

(W2S)

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

MISSION No. **239**

Date: **30 MAR. 45**

TO: **BREMEN , GER.**

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 # 239

Date 30 March 1945

ASSIGNMENT

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

EXECUTION

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

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

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

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

c. Route Over England:

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

4. Attack:

a. Flight to Target:

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

b. Bombing Run:

Lead & Low Squadrons:

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

High Squadron:

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

Mission Summary Report (Cont'd)

4. b; Bombing Run (Cont'd)

High Squadron (Cont'd)

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

c. Flight from Target:

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

e. Weather:

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

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation and Interval:

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

h. Conclusions and Recommendations:

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

5. Aircraft Not Attacking:

All scheduled A/C attacked.

6. Enemy Opposition:

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

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

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

1 - SWA
1 - LWA

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

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

b. Disposition of Bombs:Lead Squadron:

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

Low Squadron:

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

High Squadron:

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

Mission Summary Report (Cont'd)

10. c. Tabular Summary of Disposition of Bombs:

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

11. Lost Aircraft:

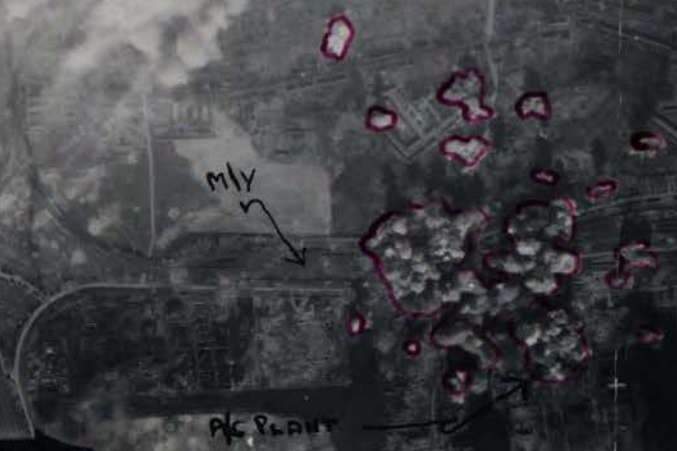
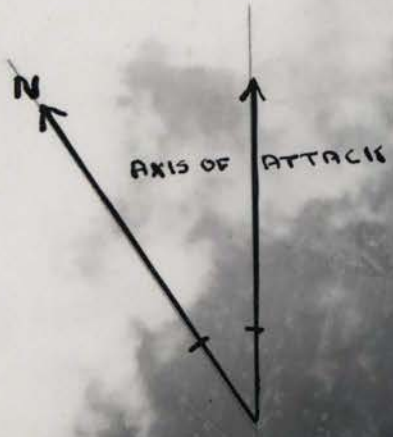
None.

Submitted By:

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

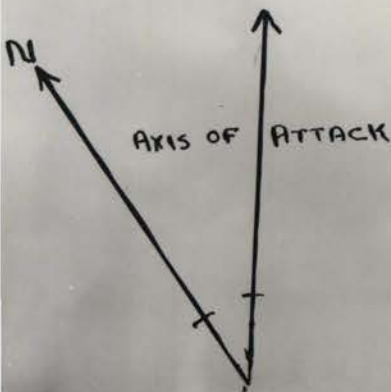
LEAD SQ

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



LOW SQ

PATTERN: 1644 X 2795
ACTUAL MPI: 12100 LEFT



V-401 1/28/12 X30 3 450/4 05 P 8 2 55 000 54 E W E A
CONFIDENTIAL



HIGH SQ
PATTERN: 1552 X 3276
RETURN MPI: 2700 LEFT
CONCENTRATIONS ON M/Y,
KALISYNDIYAT PLANTS
STORAGE BLDGS.

2000
2000

Axis of Attack

Combat Sq. Leader: LT HUBBELL Date: 30 March

Deputy Sq. Leader: LT COLE

Deputy Gp. Leader: LT SPÜHLER

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

614 SQDN
HUBBELL
033 PTF
612 SG JAWOCK
613 IN HAWCK
614 IN GOLFCLOB
615 IY BUZZARD

GIBSON

COLE

468

146

614 SQDN

614 SQDN

BAECKER

SCRENSON

565

151

VIEHMAN

GRAY

JAMES

SCIMECA

738

780

012

077

AYRE

931

STEINMAN

CAMERON

478

646

SPARRS

Combat Sq. Leader: MAJ DE JONCHERE Date: 30 March

Deputy Sq. Leader: LT SPUELER

Deputy Gp. Leader: LT SPUELER

612 SQDN

- 612 SC JABWOOD
- 613 TR MACRO
- 614 IW GOLFOUR
- 615 IY BUZZARD

RIEHLER (DE JONCHERE)

550 PFF

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

GLAMMORI

662

SPUELER

259 PFF

612 SQDN

FRENCH

506

612 SQDN

MORAN

398

AHLER

891

GUILER

541

DE MARCO

059

ALMQUIST

310

STEELENS

7113

GUY

664

HAZELTON

393

SPARKE

SPENCE

788



Combat Sq. Leader: CAPT HAYES Date: 30 March

Deputy Sq. Leader: LT HART

Deputy Gp. Leader: LT SPUHLER

~~615~~ SQDN
612 SC JABWOCK
613 IN MACRO
614 IN COLFCOLUB
615 IY BUZZARD

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

HAYES
7047 PFF

~~LONG~~
160

~~HART~~
941

~~613~~ SQDN
NIELSON

~~NIELSON~~
538

~~613~~ SQDN
KELSO

~~KELSO~~
842

~~SHEPHERD~~
458

~~MAY~~
125

~~LOVELACE~~
787

~~BERNBERG~~
2947

~~CRACRAFT~~
6113

~~BRADLEY~~
513

~~YOUNG~~
146

SPARRS

~~LITCHFIELD~~
591 Returned

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

Lead

Date 30 March 1945

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

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

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

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

Assembly on Grantham due to clouds over buncher.

- e. Methods of navigation over England.
See, D.R., PFF, Pilotage.

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

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

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

- (2) True heading over target 46.
- (3) Actual drift 11 R.
- (4) Altitude over target 21500.
- (5) Time bombs away 1404.
- (6) Wind used for bombing 258/93.
- (7) Method of target identification.

