

*MP*  
*DES*

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

MISSION No. **251**

Date: **17 APR. 45**

TO: **DRESDEN , 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 1ZE 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 # 251

Date 17 April 1945

ASSIGNMENT

1. Assigned Target: DRESDEN, GERMANY (RR Center)
2. Commitments: The 401st Group furnished the complete 36 A/C 94th "A" Group. Two PFF-GH A/C were included in the lead squadron, one PFF-GH in the low and two PFF in the high. A spare accompanied both lead and high squadrons.

EXECUTION

1. Target Bombed: DRESDEN, GERMANY (Vis)
2. a. Group Leader: Major A. H. CHAPMAN (Aschenbach)  
Lead Navigator: 1st Lt. W. R. BARZIL (Dean-MO)  
Extra Navigator: 2nd Lt. E. P. GROSS (GH)  
Lead Bombardier: 1st Lt. A. FOLKERTS
- b. Low Sqdn Leader: 1st Lt. J. D. GERBER  
Lead Navigator: 1st Lt. L. E. LOWRY (Barnes-MO)  
Lead Bombardier: 2nd Lt. A. R. BIASELLA
- c. High Sqdn Leader: 1st Lt. A. N. WOLF  
Lead Navigator: 1st Lt. C. L. HOAG (Bell-MO)  
Lead Bombardier: 2nd Lt. G. HASHIMOTO

3. Flight Over England:

a. Takeoff:

SOP in clear weather - all ships took off successfully.

MISSION SUMMARY REPORT ( ) (at)

3. b. Squadron and Group Assemblies:

Squadron and Group assembled very quickly in clear weather. Called W/C "B" and "C" to inform them that W/C "A" was going to depart Cottesmore 3 minutes late because of wind shift.

c. Route Over England:

Briefed course was flown but wind shift made timings early so two double drifts were necessary after wing assembled. When approaching CP # 1 the 1st CBW was seen and the 94th "A" swung in trail and followed 1st CBW in briefed 4th Division position. Departed CP #1 2 minutes early as all groups were departing 2 minutes early.

4. Attack:

a. Flight to Target:

SOP. 1st "C" fell back to parallel 94th "A" on our right so we delayed our climb until 1st G had gained 2500' and then started our climb which put us in proper 2 minutes interval. High cirrus layer clouds forced group to level off at 21,000' (instead of 25,000'). Division leader recommended bombing at this altitude which was in base of cirrus cloud. Haze and smoke over area. Meager accurate flak.

b. Bombing Run:

The IP was made good and the squadrons went in trail attempting visual runs. The RR yards and MPI were so covered with haze and smoke that it was impossible to ascertain the assigned MPI until just at the end of the run. All three runs were started on PF<sup>2</sup> and were continued that way till the last 30-45 seconds when the bombardiers made visual assists. The AFCE's were all okay. Bombs were salvoed by the lead A/C and dropped with a 30' intervalometer setting by all others. Results were excellent for the high squadron, good for the lead and poor for the low.

c. Flight From Target:

After target let down was made to 16,000' to get out of cirrus cloud. Rally was exceptionally fast. Returned at 6500' to avoid turbulent air.

d. Return to Base:

SOP. Group reached base in group formation - all ships landed safely.

e. Weather:

Weather over England was CAVU but upon reaching continental coast ground haze was encountered, becoming more heavy enroute, and by the time the IP was reached downward visibility was reported to be approximately 5 miles. Light non-persistent contrails were encountered above target. Heavy ground haze, together with smoke carried over target by winds, made identification extremely difficult.

MISSION SUMMARY REPORT (at)

4. f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation and Interval:

Formation excellent entire mission. Interval good on bomb run.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

All scheduled A/C attacked the target.

6. Enemy Opposition:

Although no enemy air opposition was encountered, about 2 minutes before bombs away, at 22,000' T/E or twin-jet A/C (Believed to be ME262) approached from 9 o'clock high to within 700 to 800 yards and then out to 1200 yards before leaving. Banked to right without making pass. Top turret gunner, A/C 730 (#2 low flight, high sqdn.) opened up with few burst at this time after waiting for A/C to clear #3 in lead squadron which obstructed fire path. No claim. (see Flak Report for Flak)

7. Battle Damage:

<u>Minor</u>	<u>Major</u>	<u>To Flak</u>
7	1	8

8. Casualties:

none.

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

10. Bombing Data:

a. Observations:

Bombing was fair. Strike photos indicate the following:

Lead Sq - EFTA  
Low Sq - 2500' short of MPI  
High Sq - 98 % within 1000', 100% within 2000'.

b. Disposition of Bombs:

Lead Squadron:

All 12 scheduled A/C attacked the target, dropping 144 X 250# GP's and 48 X 500# IB's.

MISSION SUMMARY REPORT (concl'd)

10. b. Lead Squadron:

All 12 Scheduled A/C attacked the target dropping 143 X 250# GP and 44 X 500# IB bombs. Two A/C had bombs hang up which they returned to the base - A/C 113 returned 1 GP and 2 IB and A/C 664 returned 2 IB bombs. The spare returned 12 GP's and 4 IB's to base.

High Squadron:

All 12 scheduled A/C attacked the target dropping 143 X 250# GP's and 48 X 500# IB's. The spare returned 12 GP's and 4 IB's to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail	
Main Bombfall	36	36	430	250#	M57GP	1/10	1/40
			140	500#	M17IB	-	-
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			430	250#	M57GP	1/10	1/40
			140	500#	M17IB	-	-
Other Expenditures			-	-	-	-	-
Bombs Returned			25	250#	GP	1/10	1/40
			12	500#	IB	1/10	-
Total (Loaded on A/C Taking Off)			455	250#	M57GP	1/10	1/40
			152	500#	M17IB	-	-

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer

Combat Sq. Leader: LT GERBER Date: 17 Apr 45

Deputy Sq. Leader: LT LOVELL

Deputy Gp. Leader: LT TOBIN

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

At takeoff, on cruise  
and over target

GERBER

707 Pff

Cook

791

Lovell

941

Holmes

322

Lindsey

151

Cameron

646

Howlin

478

James

677

Dodson

077

Park

602

Short

425

Richardson

565

LO SQIN 94 A GP

SPARES

SPARE LEADS:

GROUND SPARES:

Combat Sq. Leader: MAJOR CHAPMAN Date: 17 Apr 45

Deputy Sq. Leader: LT TOBIN

Deputy Gp. Leader: LT TOBIN

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

ASCHENBACH (CHAPMAN)

At takeoff, on cruise  
and over target

825 Pff

Cairns

Tobin

993

550 Pff

Smith

Martin

657

039

Mulvihill

Reynolds

Clark

Moran

891

115

664

398

Kemper

506

LD SQIN 94 A GP

Clemmons

Blomquist

628

810

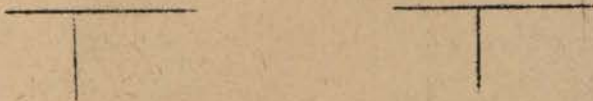
SPARES

SPARE LEADS:

Walker

992 returned

GROUND SPARES:



Combat Sq. Leader: LT WOLF Date: 17 Apr 45

Deputy Sq. Leader: LT EGLIN

Deputy Gp. Leader: LT TOBIN

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

At takeoff, on cruise  
and over target

WOLF  
653 Pff

Warthen  
146

Eglin  
033

Litchfield  
842

Smith  
588

Woodward  
458

Levy  
750

Levelace  
862

Ford  
315

May  
125

Evans  
706

Mc Kenney  
767

HI SQIN 94 A GP

SPARES

SPARE LEADS:

Snyder  
072 returned

GROUND SPARES:





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

Lead Sq.

