced no difficulty although we were flying in and out of thin cirrus cloud. Division assembly was good. 94th "A" was 1st Division lead.

4. Attack:

a. Flight to Target:

We climbed throughout the route from Division assembly to CP #1 until we reached 24,000'. "Buckeye White" recommended a higher climb but the Air Commander decided against it because we could fly formation all right in the cirrus. He so advised the following wings. Contrails were very heavy. When north of Freiburg we met a B-24 formation withdrawing from the target area. When 94th "A" was north of Lake Constance "Buckeye Blue" called, said the target was 10/10ths low cloud covered, said he could not get below the cirrus, said he could not top it at 29,000', advised the Air Commander he was abandoning the mission and recommended that operations be abandoned. We still were not experiencing too much formation difficulty and it looked the same ahead. There were no suitable H2X T/O's in the area so the Division leader decided to try for the primary. He so advised the following wings.

b. Bombing Run:

Just before the IP the Air Commander announced that bombing would be done by GH, in squadron formation. Cloud cover was 10/10ths. The GH equipment in the high squadron was inoperative so they bombed on the Lead squadron's smoke marker. Both the Lead and Low squadrons made good individual GH runs with no interference. Bombs were salvoed by all 3 leaders and dropped by all others with a 100' intervalometer setting. The AFCE in the lead squadron was OK. The AFCE in the low squadron had too much "hunt" in it so the run was made manually. Results were unobserved.

c. Flight From Target:

After bombing we maintained 24,000' until west of CP #2 after which we broke into clear weather and let down. No further difficulties were encountered.

MISSION SUMMARY REPORT (Cont)

4. d. Return to Base:

All ships (but aborting A/C 628) landed safely at home base.

e. Weather:

Weather on assembly over continent was 10/10ths undercast with tops at 11,000'. 8/10 to 10/10ths over route in and out. 10/10ths at target with tops at 22,000'. Hazy and dense, persistent contrails for lead and low squadrons.

f. Fighter Support:

Fighter Support was excellent.

g. Comments on Formation and Interval:

The air commander would classify formation fair were it not for weather difficulties. Considering weather he thought formation flying was good. Squadron leader held a good position, never losing contact in the weather.

h. Conclusions and Recommendations:

The Air commander believes assembly on the continent saves some gasoline and lessens flying fatigue since formation time is less. Difficulty will be encountered, however, assembling a wing on one buncher because of the necessity of having a great height of clear weather. Except for that one difficulty, assembly of several groups on one buncher is good -- visual contact can be maintained within the wing.

5. Aircraft Not Attacking:

A/C 43-38565 - No Credit. Due to last minute change in A/C, pilot took off ten minutes after last time of takeoff and headed directly for assembly buncher, arrived nine minutes after group had departed. (Other)

A/C 44-6464 - No Credit. No 1 engine caught fire- could not be extinguished so crew abandoned A/C which crashed and exploded. (Mechanical)

A/C 43-37628 - No Credit. A/C landed on the continent at A-81C with two engines inoperative. No other information as yet available. (Mechanical)

6. Enemy Opposition:

No enemy air or ground opposition was encountered.

7. Battle Damage:

None.

8. Casualties:

None.

MISSION SUMMARY REPORT (cont)9. Statistical Summary of Operations: (see attached form)10. Bombing Data:a. Observations:

Due to complete undercast, results were unobserved.

b. Disposition of Bombs:

Lead Sqdn: All 11 A/C airborne attacked the primary target, dropping 43 X 500# RDX, 23 X 500# GP and 44 X 500# IB bombs.

Low Sqdn: Of the 11 A/C airborne, nine bombed the primary target, dropping 36 X 500# RDX, 18 X 500# GP and 36 X 500# IB bombs. A/C 628 aborted and landed on the continent- the disposition of its 6 RDX and 4 IB bombs are unknown. A/C 565 aborted and returned 6 RDX and 4 IB bombs to base.

High Sqdn: Twelve A/C EET and bombed the primary target, dropping 66 X 500# RDX, 6 X 500# GP and 48 X 500# IB bombs. A/C 464 had on engine catch on fire, the crew abandoning it in the air -- thereby expending 6 RDX and 4 IB bombs in the resulting crash.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail	
Main Bombfall	32	32	(145 (47 (128	500# 500# 500#	RDX GP IB	1/10 1/10 -	1/40 1/40 -
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			(145 (47 (128	500# 500# 500#	RDX GP IB	1/10 1/10 -	1/40 1/40 -
Other Expenditures (Bail Out)			(6 (4	500# 500#	RDX IB	1/10 -	1/40 -
Unaccounted For			(6 (4	500# 500#	RDX IB	1/10 -	1/40 -
Bombs Returned			(6 (4	500# 500#	RDX IB	1/10 -	1/40 -
Total (Loaded on A/C Taking Off)			163 47 128	500# 500# 500#	RDX GP IB	1/10 1/10 -	1/40 1/40 -

11. Lost Aircraft: None

(A/C 43-37628- landed on continent-expected to return shortly)