Started PFF; visual bombs away.

(8) Difficulties on bomb run.

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

Break over target 4-6/10ths

(10) Axis of withdrawal 80°

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

n. Methods of navigation on return route.

PFF, Gee, Pilotage, D.R.

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

q. Performance of equipment.

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

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

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

Date 30 March 1945

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

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

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

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

Group assembly at Grantham due to clouds over Buncher.

e. Methods of navigation over England.

Pilotage, Gee, D.R.

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

h. Methods of navigation to the I. P.

Pilotage, Gee, D.R., PFF

i. Bomb run.

- (1) Actual I. P. was (not) as briefed.
- (2) True heading over target 50
- (3) Actual drift -7
- (4) Altitude over target 23700
- (5) Time bombs away 1405
- (6) Wind used for bombing 270/64
- (7) Method of target identification.

PFF, Pilotage

(8) Difficulties on bomb run.

None. Dropped on Lead

(9) Weather over Target.

7/10ths. Cloud over MPI.

(10) Axis of withdrawal 75 T.

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

n. Methods of navigation on return route.

Pilotage, D.R., Gee, PFF

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

q. Performance of equipment.

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

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

Lead Navigator. **1st Lt. Sq.**

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

Date 30 March 1945

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

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

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

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

Group assembly over Granthen due to clouds over Funcher.

- e. Methods of navigation over England.

Gee, D.R., Pilotage

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

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

D.R., Pilotage, GEE

- i. Bomb run.

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

- (2) True heading over target 58.
- (3) Actual drift -43R.
- (4) Altitude over target 25500R.
- (5) Time bombs away 1405R.
- (6) Wind used for bombing 255/82.
- (7) Method of target identification.

(8) Difficulties on bomb run.

PFF with V.A.

(9) Weather over Target.

9/10ths

(10) Axis of withdrawal 72° P.H.

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

n. Methods of navigation on return route.

D.B., Gee, Pilotage

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

q. Performance of equipment.

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

/ s/ Charles E. Miner
CHARLES E. MINOR
1st Lt., A. C.
 Lead Navigator.
 • High Sq.

Air Commander - Major Eric De Jongheere

FLIGHT PLAN 94th C. 9th

PILOT Capt. Wm. Riegler

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

DATE 30 March 1945

Mickey - Capt. Wm. Strong

STATIONS	0825	ENCINES	1025	TAXI	1040	T.O.	1055
LEAVE BASE							
COAST OUT							
ENEMY COAST							
I.P.							
TARGET							
ENEMY COAST							
Eng. Coast							1708

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

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

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

Shutdown - Cottsmore Buncher - Normal - 010 Mag.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
52-44N 00-39W	250/65	15000	150	456	356	-22	334	A11	345	170	24	08 1/2	1228	Depart
52-08N 00-42W	250/69	18000	150	167	083	46	089	A10	099	294	59	15 A	1252	
52-15N 00-55W	250/75	19000	150	173	143	425	168	A10	178	178	25	08 1/2 A	1301	English Coast CP 1 1301
52-45N 04-38W	250/81	24500	150	182	095	A11	106	A9	115	252	120	28 1/2 - 1/2	1329	Coast, CP 2, 1329
52-40N 07-36W	240/84	24500	150	191	093	A15-	108	A7	115	254	108	25 1/2 A	1355	IP
52-07N 08-45W	231/74		150	191	057	A3	060	A6	066	265	50	11 A	1407	TARGET
52-13N 09-20W	234/71	22000	170	212	073	A7	080	A5	085	278	22	05	1412	
52-09N 09-35W	236/69	22000	150	183	132	A22	154	A5	159	186	13	04 A	1417	
52-25N 08-20W	236/69		150	183	229	A3	232	A5	237	114	61	32 A	1450	
52-38N 07-42W			150	183	304	-20	284	A6	290	147	24	10	1500	
52-45N 04-38W	240/82	22000	150	189	274	-14	260	A7	267	110	116	1:03 -2	1601	Coast, CP 3 1601
Cromer	250/56	12000	170	176	275	-8	257	A8	275	123	82	40	1708	Eng. Coast
Kings Lynn	250/35		150	133	254	-1	253	A10	269	098	36	22	1730	Wing Break Up
Pass			150	133	247	A1	248	A10	258	098	39	24	1750	STR
Pass Cromer	250/48	0 to 19000	150	148	070	0	070	10	080	196	75	23 A27	1711	LTD. takes 50 min to climb.
Cottsmore Cromer	250/74	15 to 19000	150	169	082	A5	087	10	097	238	74	19	1742	Last time for Group departure.

VHF - authentication - "seven kittens"
Abandon mission - "Dog-Item-George"
Chaff - Discharge at IP, continue 15 min.
Interval - 2 min. between groups
Spares - Turn back at 005

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	
1049					T. C.										
1149					Circle Grantham to form Group		150	15000							
1200					10 mi. west Grantham, forming Cp.		150	15000							
1215					Group formed O.K. 52-55N 00-05W		150	15000							
1252			168		Point D. on time, on course B-Baker		150	20000							
1301			175		G. P. #2, on time, on course. Complete wing		150	20000							
1302 1/2			110				150	21000							
1304					52-57N 01-56W										
1306			107		52-56 1/2 N 02-12W		150	21500							
1309	99	A9	108		52-54N 02-32W 260/80K		150	22800	90	21	5	126	252		
1322 1/2			100				150	24000	180					21	5
1327			95		52-46N 04-39E, CP #2		150	24100							
1327			95				150	24500							
1332			95		52-46N 05-16W		150	24500		22 1/2	5	171	100	22	1354
1335 1/2	89	A6	95		52-46N 05-51E 259/104K		150	24500	90	44 1/2	9 1/2	281	64	19 1/2	1350