Date 17 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden

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 0909 hours.
- b. Group formed at 1016 hours on Cottesmore buncher.  
at 5200 ft.
- c. Wing assembly was completed at 1046 hours at Mendlesham.
- d. Route over England was (~~xxx~~) flown as briefed.

Except for a D/D.

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

- f. Division formation was joined at 1058 hrs. at Glecton.
- g. Flight to I.P. was (~~xxx~~) as briefed.

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

See, D.R., Pilotage, PTF

- i. Bomb run.

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

- (2) True heading over target 022.
- (3) Actual drift 10 R.
- (4) Altitude over target 21,100.
- (5) Time bombs away 1358.
- (6) Wind used for bombing 270/47.
- (7) Method of target identification.

PTF, Visual assist.

~~(8) Difficulties on bomb run~~

Smoke on Bomb Run, obscuring target area.

(9) Weather over Target.

CAVU

(10) Axis of withdrawal 284

- j. Group rally was accomplished at 51-07N 13-25E at 1404 hrs
- k. Wing rally was accomplished at " " at " hrs
- l. Division rally was accomplished at " " at " hrs
- m. Flight home was (not) as briefed.

After O.P. 75, 5 mi. north of course to avoid prop wash of Wings ahead.

n. Methods of navigation on return route.

Gee, D.R., PFF, 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 OK
- (3) Radio Compass OK
- (4) Fluxgate OK
- (5) Other equipment. OK

\_\_\_\_\_  
 W. R. BRAZZIL  
 W. R. BRAZZIL  
 \_\_\_\_\_  
 1st Lt., A. C.

Lead Navigator, Lead Sq.

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

Date 17 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden.

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 0910 hours.
- b. Group formed at 1000 hours on Cott. Y buncher.  
at 5000 ft.
- c. Wing assembly was completed at 1046 hours at Mendlesham.
- d. Route over England was (~~xxx~~) flown as briefed.

D/D

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

- f. Division formation was joined at 1058 hrs. at Glauston.
- g. Flight to I.P. was (not) as briefed.

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

- i. Bomb run.

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

- (2) True heading over target 20.
- (3) Actual drift 10 R.
- (4) Altitude over target 20,400.
- (5) Time bombs away 1358.
- (6) Wind used for bombing 247/47.
- (7) Method of target identification.

FFF, V. A.

~~(8) Difficulties on bomb run~~

None

(9) Weather over Target.

CAVU. Slight haze

(10) Axis of withdrawal 300

- j. Group rally was accomplished at 5107E 1325N at 1404 hrs
- k. Wing rally was accomplished at " " at " hrs
- l. Division rally was accomplished at " " at " hrs
- m. Flight home was (not) as briefed.

After C.P. 5, 5 mi north of course to avoid prop wash of Wings ahead.

n. Methods of navigation on return route.

D.R., 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. OK
- (3) Radio Compass. OK
- (4) Fluxgate. OK
- (5) Other equipment. OK

/s/ Lawrence E. Lowry  
LAWRENCE E. LOWRY  
1st Lt., A. C.

Lead Navigator., Low Sq.

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

Date 17 April 1945

SUBJECT: Lead Navigator's Narrative of Raid on Dresden

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 0910 hours.
- b. Group formed at 1016 hours on Gottesmore buncher.  
at 6,000 ft.
- c. Wing assembly was completed at 1046 hours at Mendlesham.
- d. Route over England was (~~not~~) flown as briefed.

Except for D/D

- e. Methods of navigation over England.

Pilotage, Gee, D.R.

- f. Division formation was joined at 1058 hrs. at Glaston.
- g. Flight to I.P. was (~~not~~) as briefed.

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

Mickey, Gee, Pilotage, D.R.

- i. Bomb run.

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

- (2) True heading over target 06.
- (3) Actual drift 13 R.
- (4) Altitude over target 21900.
- (5) Time bombs away 1400.
- (6) Wind used for bombing 270/45.
- (7) Method of target identification.

PFF, V.A.

~~(8) Difficulties on bomb run~~

None, except ground haze

(9) Weather over Target.

Ground haze and smoke (bad)

(10) Axis of withdrawal 260

- j. Group rally was accomplished at 51-07N 13-25E at 1404 hrs.
- k. Wing rally was accomplished at " " at " hrs.
- l. Division rally was accomplished at " " at " hrs.
- m. Flight home was (not) as briefed.

After C.P. #5, 5 mi. north of course to avoid prop wash of Wings ahead.

n. Methods of navigation on return route.

Gee, D.R., Pilotage, Mickey

- 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/ Carl T. Hoag  
 CARL T. HOAG  
 \_\_\_\_1st Lt., A. C.

Lead Navigator, High Sq.

STATIONS	0750	ENGINES	0850	TAXI	0900	T.O.	0910
LEAVE BASE	Cott. 1013						
COAST OUT	1100						
ENEMY COAST	1132						
I.P.	1356						
TARGET	1406						
ENEMY COAST	1713						
Eng. Coast	1726						
	BTR 1831						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Z. Hr. - 1100  
Ref alt - 20000  
Comb alt - 25000  
Oxygen - 2:45

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

At.....G.M.T. Div. Assembly - Clacton to 50-17N 07-00E

Letdown - Cott. Buncher, Normal, 010 Mag.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA				
														TIME	BODY	ALT.	AZI.	
Cott. (Y) Buncher													1013	Depart				
52-44N 00-39W Spalding (A)	220/15	5000	150	142	081	A	085	A10	095	153	19	8	1021					
52-17N 00-09W Rendlesham (D)	"	"	"	"	126	A	132	A10	142	142	56	24 A	1047					
52-15N 01-05E Clacton (CP 1)	"	"	"	"	175	A	179	A9	188	131	28	13	1100	Eng. Coast, CP 1, 1100				
51-17N 01-09E 51-18N 03-04E	"	"	"	"	112	A	118	A9	127	146	77	32	1132	CP 2, 1132				
50-52N 04-45E	290/10	5000	150	"	112	A	116	A8	124	147	69	28 A	1201	PT. B.V. 1300 50-15N 09-00E				
50-17N 07-00E	250/10	15000	150	152	112	A	114	A7	121	160	93	35	1236	CP 3, 1236				
50-12N 12-11E	322/22	25000	150	178	091	-6	085	A5	090	191	200	1:03 -1	1338	CP 4, 1338				
IP 50-40N 13-20E	350/35	25000	150	194	057	-10	047	A4	051	178	52	18	1356	IP				
T. 51-03N 13-43E	350/35	25000	150	"	033	-7	026	A3	029	166	28	10	1406	TARGET				
51-07N 13-25E	"	25000	150	"	289	A9	298	A3	302	174	13	04 1/2 A	1411					
50-31N 11-23E	"	25000 Letdown	"	"	245	A10	255	A4	259	200	86	26	1437	CP 5, 1437				
50-37N 07-00E	310/15 A10	15000 5000	170 150	188 142	272	A3 A	275 273	A5	280 278	176 133	317/168 51	40 23	1:03 1:03	1541	CP 6, 1541			
50-43N 01-37E	290/10	5000	150	"	272	-3	269	A7	276	194	206	1:32	1713	Coast				
Dungeness	220/15	5000	"	"	296	-6	290	A9	299	138	27	12 A	1726	Eng. Coast				
50-55N 00-58E Spl. #B	220/15	5000	"	"	290	-6	284	A10	294	136	21	09	1735					
51-02N 00-27E Wisbech	220/10	2000	"	135	354	-3	351	A10	001	142	99	42	1817					
52-40N 00-10E Base	220/10	2000	"	135	249	-2	247	A10	257	126	30	14	1831	BTR				
Clacton	4	220/14	0 to 5000	150	140	124	A6	130	A10	140	78	34	1026 1100	LTTO				
Clacton	5	220/15	5000	"	142	132	A6	138	A10	148	88	38	1022 1100	Last time for Group Departure.				