Submitted BY;

KEN W. DAUBLE
Captain, Air Corps



EASTMAN REGULAR SAFETY

5321 EASTMAN REGULAR

GAV-40V/IE20/1153-1X4-3-45X1730-7-22500 SCHWAIB MUNCHEN CO, NFA

Combat Sq. Leader: Lt Col SEAWELL Date: 4 March 1945

Deputy Sq. Leader: Lt SPULLER

Deputy Gp. Leader: Lt SPULLER

Lead Squadron at Take Off 613 SQDN: 612 SC J. BUCK
613 IN BUCK
614 TW GOLFCUB
615 TL BUZZARD

DRIPSEY (SEAWELL)

036 (GH)

MAHARICK

SPULLER

891

449

SQDN

SQDN

GRACRAFT

KELSO

706

750

SHEPHARD

BRADLEY

MC KENNEY

CAREY

146
no take off

313
no take off

758

862

BAKER

132

LEVY

GEREN

160

947

SPARZO

NIELSEN

588



Combat Sq. Leader: Lt HAYES Date: 4 March 1945

Deputy Sq. Leader: Lt BOBBIE

Deputy Gp. Leader: Lt SPUNLER

612 SQDN

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

HAYES

024 (GR)

SMITH

628
abort

BOBBIE

033

SQDN

SQDN

SCHLEIMANN

790

MARTIN

039

MAIRE

664

LONG

637

HUDNALL

680

AHLERS

565
abort

LOVELL

992

HOWARD

113

MORAN

503
no take off

SPARES

Low Squadron Formation at Take Off



Combat Sq. Leader: Lt KOCHER Date: 4 March 1945

Deputy Sq. Leader: Lt Tausig

Deputy Gp. Leader: Lt Spuhler

614 SQDN
612 SC MINCOCK
613 IN MINCO
614 IN GOLFCLUB
615 IN BUZZARD

KOCHER

625 (GH)

VIEBMAN

TAUSIG

395

550

SQDN

SQDN

THOMPSON, R.

FONDREH

646

780

RICHARDSON

WHITE

AYRE

HARTSOCK

738

602

931

551

STAUFFER

478

HOLMES

GRAY

High Squadron Formation at Take Off

425

468

SPARES

REINHARD

464
abort (crashed)

Combat Sq. Leader: Lt Col SEAWELL Date: 4 Mar 45
Deputy Sq. Leader: Lt Spuhler
Deputy Gp. Leader: Lt Spuhler

SQDL
DEMPSEY (SEAWELL)
036 (GH)