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE 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	
1341			115		52-43N 06-23E 258/93K, Gee		150	21500							
1345			190		52-40 N 06-50E		145	21500							
1350			130		52-30N 07-26E, IP		150	21500							
1350			36		IP		150	21500			263	50	11 1/2	1401 1/2	
1359			41		52-54N 08-11E		150	21500							
1404			46		BORES AWAY		150	21500							
1410			154		244/25(N fix) 53-16N 09-21E		150	22000							
1418			235		53-07N 09-45E, M.		150	22000							
1424			240		53-04N 09-35E		150	22000							
1432	240	-5	235		52-56N 09-10E 219/48K		150	22000	180	18	8	135	43 1/2	19 1/2	1457 1/2
1440			225		52-52N 08-47E, M.		150	22000							
1455			225		PP 52-26N 08-21E		150	22000							
1459			292		Turned.		150	22000			170	23	8	1501	
1457			300		52-34N 08-02E		150								
1501			300		P.P. 52-37N 07-54E (T.P.)		150	22000							
1501			262				150	22000							
1506			258		52-43N 07-42E		150	21800							
1510	280	-25	255		227/90K		150	21900	180	14	9	93K			
1515 1/2			250		52-42N 07-22E		150	21700							
1525 1/2	271	-11	260		52-43N 06-45E 245/80		150	21700	180	47 1/2	24 1/2	104	77	85	1610 1/2
1537			260		52-46N 06-05E		160	20000							
1550			260		P.P. 52-45N 05-17E		160	16000							
1601			261		Coast out, on time, on course		160	19000							
1605			270		52-45N 04-22E		160	12500							
1610			280												
1615					52-45N 03-52E		150	10000							
1624			280		52-50N 03-30E		150	10000							
1633			270		52-55N 03-00E		150	10000		16	9	108	61	34	1717
1641			270		53-00N 02-38E		150	10000		32 1/2	17	115	47	24 1/2	1705 1/2
1650			260		52-48N 02-10E		150	9600		18	9	119	31	15 1/2	1705 1/2
1704			265		Coast in, huddlesly		170	7600							
1723			260		52-42N 00-22E		175	2600				120	36	19	1742
1745					Pass			2600							
1750					Landed. (1800, engine)										

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

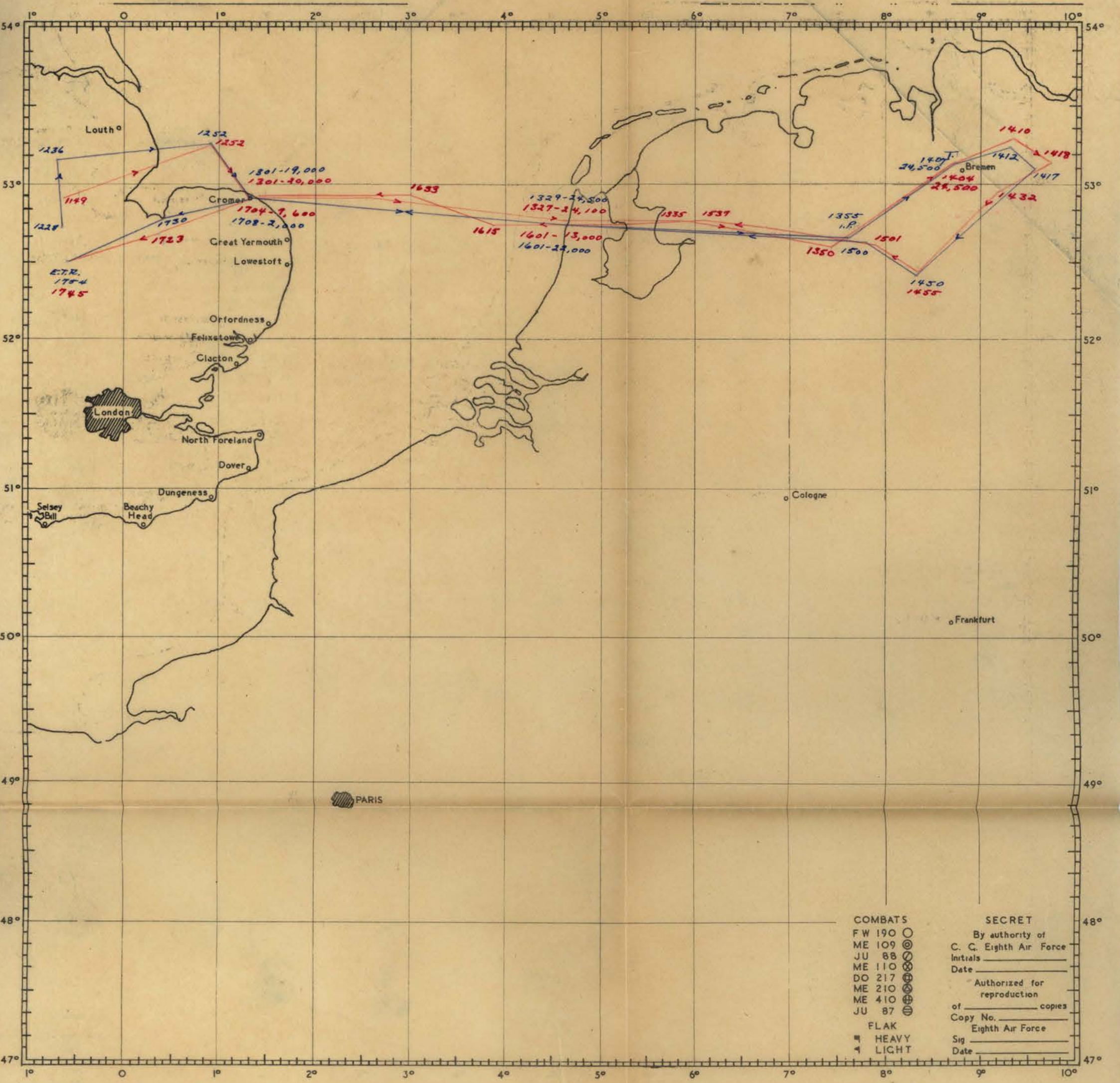
JAMES F. POAN
Major, A. C.
Group Navigation Officer
SIGNED _____ NAVIGATOR

TRACK CHART

DATE *March 30, 1945*

TARGETS
PRIMARY *Bremen, Germany*

ROUTE FOLLOWED BY *Blue*
Red *Briefed*
401st. B. G. (A)



- COMBATS
FW 190 ○
ME 109 ⊙
JU 88 ⊗
ME 110 ⊗
DO 217 ⊗
ME 210 ⊗
ME 410 ⊗
JU 87 ⊗
- FLAK
■ HEAVY
▲ LIGHT

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

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD F. O. 672

Date of 30 March 1945

PART I - ATTACKS & RESULTS

94th "C"