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	
					VHF - Authentication - "Hotel Astor" Abandon Mission "Non-William-Charlie" Target #1 5103 1343 #2 5104 1342										
					Chaff - Discharge at IP; continue 15 min. Interval - 2 min between Groups Spares - 08-00E. PTT #2 - 5104 1342 w/y										
					Dessau, Leipzig, 5120N 1321E - - 5045N 1310E - - Fleugn - - 5030N 1200E										
0850					Engines										
0909					T/O. Home to Buncher Y. API sat.										
0924					Over Buncher Y. Formation assembling		150	5200 A10	142						
1016					Departed Buncher Y. 3 mins late, to lose time due to wind shift.										
1016	080	246/16 API	081		A/C for Pt. A		150	5200 A10	142			158	19	7	1023
1020	079	290/11 D-GS	081									152			
1023	079	"	081		over Pt. A										
1023	130	"	132		A/C for Pt. D			5200	142			153	52	205	1044
1027	130	240/17 D-GS	132		(P) 52-45N 00-10E			"	"			148	42	17	1044

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		C. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
1030	087	240/17	090		D/D to lose time		150	5200	142			157			
1032	174	"	180		(P) 52-35N 00-39E			"	"			135			
1037	142	"	148		A/C for Pt. D			"	"			144	27	11	1048
1046	142	-6	148		over pt. D. wing formed										
1047	185	240/17	191		A/C for CP 1							132	25	11	1048 59
1050			240		D/D to right to lose time										
1058		240/17	120		CP 1, on course, 2 min. early			5200 A2	143						
1058	116	-2	114		A/C for CP 2. Division formed			"	"			152	77	31	1133
1105 1058	123	300/18 G.	123		(G) 51-40N 01-39E			"	"			172			
1113	120	"	120		(G) 51-32N 02-12E			"	"			169	30	11	1124
1120		"	115		(M) 52-33N 02-37E (Tanker ablaze)			"	"			18	6		1126
1126		"	115		CP 2, on course, 6 min. early										
1126	112	"	111		A/C for next pt.			5100 A2	143			160	69	26	1132
1133	109	070/6 D-GS	108		(P) 51-12N 03-28E. (Accuracy of wind doubtful)							139	52	22	1135
1141	111	273/10 D-GS	112		(P) 51-05N 03-59E			"	"			152	32	13	1154
1153		155/28 D-GS			Winds light and variable										
1153	111	283/12 D-GS	115		(P) 50-53N 04-43E			"	"						
1153	111	"	115		S/C for CP 3. No alteration of course necessary			"	"			148	93	38	1231
1200	115	"	119		(M) 50-49N 05-11E			"	"						
1204	115	251/15 D-GS	119		(M) 50-45N 05-25E. Re-set API			"	"			153	67	26	1230
1208	115	"	119		(M) 50-41N 05-40E. Began climb										
1213	"	249/18 D-GS	"		(P) 50-35N 06-00E							157	42	16	1229
1225	"	"	"		(P) 50-22N 06-42E			9000 A6	152			164	13	5	1230
1230	115	"	119		CP 3, on course, 6 min. early			10000 A4	154						
1230	091	"	094		A/C to CP 4							170	200	1:11	1341
1235	097	279/18 API	097		(M) 50-15N 07-25E			12000 -2	158			177	183	1:02	1337
1242	091	"	090		A/C to stay on course										
1250	091	"	090		(M) 50-14N 08-32E			15000 -12	165						
1255	090	270/8 AP	090		(P) 50-13N 08-55E. Fighter rendezvous			16500 -15	167			170	124	44	1339
1304	090	"	090		(P) 50-12N 09-37E. Re-set API			19000 -19	176			178	98	33	1337
1309	092	298/16 D-GS	090		(M) 50-13N 10-05E			20000 -20	179			193	79	24	1333
1321	092	"	090		(P) 50-10N 11-10E			22000 -25	185			204	39	11	1332
1324	092	"	090		Let down to bomb at 21000 ft.										
1330	092	"	090		CP 4, on course, 8 min. early			21000 -25	181						
1330	058	270/47 D-GS	050		A/C for IP			"	"			220	52	14	1344
1336	058	"	050		(P) 50-22N 11-37E			"	"						
1344		"			I. P.										
1344	033	"	021		A/C for Target			21100				203	28	8	1352
1358		270/47	022		BOMBS AWAY			21100							
1359	289	"	284		Axis of withdrawal							136	13	6	1405
1404	245	"	252		A/C to CP 5			20000 -22	179			145	86	36	1440