612 SC SADDLECK
613 IN MARRON
614 LW GOLFCLUB
615 TY BUZZARD

MAHARICK
891

SPUHLER
449

SQDL
BAKER
132

SQDL
KELSO
730

LEVY
160

GEREN
947

MC KENNEY
758

CAREY
862

NIELSON
588

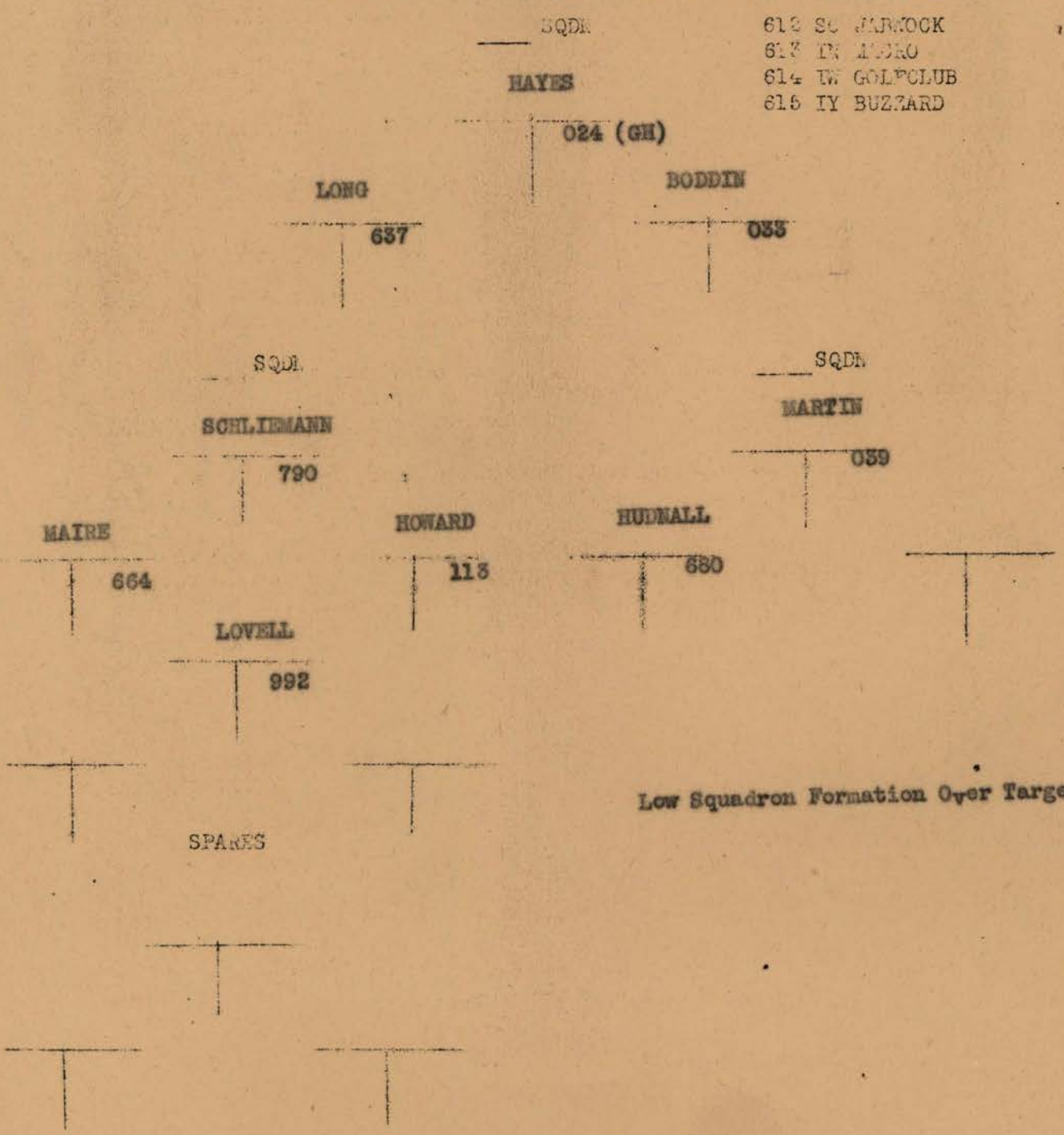
~~XXXXXXXX~~
SQUAD

Lead Squadron Formation Over Target

CRACRAFT
706 (lost engines - dropped
on low squadron smoke markers)

4 Mar 45

Combat Sq. Leader: Lt HAYES Date: _____
Deputy Sq. Leader: Lt BODDIN _____
Deputy Gp. Leader: Lt SPUEHLER _____



Low Squadron Formation Over Target

Combat Sq. Leader: Lt KOCHER Date: 4 Mar 45

Deputy Sq. Leader: Lt TAUSIG

Deputy Gp. Leader: Lt SPUEHLER

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

KOCHER
625 (GH)

VIHMAN
395

TAUSIG
550

SQDN

SQDN

THOMPSON
646

FONDREN
780

RICHARDSON
738

WHITE
602

AYRE
931

HARTSOCK
551

STAUFFER
478

HOLMES
425

GRAY
468

SPARES

High Squadron Formation Over Target

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

Date 4 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Schwaben-Munchen
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 0535 hours.
- b. Group formed at 0826 hours on Pt. B buncher.
at 19,200 ft.
- c. Wing assembly was completed at 0826 hours at Pt. B.
- d. Route over England was (not) flown as briefed. Pt. B

- e. Methods of navigation over England.

Gee, DR, PFF, Pilotage, Radio

- f. Division formation was joined at 0855 hrs. at Pt. 2
- g. Flight to I.P. was (not) as briefed. Pt. 2

49-18 04-02E

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

Gee, D.R., PFF

- i. Bomb run.

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

- (2) True heading over target 330
- (3) Actual drift 5L
- (4) Altitude over target 24,000
- (5) Time bombs away 1035
- (6) Wind used for bombing 346/30
- (7) Method of target identification.

G-H

~~(8) Difficulties on bomb run.~~

None

(9) Weather over Target.

8-10/10ths. One break on bomb run.

(10) Axis of withdrawal 313

- j. Group rally was accomplished at 48-16N 10-35E at 1040 hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at _____ hrs.
- m. Flight home was (not) as briefed.

n. Methods of navigation on return route.

FFF, D.R., Gee, Pilotage

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

q. Performance of equipment.

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

/S/ C. W. Sellers - R. F. Whitney
C. W. SELLERS - R. F. WHITNEY
Capt, A. C. - 1st Lt., A. C.

Lead Navigator; Lead Sq.

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

Date 4 March 1945

SUBJECT: Lead Navigator's Narrative of Raid on Schwaben-Munchen

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 0550 hours.
- b. Group formed at 0827 hours on Point B buncher.
at 18000 ft.
- c. Wing assembly was completed at 0807 hours at Pt. B.
- d. Route over England was (~~not~~) flown as briefed. 49-18N 04-02E

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

- f. Division formation was joined at 0855 hrs. at Pt. 2.
- g. Flight to I.P. was (~~not~~) as briefed. 49-18N 04-02E

- h. Methods of navigation to the I. P.
Gee, D.R., PFF

- i. Bomb run.

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

- (2) True heading over target 331.
- (3) Actual drift 7 L.
- (4) Altitude over target 23000.
- (5) Time bombs away 1036.
- (6) Wind used for bombing 1345/45.
- (7) Method of target identification.

G-H