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

A/C borrowed from Groups: None

A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 239

Date 30 March 1945

PART II - NON-EFFECTIVE SORTIES

94th "C"

	Lead	Low	High
	Borrowed A/C	Borrowed A/C	Borrowed A/C
29. Non-Effective Sorties	None	None	None
(a) Weather			
(b) Personnel			
(c) Enemy Action			
(d) Other Non-Mechanical			
(e) Mechanical & Equipment			
30. Mechanical & Equipment Failures			
(a) Engine			
(b) Oil System			
(c) Fuel System			
(d) Supercharger			
(e) Propeller & Governor			
(f) Communication System			
(g) Guns & Turrets			
(h) Bomb Release			
(i) Bomb Doors			
(j) Electric System			
(k) Instruments			
(l) Oxygen Equipment			
(m) Bomb Sights			
(n) A/C in General			

31. Reasons for Failure to Attack: None.

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER CAPT MEADVILLE DATE 30 March 1945

PILOT CAPT RIEGLER (DEJONCKHEERE) TAKE OFF 1050

NAVIGATOR CAPT WOOD AIRPLANE _____

WING 94th C GROUP 401st SQDN Lead LANDED 1752

OBJECTIVE BREMEN, GERMANY (MPI)

METHOD OF ATTACK 2 Sqdns.
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 25 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 500# GP
500# RDX FUSING: NOSE 1/10 TAIL 1/100

BOMBS, TYPES AND SIZES 500# B2 FUSING: NOSE 1/10 TAIL 1/100

NUMBER OF BOMBS LOADED 184 RDX - 101GP - 12 B2 RELEASED 181 RDX-96GP-12 B2

INFORMATION AT RELEASE POINT:

Altitude of Target Sea Level Temp Aloft: Metro -37 Actual -38

True Altitude above target 24000 Mag Head, order 65 Actual 52

Ind. Altitude 24500 True Heading 46

Pressure alt of target 140 @ SL Drift, Est 2L Actual 11R

Altimeter setting 29.82 True Track 57

C.I.A.S.: 150 I.A.S. 217 Actual Range 17,520

G.S. Est 300 Actual 332 B.S.Type B-9

Wind Direc Metro 230 Actual 250 Time of Release 1404

Wind Veloc. Metro 85 Actual 120 Intervalometer Setting 75ft

D.S. 130 Trail 55 ATF 40.79 Length of Bombing Run 14min

Tan. D.A. Est .66 Actual .73 C-1 Pilot -- A-5 --

Mean Temp: Metro -14 Actual -14 Manual Pilot Yes

Type of Release: Lead A/C Salvo Type of Release: Other A/C 75ft

Low Sqdn - Alt. 23700 Time of Rel 1405 Mag Heading 56

I certify that the above figures have been checked and are correct.

JULIUS PICKOFF
 Major, Air Corps
 Group Bombing Officer

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. MURPHY DATE 30 March 1945
 PILOT LT. HAYES TAKE OFF 1051
 NAVIGATOR LT. MINOR AIRPLANE _____
 WING 94th C GROUP 401st SQDN High LANDED 1740
 OBJECTIVE BREMEN, GERMANY (MPT) _____

METHOD OF ATTACK _____
 Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP Lead A/c COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/c

BOMBS, TYPES AND SIZES 500# RDX FUSING: NOSE 1/10 TAIL 1/100
500# GP FUSING: NOSE 1/10 TAIL 1/100

BOMBS, TYPES AND SIZES 500# B2 FUSING: NOSE 1/10 TAIL 1/100

NUMBER OF BOMBS LOADED 87RDX-45GP-11B2 RELEASED 83RDX-45GP-11B2

INFORMATION AT RELEASE POINT:

Altitude of Target <u>Sea Level</u>	Temp Aloft: Metro <u>-37</u> Actual <u>-37</u>
True Altitude above target <u>25000</u>	Mag Head, order <u>65</u> Actual <u>65</u>
Ind. Altitude <u>25500</u>	True Heading <u>58</u>
Pressure alt of target <u>140 @ SL</u>	Drift, Est <u>2L</u> Actual <u>9R</u>
Altimeter setting <u>29.92</u>	True Track <u>57</u>
C.I.A.S. <u>150</u> T.I.A.S. <u>223</u>	Actual Range <u>17,125</u>
G.S. Est <u>300</u> Actual <u>310</u>	B.S. Type <u>M-0</u>
Wind Direc Metro <u>230</u> Actual <u>255</u>	Time of Release <u>1405 1/2</u>
Wind Veloc. Metro <u>86</u> Actual <u>94</u>	Intervalometer Setting <u>75ft</u>
D.S. <u>128.2</u> Trail <u>59</u> ATF <u>41.72</u>	Length of Bombing Run <u>14min</u>
Tan. D.A. Est <u>.68</u> Actual <u>.685</u>	G-1 Pilot <u>Ok</u> A-5 <u>--</u>
Mean Temp: Metro <u>-14</u> Actual <u>-14</u>	Manual Pilot <u>--</u>
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>75ft</u>

I certify that the above figures have been checked and are correct.

JULIUSPICHOFF
 Major, Air Corps
 Group Bombing Officer

CONFIDENTIAL

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

J-A-2

413.44

31 MARCH

1945

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

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		2. MF/DF Fixes	<u>5</u>
a. MF Beacons	<u>6</u>	3. HF/DF Bearings (QDM's)	<u>1</u>
b. Bunchers, England	<u>33</u>	4. VHF/DF Homings	<u>0</u>
c. Bunchers, Continent	<u>0</u>	5. Distress Action (SOS's)	<u>0</u>

SECTION TWO - USE OF RADAR

	<u>Airborne</u>	<u>Used</u>		<u>Airborne</u>	<u>Used</u>
1. Gee	<u>38</u>	<u>38</u>	4. Gee-H	<u>0</u>	<u>0</u>
2. H2X	<u>4</u>	<u>4</u>	5. Carpet (Barrage)	<u>28</u>	<u>28</u>
3. Micro-H	<u>0</u>	<u>0</u>	6. Carpet (Spot)	<u>6</u>	<u>6</u>
7. Total aircraft releasing Chaff		<u>33</u>			
8. Total number of units released		<u>11,880</u>			

SECTION THREE - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>0</u>	7. Gee	<u>0</u>
2. VHF	<u>0</u>	8. H2X	<u>0</u>
3. Compass	<u>0</u>	9. Micro-H	<u>0</u>
4. Liaison	<u>1</u>	10. Gee-H	<u>0</u>
5. Command	<u>0</u>	11. Carpet (Barrage)	<u>0</u>
6. SCS-51	<u>0</u>	12. Carpet (Spot)	<u>0</u>

SECTION FOUR - REMARKS

HAROLD M. KENNARD, JR.
 Maj, A C,
 Gp Com O.