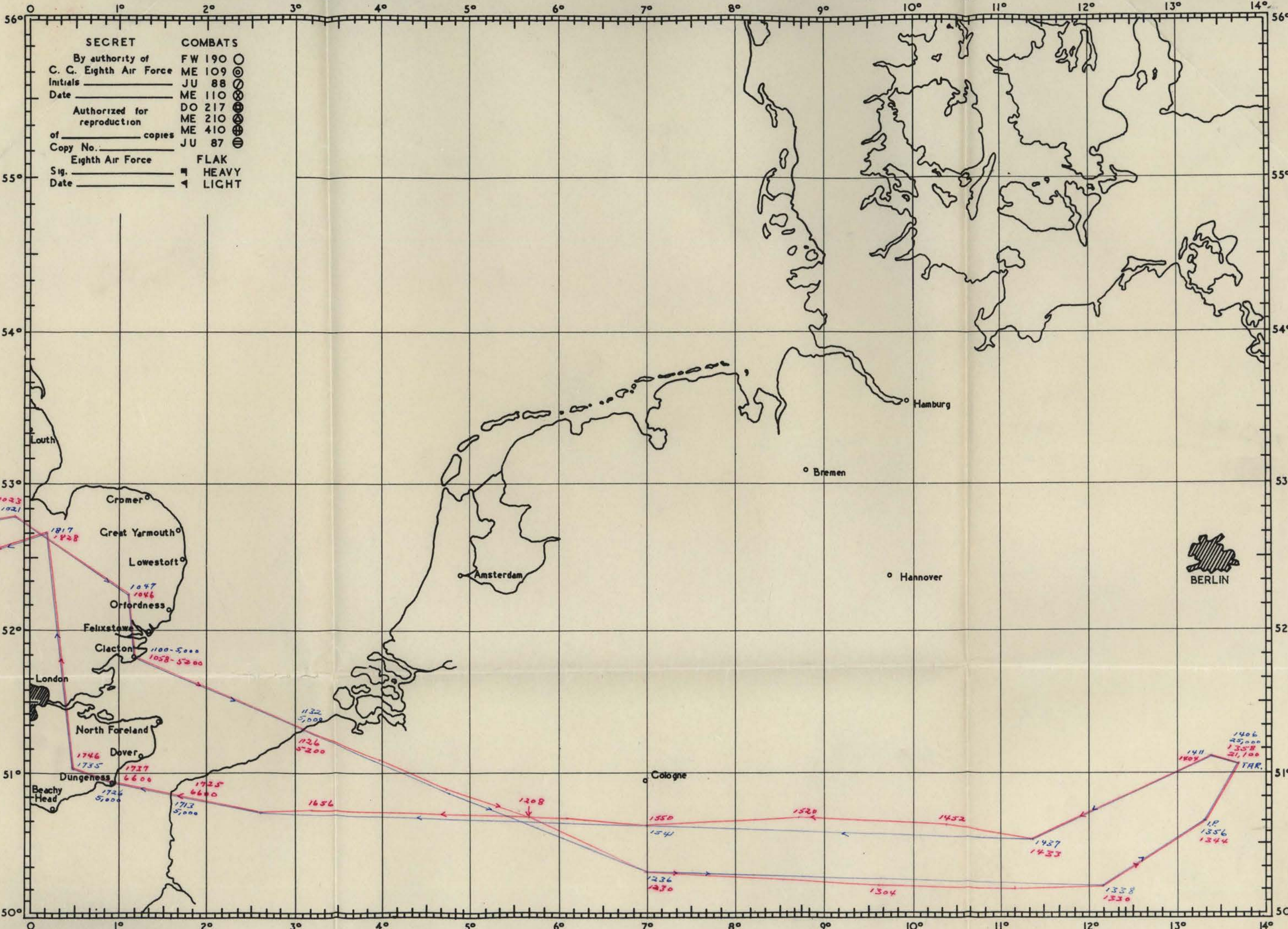
SIGNED

NAVIGATOR



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	
1412	245	270/47	252		Abeam Chennitz. Pegan letdown		160	-20 19000	189						
1420	"	"	"		(P) 50-50N 12-23E		170	17000	196			152	43	17	1437
1422	"	"	252		(P) 50-45N 12-10E			-15	"						
1433	"	"	252		CP 5. On course, 3 min. early										
1433	272	270/8	272		A/C for CP 6		170	13000	185			144	168	1:10	1513
1443	274	"	272		(P) 50-42N 10-53E		150	10000	153			144			
1452	264	343/16	270		(P) 50-38N 10-22E			10000	153						
1455	269	"	275		A/C to make CP 6			"	"			147	127	52	1547
1501	269	-1	270		(P) 50-40N 09-54E										
1506	269	274/29	270		(P) 50-40N 09-35E. Re-set API Began letdown too soon							116	99	51	1557
1519	269		273		(P) 50-41N 08-49E										
1520	269	D-GS 028/13	273		(P) 50-41N 08-43E			13 5000	142			148	65	26	1546
1528	269	"	273		(P) 50-40N 08-19E										
1547	"	"	"	NYC	(P) 50-46N 07-15E										
1550	"	"	"		CP 6, 5 mi north of course. 9 min late										
1550	266	307/16 D-GS	270		A/C for Coast			5000 13	142			130	205	1:35	1725
1559	"	"	"		(P) 50-42N 06-39E			"	"						
1603	"	"	"		(C) 50-42N 06-19E										
1608	"	"	"		(P) 50-41N 06-08E			6600 10	145						
1615	266		270		(P) 50-44N 05-40E			"	"			132	153	1:10	1725
1639	270	270/5	270		(P) 50-44N 04-13E (ind doubtful)			"	"			140	99	42	1721
1650	266	D-GS 059/30 D-GS	270		(P) 50-46N 03-36E			"	"			149	75	30	1720
1656	265	"	270		(P) 50-45N 03-10E			"	"						
1710	262	"	267		(P) 50-47N 02-25E			"	"						
1725	"	"	"		Coast Out - On course										
1725	296	"	304		A/C for Dungeness							160	27	10	1735
1737		"	293		Coast In			"	"						
1737	277	150/6 D-GS	275		A/C for Spl. 8							148	21	9	1746
1746	277	"	275		Intersected course for Wisbech			"	"						
1746	354	"	355		A/C for Wisbech			6700 13	145			150	91	36	1822
1754	"	"	"		Abeam Gravesend. Letting down			1000							
1806	354	345/20 D-GS	353		Over Great Dismow			2000 16	135			115	49	25	1831
1820	351	203/5 D-GS	350		Over So. Fly			"	"			137	27	12	1832
1828	"	"	"		Over Wisbech			"	"						
1828	249	"	248		A/C to Base			"	"			132	30	14	1842
1842					Over Base			2000							
1847					Landed										
I certify that this is a true copy of the Lead Navigator's Log.															
JAMES F. EGAN Major, A. C. Group Navigation Officer															