S E C R E T

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

~~401~~

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

2. ROUTE AS FLOWN:

Generally as Briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>6/10 - Clouds tops 8,000 to 10,000. A/10's to 1/10.</u>	<u>.....</u>
CONTRAILS - -	<u>None</u>	<u>None</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:

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

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

None

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

7. POSITION OF GROUP:..... 94th BG

8. DETAILS:-

SQDN. POS.	NO. A/C	DAMAGE		A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	ACC	UK	ATTK	WITH		
<u>Lead</u>	<u>12</u>	<u>1</u>	<u>8</u>					<u>52</u>	<u>86</u>	<u>1404</u>	<u>24,500</u>
<u>High</u>	<u>12</u>	<u>2</u>	<u>7</u>					<u>64</u>	<u>82</u>	<u>1405 1/2</u>	<u>24,600</u>
<u>Low</u>	<u>13</u>		<u>5</u>					<u>56</u>	<u>81</u>	<u>1405</u>	<u>23,700</u>
<u>TOTALS</u>	<u>37</u>	<u>3</u>	<u>20</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>				

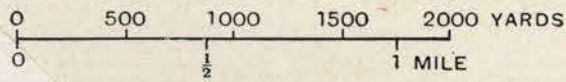
9. COMMENTS - PHENOMENA:-

Lt. P. R. Myers

Target No.
3 (a) 1

DESCHIMAG — BREMEN (GERMANY)

Illustration No.
3 (a) 1/11



Photographed 1943

(1 : 32,000) approx

Issued December 1943

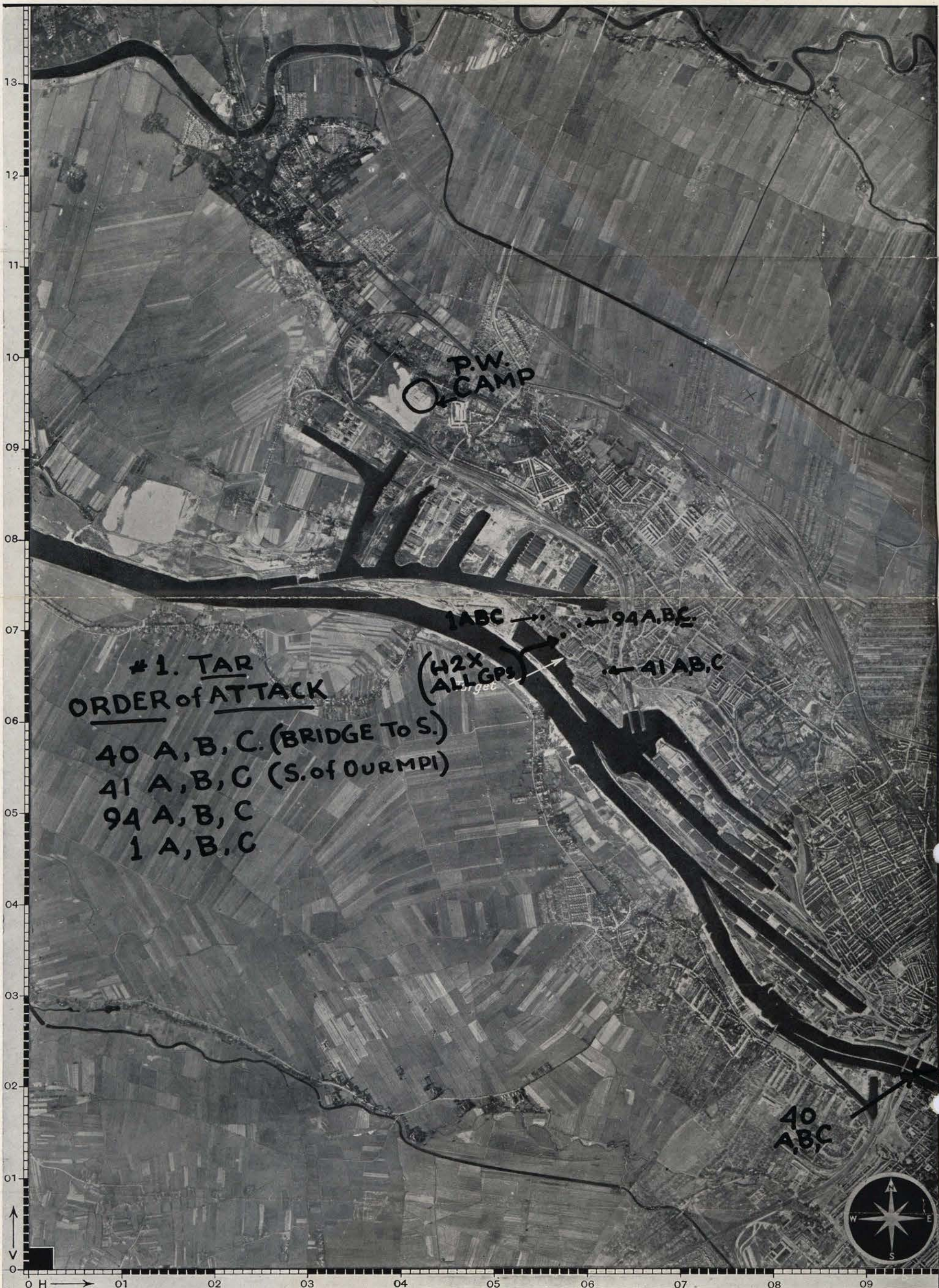


Illustration No.
3 (a) 1/11

MISSION 28th March 1945

SHIP NO 983

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

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

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

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

F-B-2

APO 557
30 March 1945

SUBJECT: Abortive Report

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

1. Aircraft No. 42-31983 returned early from mission of 28 March 1945 because the # 2 propeller ran away and could not be controlled by any means.