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Date \_\_\_\_\_

COMBATS

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

FLAK

HEAVY □  
LIGHT ◀

DECLASSIFIED PER: ND 745005  
BY: JW, NARA DATE: 11/11/10

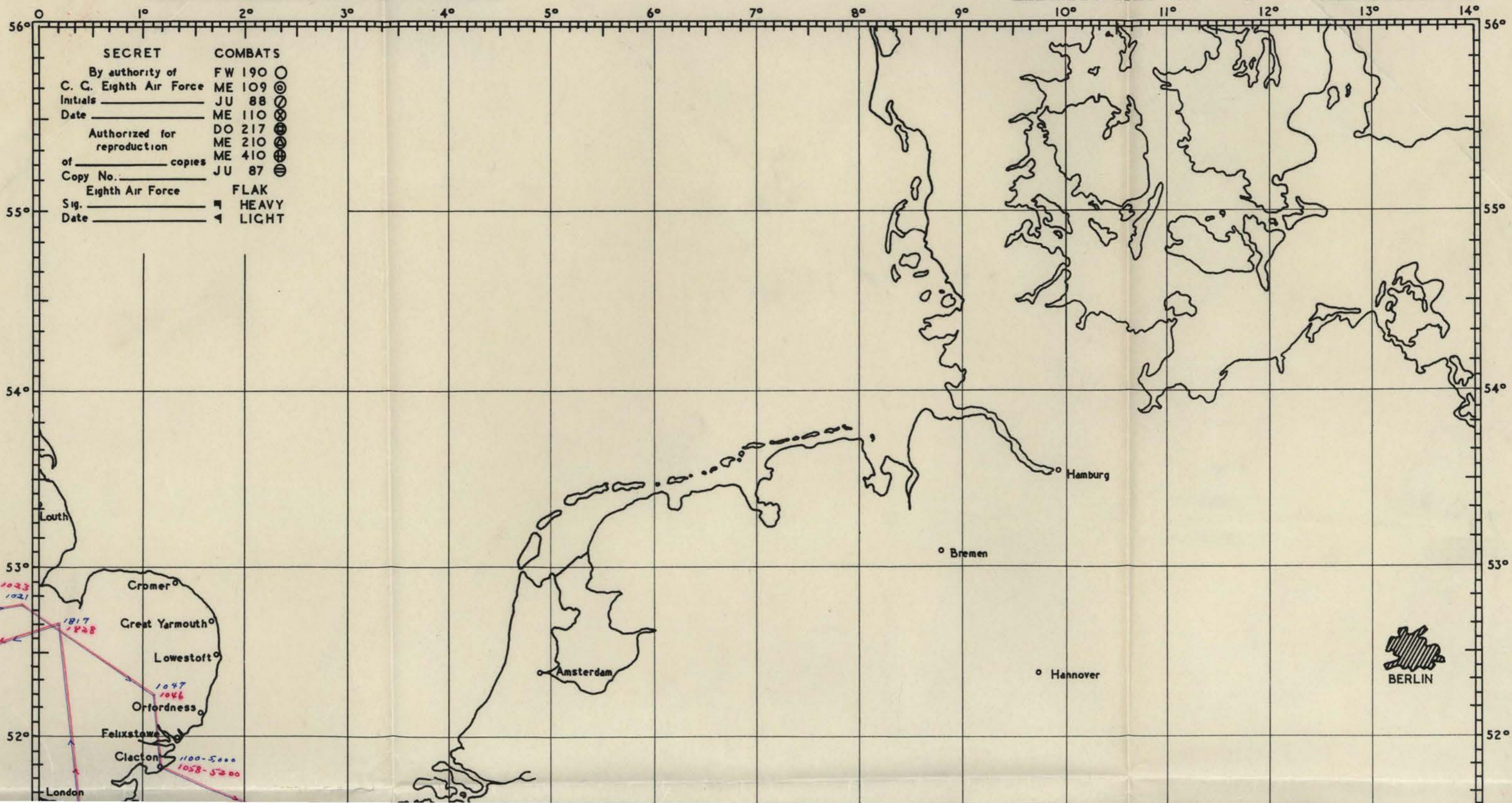
# TRACK CHART

DATE April 17, 1945

TARGETS

PRIMARY Dresden, Germany

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



**SECRET**

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**COMBATS**

FW 190 ○  
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 JU 87 ⊖

FLAK

HEAVY □  
 LIGHT ◀

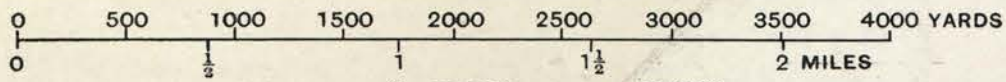
DECLASSIFIED PER: ND 745005  
 BY: JW NARA DATE: 11/11/0

Target No.  
6 (d) (vi) 190

RAILWAY CENTRE  
G.S.G.S. 4416. Sheet R8.  
XF 190884.

DRESDEN (Hauptbahnhof) (GERMANY)  
Lat. 51° 03' N.  
Long. 13° 43' E.

Illustration No.  
6 (d) (vi) 190/1



Photographed 7 July 1944

(1 : 32,000)

approx.

Issued February 1945

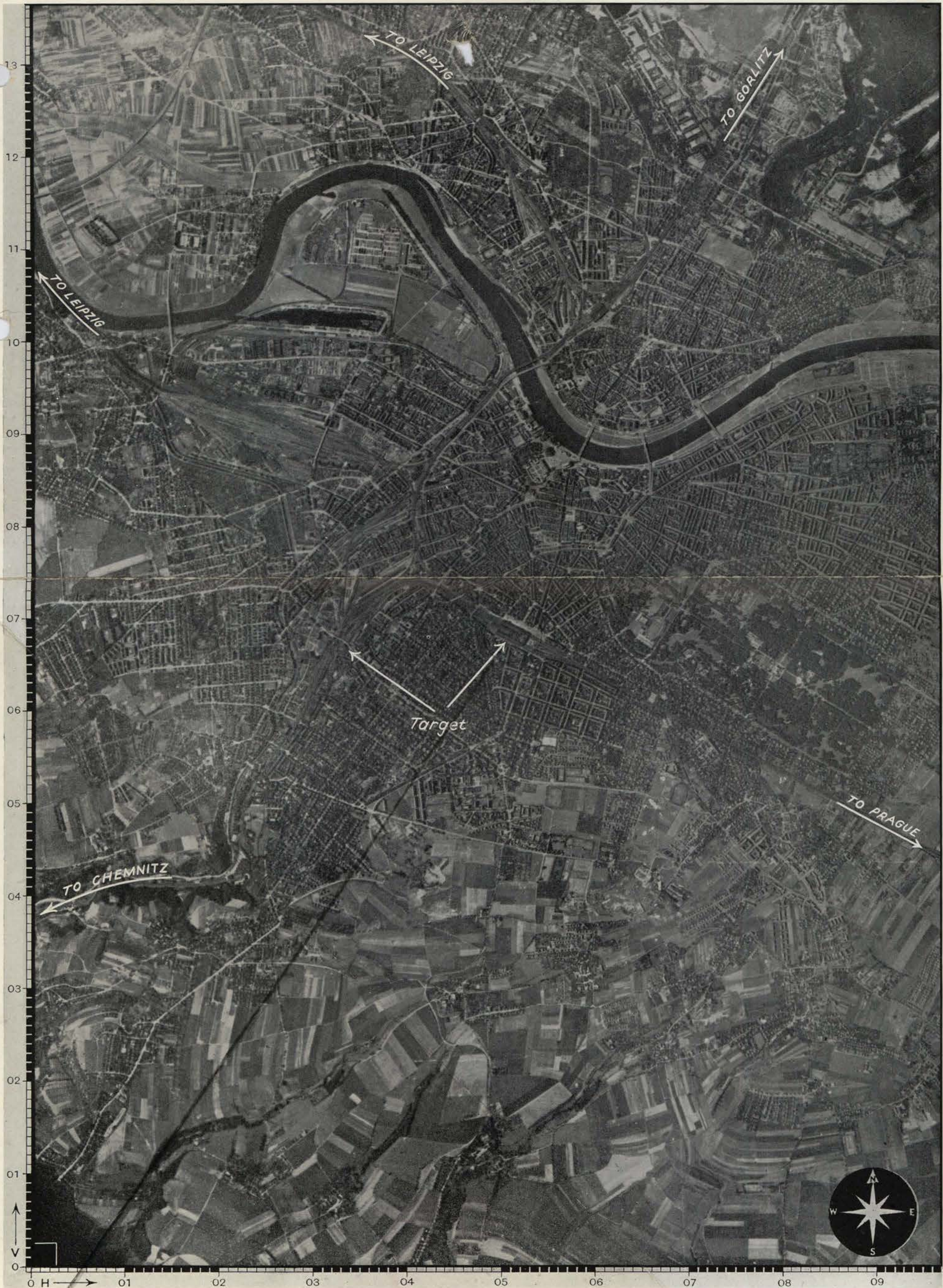


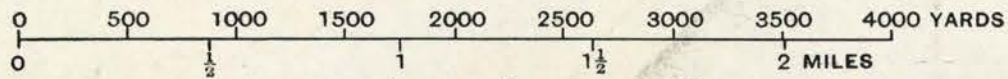
Illustration No.  
6 (d) (vi) 190/1

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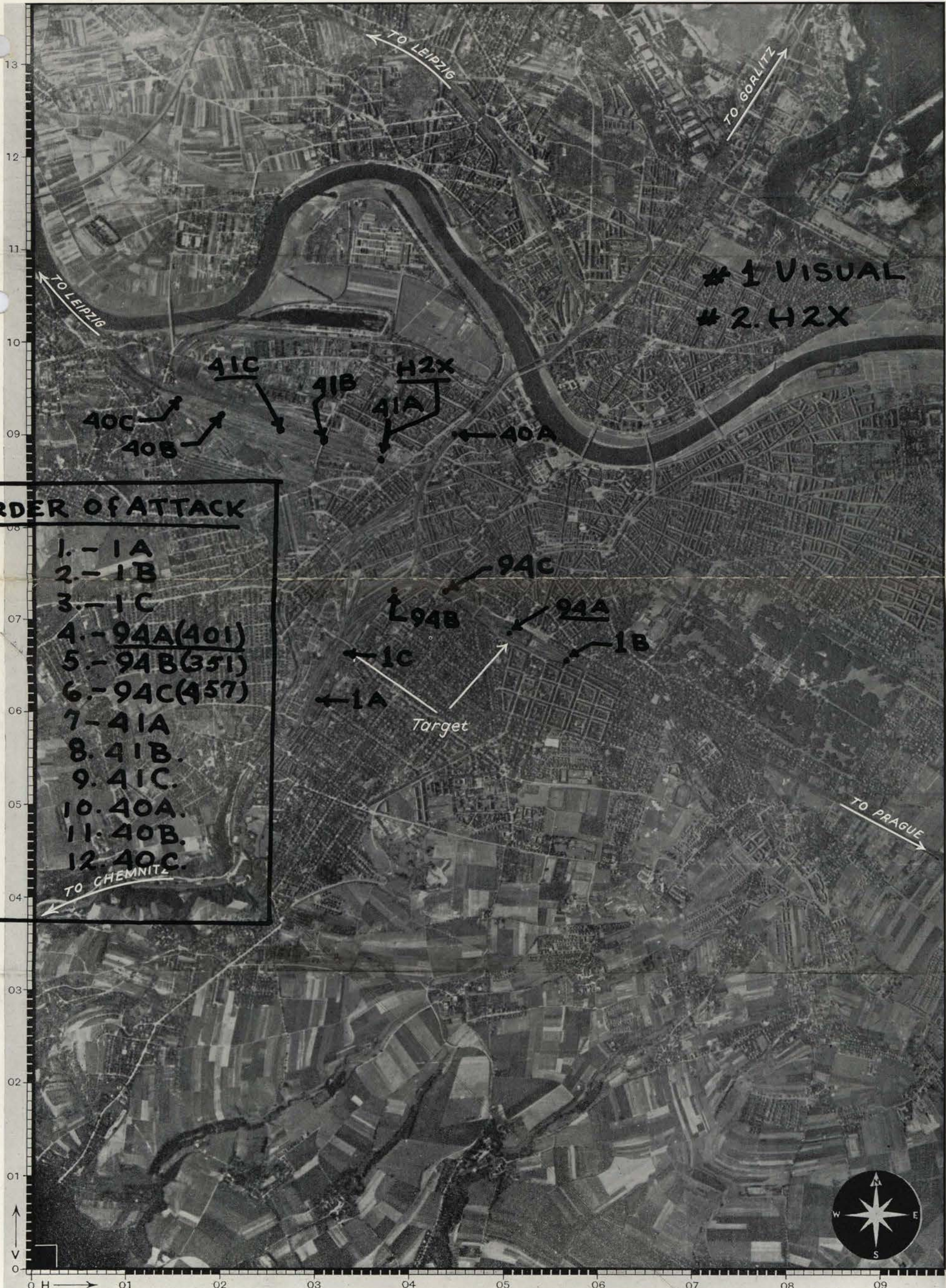


Photographed 7 July 1944

(1 : 32,000)

approx.

Issued February 1945



# 1 VISUAL  
 # 2 H2X

40C  
 40B  
 41C  
 41B  
 H2X  
 41A  
 40A

94C  
 94B  
 94A  
 1B  
 1C  
 1A  
 Target

**ORDER OF ATTACK**

1. - 1A
2. - 1B
3. - 1C
4. - 94A(401)
5. - 94B(351)
6. - 94C(457)
7. - 41A
8. 41B.
9. 41C.
10. 40A.
11. 40B.
12. 40C.



Illustration No.  
 6 (d) (vi) 190/1

STATISTICAL SUMMARY OF OPERATIONS

401st Bomb Group (H)

1st AD P. O. 690

Date of 17 April 1945

PART I - ATTACKS & RESULTS

94th A Gp

	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	12	12	12
4. No. of A/C Credit Sorties	12	12	12
5. No. of Effective Sorties	12	12	12
6. No. of Non-Effective Sorties	--	--	--
(a) Early Returns Included			
7. <del>XXXXXXXXXXXX</del> Target # 1	DRESDEN		
(a) No. of A/C Attacking	12	12	12
(b) No., Size, Type of Bombs	143X 250# GP 44X 500# IB	144X 250# GP 48X 500# IB	143X 250# GP 48X 500# IB
8. Name of Secondary Target			
(a) No. of A/C Attacking			
(b) No., Size, Type of Bombs			
9. Name of Last Resort Target (LRT)			
(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 H.T.			
17. No. of A/C MIA - Other & Unknown			
18. Time of Take Off	0909	0910	0910
19. Time of Attack	1358	1358	1400
20. Total Time for Mission	115	116	116
21. Altitude of Release	21,100	20,400	21,900
22. Type of Sighting (Vis, H2X, GH, etc)	H2X with VIS	H2X with VIS	H2X with VIS
23. Enemy Resistance - AA Inten & Acc	Meager-Acc	Meager-Acc	Meager-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	Good	Poor	Excellent

A/C borrowed from Groups:

NONE

A/C loaned to Groups:

STATISTICAL SUMMARY OF OPERATIONS

401st Gp Mission # 251

Date 17 Apr 1945

PART II - NON-EFFECTIVE SORTIES

94 A Gp

	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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. FOLKERTS DATE 17 April 1945

PILOT MAJOR, CHAPMAN (ASCHENBACH) TAKE OFF 0908

NAVIGATOR LT. BRAZZIL AIRPLANE \_\_\_\_\_

WING 94th A GROUP 401st SQDN Lead LANDED 1852

OBJECTIVE DRESDEN, GERMANY (MPI) \_\_\_\_\_

METHOD OF ATTACK X  
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP \_\_\_\_\_

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP \_\_\_\_\_

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

BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE -- TAIL --

BOMBS, TYPES AND SIZES \_\_\_\_\_ FUSING: NOSE \_\_\_\_\_ TAIL \_\_\_\_\_

NUMBER OF BOMBS LOADED 144 GP - 48 IB RELEASED 145 GP 44 IB

INFORMATION AT RELEASE POINT:

Altitude of Target 410 Temp Aloft: Metro -35 Actual -25

True Altitude above target 21440 Mag Head, order 28 Actual 25

Ind. Altitude 21100 True Heading 22

Pressure alt of target -400 Drift, Est 8R Actual 10R

Altimeter setting 29.92 True Track 32

C.I.A.S. 150 T.A.S. 210 Actual Range 10272

G.S. Est 198 Actual 181 B.S. Type M-9

Wind Direc Metro 350 Actual 270 Time of Release 1358

Wind Veloc. Metro 40 Actual 49 Intervalometer Setting Soft

D.S. 136 Trail 77 ATF 58.95 Length of Bombing Run 14min

Tan. D.A. Est .40 Actual .48 C-1 Pilot OK A-5 --

Mean Temp: Metro -6 Actual -2 Manual Pilot --

Type of Release: Lead A/C Salvo Type of Release: Other A/C Soft

LOW SQDN: ALTITUDE \_\_\_\_\_ TIME OF RELEASE \_\_\_\_\_ MAG HEADING \_\_\_\_\_

HIGH SQDN: ALTITUDE \_\_\_\_\_ TIME OF RELEASE \_\_\_\_\_ MAG HEADING \_\_\_\_\_

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 <sup>th</sup> Modified  
 10-1-45 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. DIASELLA DATE 17 April 1945

PILOT LT. GERBER TAKE OFF 0913

NAVIGATOR LT. LOWRY AIRPLANE \_\_\_\_\_

WING 94th A GROUP 401st SQDN Low LANDED 1919

OBJECTIVE DRESDEN, GERMANY (MPI) \_\_\_\_\_

METHOD OF ATTACK I  
 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 250# M 57 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE -- TAIL --

BOMBS, TYPES AND SIZES \_\_\_\_\_ FUSING: NOSE \_\_\_\_\_ TAIL \_\_\_\_\_

NUMBER OF BOMBS LOADED 144 GP 48 IB RELEASED 144 GP 48 IB

INFORMATION AT RELEASE POINT:

Altitude of Target 410 Temp Aloft: Metro -35 Actual -20

True Altitude above target 20850 Mag Head, order 28 Actual 25

Ind. Altitude 20400 True Heading 20

Pressure alt of target -400 @ SL Drift, Est 8R Actual 10R

Altimeter setting 29.92 True Track 30

C.I.A.S. 150 T.A.S. 208 Actual Range 9152

G.S. Est 198 Actual 208 B.S. Type M-9

Wind Direc Metro 350 Actual 274 Time of Release 1358

Wind Veloc. Metro 40 Actual 54 Intervalometer Setting 30ft

D.S. 137.8 Trail 78 ATP 88.46 Length of Bombing Run 12min

Tan. D.A. Est .41 Actual .44 C-1 Pilot OK A-5 --

Mean Temp: Metro -8 Actual 1 Manual Pilot --

Type of Release: Lead A/C Salvo Type of Release: Other A/C 30ft

LOW SQDN: ALTITUDE \_\_\_\_\_ TIME OF RELEASE \_\_\_\_\_ MAG HEADING \_\_\_\_\_

HIGH SQDN: ALTITUDE \_\_\_\_\_ TIME OF RELEASE \_\_\_\_\_ MAG HEADING \_\_\_\_\_

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<sup>th</sup> Modified  
 10-4-45 401st BG APO 55

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. HASHIMOTO DATE 17 April 1945  
 PILOT LT. WOLF TAKE OFF 0910  
 NAVIGATOR LT. HOAG AIRPLANE \_\_\_\_\_  
 WING 94th A GROUP 401st SQDN High LANDED 1901  
 OBJECTIVE DRESDEN, GERMANY (MPI) \_\_\_\_\_  
 METHOD OF ATTACK \_\_\_\_\_  
 \_\_\_\_\_ Individual Flight X 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 250# M 57 FUSING: NOSE 1/10 TAIL 1/40  
 BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE -- TAIL --  
 BOMBS, TYPES AND SIZES \_\_\_\_\_ FUSING: NOSE \_\_\_\_\_ TAIL \_\_\_\_\_  
 NUMBER OF BOMBS LOADED 143 GP 48 IB RELEASED 143 GP 48 IB

INFORMATION AT RELEASE POINT:

Altitude of Target <u>410</u>	Temp Aloft: Metro <u>-35</u> Actual <u>-32</u>
True Altitude above target <u>22100</u>	Mag Head, order <u>28</u> Actual <u>9</u>
Ind. Altitude <u>21900</u>	True Heading _____ <u>6</u> _____
Pressure alt of target <u>-400 @ SL</u>	Drift, Est <u>22</u> Actual <u>122</u>
Altimeter setting <u>29.92</u>	True Track _____ <u>18</u> _____
C.I.A.S. <u>150</u> T.A.S. <u>217</u>	Actual Range _____ <u>8800</u> _____
G.S. Est <u>199</u> Actual <u>228</u>	B.S. Type _____ <u>M-9</u> _____
Wind Direc Metro <u>350</u> Actual <u>270</u>	Time of Release _____ <u>1400</u> _____
Wind Veloc. Metro <u>40</u> Actual <u>52</u>	Intervalometer Setting _____ <u>50ft</u> _____
D.S. <u>135</u> Trail <u>79</u> ATF <u>39.72</u>	Length of Bombing Run _____ <u>8miles</u> _____
Tan. D.A. Est <u>.40</u> Actual <u>.40</u>	C-1 Pilot <u>FK</u> A-5 _____
Mean Temp: Metro <u>-8</u> Actual <u>-4</u>	Manual Pilot _____ <u>--</u> _____
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C _____ <u>50ft</u> _____

LOW SQDN: ALTITUDE \_\_\_\_\_ TIME OF RELEASE \_\_\_\_\_ MAG HEADING \_\_\_\_\_  
 HIGH SQDN: ALTITUDE \_\_\_\_\_ TIME OF RELEASE \_\_\_\_\_ MAG HEADING \_\_\_\_\_

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

**JULIUS FEGKOFF**  
 Major, Air Corps  
 Group Bombing Officer

**CONFIDENTIAL**

J-A-4/3

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

413.44

17 APRIL 1945

SUBJECT: Communications Report, Operational Mission No 251 . (Field Order 690 )

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>
a. MF Beacons	<u>7</u>	3. HF/DF Bearings (QDM's)	<u>0</u>
b. Bunchers, England	<u>34</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>5</u>	<u>5</u>	5. Carpet (Barrage)	<u>27</u>	<u>27</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>31</u>			
8. Total number of units released		<u>11,160</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.*  
 HAROLD M. KENNARD, JR.  
 Maj, A C,  
 Gp Com O.

**CONFIDENTIAL**

**SECRET**

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

ASSIGNED... Dresden, Germany  
 1. TARGET: BOMBED... Dresden, Germany DATE OF MISSION... 17 Apr. 1943

2. ROUTE AS FLOWN:

**Generally as briefed.**

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>Ground haze - smoke</u>	<u>Ground haze</u>
CONTRAILS - - -	<u>Light, non-persist. above 23,000'</u>	<u>Light non-persist. above 23,000'</u>
SEEN-UNSEEN - -	<u>Seen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:

**None to moderate, accurate, tracking.**

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

**NONE**

6. CHAFF; HOW DISCHARGED: As briefed.

7. POSITION OF GROUP: 9th "A" - 4th.

8. DETAILS:-

SQUADRON POS.	NO. A/C	DAMAGE		A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	AGG	UX	ATTN	WITH		
<u>Lead</u>	<u>12</u>	<u>0</u>	<u>6</u>					<u>022°N</u>	<u>348°W</u>	<u>1338</u>	<u>21,100</u>
<u>Low</u>	<u>12</u>	<u>0</u>	<u>0</u>					<u>025°N</u>	<u>300°W</u>	<u>1338</u>	<u>20,400</u>
<u>High</u>	<u>12</u>	<u>1</u>	<u>1</u>					<u>006°N</u>	<u>260°W</u>	<u>1400</u>	<u>21,900</u>
<b>TOTALS</b>	<u>36</u>	<u>1</u>	<u>7</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>				