2. Aircraft had been in flight for about 2 hours and 30 minutes and was at an altitude of 22,000 feet when trouble first occurred.

3. The engine ran away to 3500 RPM when throttle was advanced to 38" while RPM was set at 2300. The pilot reported that the RPM could not be reduced by use of throttle or prop pitch control. By using the feathering system he succeeded in bringing the RPM down to 2300.

4. The engine ran away each time the throttle was advanced. The feathering system was used each time to bring RPM down to normal.

5. The feathering motor finally burned out and there was no prop pitch control by any means.

6. By reducing airspeed to about 115 m/p/h/ indicated the RPM was reduced to 2400.

7. Ground check revealed that the governor action was very sluggish. Bench check of the prop governor revealed that the dump valve setting was down from 400 psi to 190 psi due to the fact that there were some metal particles on the dump valve seat.

8. The aircraft had been pre-flighted the night before the mission at 1700 hours and checked out O.K.

9. The aircraft was not pre-flighted before the mission in the morning because of lack of time.

10. Pilots should be reminded that in cases where props are controllable only by the feathering system, the power wanted should be set and then the throttle should be left alone. Each change of throttle changes the power output of the engine. If the equilibrium between the power output of the engine and the RPM set up by the feathering motor and maintained by the prop governor is disturbed, it must be set up again by the same means.

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

LEAD SQUADRON 94th A GROUP

Copy

Combat Sq. Leader MAJ STRAUSS Date _____

Deputy Sq. Leader LT SPUEHLER

Deputy Gp. Leader LT SPUEHLER

614 SQDN

612 SC JAWOCK

613 IN MACRO

614 IW GOLFOLOB

615 IY BUZZARD

MC CREE (STRAUSS)

1 Y S 8653
IY D 8550 PFF

SCIMECA

SPUEHLER

IW H 8077 ✓

IY O 8163

(Air Speed Ind Out)

614 SQDN

614 SQDN

HOLMES

SORENSEN

IW X 8566 ✓

IW K 8677 ✓

CAMERON

LINDSEY

AYRE

MC CULLOUGH

IW T 8648 Spot ✓

IW B 7151 ✓

IW A 7951 ✓

IW Y 7511 Spot ✓

SALISBURY

7511

IW Z 8330 ✓

VISHMAN

GRAY

IW S 2469 ✓

IW R 7780 ✓

SPARES

PARK

IW O 7602 ✓

1 Y S 8653 Run 28
Spare PFF IY K 8259 Run 28

VIS IY L 8941 Disp 27 ✓

Grnd spares IN H 8862 Disp 45

SC H 2398 Disp 21

WK AC IN H 6118 Disp 37 Col Silver.

0700-1300 - 44

1300-1900 - RGG

HIGH SQDN 94th "A" GROUP

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

Deputy Sq. Leader: 1LT BENNETT

Deputy Gp. Leader: LT SPUELER

612 612 SC JAEWOCK
613 IN MACRO
614 IW GOLFOLOB
615 XY BUZZARD

WOLF (HARB)
IX Y 8848 PFF

KAMPER BENNETT
SC J 7790 IX G 9148

SMITH HOWARD
SC L 8637 Spot SC B 1662

GUY HARVESON CLEMMONS STEPHENS
SC X 7664 SC F 2593 SC K 7939 SC O 7113
SC H 398

NOLAN
SC S 8680

HAZELTON GUILER
SC D 6992 SC F 2641 Spot

SPARE PFF IX E 8653 Rm 26
" VIS IX L 8942 Disp 27

HLOMQUIST
SC V 2610
GRD SPARES: IN W 8962 Disp 46
SC X 2393 " 21
WX SHIP IN E 6118 Disp 37

LOW SQDN. 94TH "A" GROUP

COMBAT SQ. LEADER: CAPT. HAYES DATE: 28 MARCH 1946

DEPUTY SQ. LEADER: LT. KNOWLES

DEPUTY OP. LEADER: LT. SPURLE

613 SQDN

612 SC JAINOCK

613 IN MACRO

614 IW GOLWOLD

615 IY BUZZARD

HAYES

IY U 7947 (PYF)

MC KENNEY

KNOWLES

IN W 8767

IY P 6947

613 SQDN

613 SQDN

ORACRAFT

KELSO

IN G 1985

IN V 6842

MAY

BRADLEY

MAHARICK

NIELSON

IN M 9125 (RCM)

IN F 6313

IN J 1591

IN D 6538 (RCM)

SMITH

IN B 6132

SHEPHERD

LITCHFIELD

IN A 8458

IN C 8160

SPARE PYF IY S 8655 RUN. 28
SPARE VIS IY L 8941 DISP 27

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

WX A /C IN H 6113 COL. SILVER

8700-1300 - 44
1300-1900 - RGG

WE AD IN H 6113 Disp BY Col Silver.

REF ID: A66503
OPERATIONAL NOTES

DATE: _____

DUTY OFFICER: _____

BRIEFING OFFICER: _____

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group:

Primary: Submarine and shipbuilding yard at Bremen

situated in the centre of the port area - 3 miles NW of the centre of Bremen and on the east bank of the Weser river. The yard engages in the construction of 740 & 1200 ton subs and any warship up to a battleship. 1st DIV. Targets requested by 1st DIV.

Your MPI is a large foundry and foundry stores building approximately in the center running N & S and on the east side of the target area.

Secondary: H2X Same target - MPI slightly SE of visual

Last Resort: _____

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

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

40th A,B,C, Ref Highway bridge across the Weser ^{3 1/2 miles} SE of your target

41st A,B,C, Stores SE of your MPI

1st A,B,C, Engineering shops NW of your MPI

b. 2nd AD: Wilhelmshaven - Transportation

c. 3rd AD: Hamburg - Oil refinery & Air Armaments

2. ROUTES (ALL THREE AD'S)

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

1400 3rd Southwold at Z E 120 - Route common with 1st DIV.

1200 2nd Cromer " "

b. Fighter Support: P-51's

3. ANTICIPATED ENEMY OPPOSITION.

a. Flak: _____

b. Enemy Fighters: Major E/A expected

c. Smoke Screens: _____

d. Camouflage: _____

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: _____

b. Air Commanders: 94th A.C. Col. Perisich
351st " Carter
401st Maj. De Jonckheere

c. Zero Hour and Date: 1200

d. General Instructions Pertinent to Entire Task Force: _____

5. SUPPLY:

a. Gas Load: 2300 gal.

b. Bomb Load (and Intervalometer Settings) 12 X 500's
Visual salvo H2 X 75 ft.

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

d. Screening Force: 3 Mosquito rendezvous with Foxhole at 1000
at 1.P. then pull ahead & release chaff through target area

6. COMMUNICATIONS:

a. Flares and Lamps: _____

b. VHF and Other Radio: (and by Force Information) _____

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape: _____

b. S.O.P.'s _____

c. Miscellaneous: POW camp NW of target

d. Security: _____

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

- A. Mickey fixes on known points*
- B. Proper functioning of BA or MH equipment*

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

40th Composite hitting Target - Constructional WKS NW of Bremen

SECRET

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

Remind you of the new points at which bombs may be fixtised - navigators get these points.

No attack on Bremerhaven

40 A 305

B 306

C 92

41 A 303

B 379

C 384

94 A 457

B 351

C 401

1 A 381

B 398

C 91

40 D Composite 306, 305, 92.

Arac D Howard

Robert C. Meadams

George J. Moore

Walter A. Andrews

Charles B. Minor

Clifford M. Harmon

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

AAF Station # 128
 30 March 1945

SUBJECT: Loading List.

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

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

Plane 42-102468

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

Plane 43-38585

P	1st Lt.	BABCOCK, FREDRICK H.	"
CP	1st Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	CRAWFORD, ALLEN H. JR.	"
CTG	S/Sgt.	Casselman, Charles R.	"
RO	T/Sgt.	Bilby, John F. Jr.	"
TT	T/Sgt.	Caldwell, Carroll L.	"
BT	S/Sgt.	Wileynski, Walter J.	"
TG	S/Sgt.	Parnham, Walter E.	"
WG	S/Sgt.	Paluso, Joseph J.	"
RCM	S/Sgt.	Allaire, Joseph S.	"

Plane 42-102151

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

Plane 43-38738

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

Loading List Continued

Plane 42-97780

P	2nd Lt.	GRAY, CARL M.	614th Sq.
CP	2nd Lt.	SMITH, CHARLES	"
N	2nd Lt.	STEWART, RICHARD E.	"
CTG	Sgt.	Ginthwain, Edward A.	"
RO	Sgt.	Fort, Collins G.	"
TT	Sgt.	Kirby, Lee D. Jr.	"
BT	Sgt.	Harrell, Jean F.	"
TG	Sgt.	Saenz, Hector J.	"
WG	Sgt.	Bonanno, Joe M.	"

Plane 42-39012

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

Plane 42-102077

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

Plane 43-97931

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

Plane 42-97478

P	1st Lt.	STEMMAN, ROBERT M.	"
CP	2nd Lt.	BUSH, FRANK R.	"
N	1st Lt.	SACKS, DAVID W.	"
CTG	Sgt.	Petrowsky, Albert F.	"
RO	Sgt.	Bacon, George S Jr.	"
TT	Sgt.	Crowe, Harold P.	"
BT	M/Sgt.	Royal, William H.	"
TG	Sgt.	Shaw, James Reiher, Gordon A.	"
WG	Sgt.	Bateman, Maurice	"

Loading List Continued
Plane 45-38648

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

For the Squadron Commander

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

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612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations Officer

Mission No. 239
30 March 1945

SUBJECT: Loading List

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

A/C 43-38788

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

A/C 42-31662

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

A/C 44-6113

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

A/C 43-38810

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

A/C 42-97664

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

A/C 42-102398

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

A/C 42-102393

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

A/C 42-31891

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

A/C 42-107039

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

A/C 43-38541

P	Guiler, Gilbert S.	2nd Lt.	612th.
CP	Bergman, Wayne H.	2nd Lt.	"
N	Sims, Morton D.	2nd Lt.	"
TOG.	Granser, John C., Jr.	Sgt.	"
RO	Mountain, John M.	Sgt.	"
TTG	Martin, Norman R.	Sgt.	"
BTG	Kaschak, Joseph J.	Sgt.	"
TG	Dealce, Walter W.	Sgt.	"
WG	Gabhardt, Charles R.	T/Sgt.	"
R.C.M.	Heaton, Charles E.	S/Sgt.	"

A/C 44-6506

P	French, Millard H.	1st Lt.	612th.
CP	Lundgren, Robert P.	2nd Lt.	"
N	Cannon, Thomas P.	F/O	"
TOG.	Johnson, Jerry M.	S/Sgt.	"
RO	Hall, Jewell L.	S/Sgt.	"
TTG	Hanson, Arthur W.	T/Sgt.	"
BTG	Deck, Floyd J.	S/Sgt.	"
TG	LaGrange, Wesley	S/Sgt.	"
WG	Devore, Arthur D.	S/Sgt.	"

- The End -

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

30 MARCH 1945

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

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	
44-6842	P	1st Lt.	KELSO	ARTHUR	I.
	CP	2nd Lt.	LYNG	KENNETH	H.
	N	2nd Lt.	WRIGHT	BERALD	L.
	B	S/SGT.	LUCA	RUDOLPH	C.
	RO	T/SGT.	MEYERS	NEIL	P.
	TT	T/SGT.	JONES	CHARLES	C.
	BT	S/SGT.	NEKSON (NELSON)	HAROLD	J.
	TG	S/SGT.	BOND	JACK	D.
	WG	S/SGT.	PIROMALLI	EUGENE	B.
44-6313	P	1st Lt.	BRADLEY	AUDREY	J. JR.
	CP	1st Lt.	CAREY	KARL	F.
	N	1st Lt.	JOHNSTON	WILLIAM	I.
	B	S/SGT.	ELINS	HERMAN	NMI
	RO	T/SGT.	BOWERS	JACOBS	J.
	TT	M/SGT.	MANGUM	JUSTICE	C.
	BT	S/SGT.	SMITH	DONALD	E.
	TG	S/SGT.	MATLACK	WILLIAM	W.
	WG	S/SGT.	DEFEBAGH	NORMAN	NMI
44-6588	P	1st Lt.	NIELSEN	HANS	V.
	CP	2nd Lt.	THOMAS	JAMES	A.
	N	2nd Lt.	FUMMELSON	HURSHAL	G.
	B	S/SGT.	VIGNETTI	ANGELO	J.
	RO	T/SGT.	HARROWE	EMANUEL	NMI
	TT	T/SGT.	SWINDLE	FRANK	G.
	BT	S/SGT.	EVANS	CARL	E.
	TG	S/SGT.	STEPKA	FRANCIS	S.
	WG	S/SGT.	DE PRA	ARTHUR	R.
	RCM	SGT.	FOGELMAN	JAMES	NMI
44-6113	P	1st Lt.	CRACRAFT	GEORGE	K. JR.
	CP	2nd Lt.	FREW	JAMES	R.
	N	2nd Lt.	DEYO	JAMES	E.
	B	S/SGT.	GUERIN	ROLAND	L.
	RO	T/SGT.	FENWICK	GORDON	E.
	TT	T/SGT.	STEWART	LEONARD	C.
	BT	S/SGT.	LUDWIG	HOWARD	E.
	TG	S/SGT.	HEDSON	LEONARD	L.
	WG	S/SGT.	BAKER	RICHARD	E.
44-3767	P	2nd Lt.	LOVELACE	JAMES	G.
	CP	2nd Lt.	FUNK	PHILLIP	B.
	N	2nd Lt.	ROBINSON	GALEN	R.
	B	SGT.	TAYLOR	THOMAS	H.
	RO	SGT.	WETHERBEE	CHARLES	W.
	TT	SGT.	KUTIL	LESLIE	W.
	BT	SGT.	WRIGHT	CHARLES	L.
	TG	SGT.	HUIRAS	FLOYD	J.
	WG	SGT.	HOBLER	LEWIS	C.
44-8550 PFF SHIP 615th SQ.	P	CAPT.	RIEGLER	WILLIAM	NMI
	CP	MAJOR	DE JONCKHEERE	ERIC	T.
	N	CAPT.	WOOD	HORACE	C.
	B	CAPT.	MEADVILLE	HARRY	W.
	N	1st Lt.	TARR	CHARLES	NMI
	V	CAPT.	STRONG	WILLIAM	W.
	O	1st Lt.	MILLER	THEODORE	R.611
	RO	T/SGT.	MOLLER	THEODORE	H.
	TT	T/SGT.	SEELY	KARL	W.
	TG	2nd Lt.	MACKIN	PETER	D.
WG	S/SGT.	QUIST	HAROLD	NMI	

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

ops ops

30 March 1945

SUBJECT: Loading List

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

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

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

Engineering

LEAD SQ'N 94 "C" GROUP

Combat Sq Leader: MAJ DE JONCKHEERE Date: 30 March 1945

Deputy Sq Leader: LT SPUEHLER

Deputy Gp Leader: LT SPUEHLER

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

612 SQDN
RIEGLER (DE JONCKHEERE)
612 SC JANWOCK
613 IN MACRO
614 IW GOLFCUB
615 IY BUZZARD
IY D 8650 PFF

CLEMONS SPUEHLER
SC B 1662 IY K 8259 PFF

612 SQDN 612 SQDN
FRENCH MORAN
SC W 8506 SC H 2398

AHLER GUILER DE MARCO BLONQUIST
SC P 1991 SC F 8641 spot SC M 7039 SC V 8810 spot

STEPHENS
SC O 7118
GUY HAZELTON
SC X 7664 SC R 2398

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

SPARE
SPENCE
SC T 8788

GROUND SPARES
~~PFF SPARE LEAD IY N 8640 runway 28~~
~~VIC SPARE LEAD IY P 8647 runway 28~~
REG GROUND SPARES IN O 1730 disp 42
IW E 8877 disp 2

REYNOLDS LEAP
SC S 8680 SC L 8637
COAST ONLY - DO NOT LOAD

PFF SPARE LEAD IY O 8153

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LOW SQUADRON 94th C GROUP

Combat Sq. Leader LT HUBBELL Date _____

Deputy Sq. Leader LT COLE

Deputy Gp. Leader LT SPUHLER

614 SQDN

612 SC JANWOCK
613 IW MAORO
614 IW GOLFOJUB
615 IY BUZZARD

HUBBELL

IY C 8033 PFF

GIBSON

COLE

IW B 2468

IY Q 9148

614 SQDN

614 SQDN

BABCOCK

SORENSEN

IW X 8565 Spet

IW B 7161

VIHMAN

GRAY

JAMES

SCIMEGA

IW N 8738 Spet

IW R 7780

IW P 2012

IW H 8077

AYRE

IW A 7981

STEPHENS
STERMAN

CAMERON

IW Q 7478

IW T 8646

~~7777~~

~~Spare PFF IW N 8648 Run 28~~
~~VIA IW P 8047 Run 28~~

Grnd spares IW O 1730 Disp 42
~~IW H 8077 Disp 2~~

PFF SPARE LEAD IY O 8153

HIGH SQDN 04 "C" GROUP

13

Combat Sq Leader: CAPT HAYES Date: 30 March 45

Deputy Sq Leader: LT HART

Deputy Gp Leader: LT SPUEHLER

613 SQDN

612 FC JAWOCK
615 IN MAORO
614 IW GOLFCIUB
615 IY BUZZARD

HAYES

~~IY S 8658 PFF~~ Auto PILOT OUT
IY U 7947

LONG

HART

IN C 8180

IY L 8941

613 SQDN

613 SQDN

NIELSON

KELSO

IN D 6588 spot

IN V 6842

SHEPHERD

MAY

LOVELAGE

HEMMEBURG

IN A 8458

IN M 9125 spot

IN W 8787

IN S 2967

ORACRAFT

IN K 8113

BRADLEY

YOUNG

IN F 6313

IN R 8146

SPARE

LITCHFIELD

IN J 1591

GROUND SPARES

~~7947~~

~~PFF SPARE LEAD IY N 8113 runway 20~~
~~VIS SPARE LEAD IY P 8947 runway 28~~

REG GROUND SPARES IN C 1730 disp 42

PFF SPARE LEAD IYO 8153