9. COMMENTS - PHENOMENA:-

**Lt. P.R. Myers.**

*Eng*

LEAD SQDN. 94TH "B" GROUP

COMBAT SQ. LEADER: CAPT. KALINSKI DATE: 20 APRIL 1945

DEPUTY SQ. LEADER: LT. COLE

DEPUTY GP. LEADER: LT. COLE

*6 X 1000 SAP  
1/00 non-hostal*

KOCHEL (KALINSKI) 612 SC JAWOCK  
615 IN MACRO  
614 IW GOLFCUB  
615 IY BUZZARD  
IY A 8812 (PFF) ✓

HOWLIN

COLE

IW D 7882 ✓

IY K 8259 ~~PFF~~

*Max Gas*

SALISBURY

LINDSEY

IW G 8791 (ROM) ✓

IW B 7151 ✓

THARGAN

FREIDSAM

GIBSON

VIERHES

IW R 7780 ✓

IW H 8077 ✓

IW K 8677 ✓

IW M 8788 (ROM) ✓

AYRE

IW A 7951 ✓

CAMERON

STERMAN

IW T 8846 ✓

IW Q 7478 ✓

*fly up*  
SECRET

SPARE LEADS: IY C 8082 (PFF) - 38  
IY L 8941 (VIS) - 24

IW O 7602 ✓

GROUND SPARES:

IW U 8425 -1 ✓  
IW N 8862 -45 ✓

*0800-1400-YY  
1400-2000-RR  
2000-0200-XYR*

Low Squadron, 94th B Group

Combat Sq. Leader: Lt KNOWLES Date: 16 April 1945

Deputy Sq. Leader: Lt LOVELL

Deputy Op. Leader: Lt COLE

- 612 SC JAWOCK
- 613 IN MACRO
- 614 IW GOLFCUB
- 616 IY BUZZARD

KNOWLES  
IY D 8560 PFF

MAY  
IN M 9125 RCM

LOVELL  
IY P 5947

SHEPHERD  
IN A 8458

MAHARICK  
IN P 8756 RCM

FORD  
IN F 6313

EVANS  
IN B 6132

BERNEBURG  
IN S 2947

LEVY  
IN O 1750

MC KEMNEY  
IN W 8767

KING  
IN C 8160

SNYDER  
IN G 1983

SPARE LEADS:  
PFF IY C 8035, Disp 33  
Vis IY L 8941, Disp 24

GROUND SPARES:  
IN N 8262, Disp 40  
IW U 8420, Disp 1

High Squadron, 94th B Group

Combat Sq. Leader: Captain COLEMAN Date: 16 April 1945

Deputy Sq. Leader: Lt BOLIN

Deputy Gp. Leader: Lt COLE

HART (COLEMAN)

- 612 SC JAWOCK
- 613 IW MACRO
- 614 IW Golfclub
- 615 IY BUZZARD

IY N 8648 PFF ✓

WALKER

SC C 9993 ✓

BOLIN

~~IY G 8708 PFF~~ ✓

IY M 8707

STEPHENS

SC O 7113 ✓

HOWARD

SC B 1662 ✓

HARVESON

SC R 2395 ✓

HOLT

SC D 6992 ✓

LEAP

SC H 2596 ✓

GUYLER

SC F 8641 RCM ✓

KAMPER

SC N 8506 RCM ✓

HAZELTON

SC A 7628 ✓

BLOMQUIST

SC V 8810 ✓

SPARES

CLARK

SC L 8637 ✓

SPARE LEADS:

- PFF IY G 8035, Disp 33
- Vis IY L 8941, Disp 24

GROUND SPARES:

- IW N 8862, Disp 45
- IW U 8425, Disp 1

Coast Only, Don't Load

SHEARER  
SC X 7664

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: High Squadron 94th "A" Group. Date 17 April 1945/  
2nd Lt. BELL, T.B.
2. Mickey Operator: ~~1st Lt. WOLF, A.H.~~ No. of PFF Missions 4 #2
3. Pilot 1st Lt. WOLF, A.H. D/R Nav. 1st Lt. HOAG, C.L.
4. Bombardier 2nd Lt. HASHIMOTE, G. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 653 Briefed Position x  
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0910 Landing 1857
7. If deputy lead assumed the lead, state when and why Yes
8. Where was the decision made to bomb by PFF? Rear to the I.P. it was
9. Initial point used as briefed decided that run would begin Was this the briefed I.P.? Yes
10. Distance at which the micky operator first identified the target: 40 miles
11. Length of the bombing run: Visual 30 miles PFF 30 to 30 miles
12. Was there crowding or interference by other formations on the bombing run?  
no. If so, explain \_\_\_\_\_
13. In the opinion of the micky operator was drift killed? yes.
14. If not explain why \_\_\_\_\_
14. Were bombs released early, on time, or late according to the micky equipment?  
on time
15. Was the micky equipment operating so that a satisfactory sighting could be made on the target: Yes  NO  Explain \_\_\_\_\_
16. What was the bombing formation? \_\_\_\_\_  
(Group) (Squadron)
17. Target attacked Green
18. Where did the sighting team try to center the bombfall? I.P.



C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 21,900' Track G.S. Time 1400.01
21. Bomb Load 12 X 250's Bombs Dropped 12 X 250's  
4 X M-17's 4 X M-17's  
(a) Brought back, reason SB  
(b) Where jettisoned, reason \_\_\_\_\_
22. Type of Sighting: (Check One)
- (a) PFF \_\_\_\_\_ (e) Dropped on smoke Bombs of \_\_\_\_\_  
(b) Visual \_\_\_\_\_ (f) PFF sighting for range only \_\_\_\_\_  
(c) Pff (Visual Assist)  (g) Visual sighting for range only \_\_\_\_\_  
(d) Visual (PFF assist)  (h) Any other \_\_\_\_\_
23. In making sighting did micky operator:
- (a) Set up course? yes  
(b) Sight for range? yes  
(c) Supply data to bombardier for presetting bomb sight? no  
(d) Do anything else? no
24. In making sighting did bombardier:
- (a) Sight for deflection? yes  
(b) Sight for range? no  
(c) Preset bombsight with data from micky operator? no  
(d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? \_\_\_\_\_  
ground speed & winds
26. If weather interfered with success of this mission, state how? no
27. What was the nature and extent of cloud coverage on bombing run and at the target \_\_\_\_\_

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing report (Cont'd)

28. Remarks and recommendations: Bomb run began  
as an H<sub>2</sub>X run. M.O. set up course, sighted  
far range and gave bombardier sighting  
angle down to ~~50~~ and including 50°.  
At that time, bombardier was able  
to take over visually. He made corrections  
in course, only, prior to bombs away.

29. Were scope photos taken? Yes  No  If not, explain  
no camera

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

4164  
653  
033

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: High Squadron 94th "A" Group. Date 17 April 1945.
2. Mickey Operator 2nd Lt. McDONOUGH, J.J. No. of PFF Missions 2
3. Pilot 2nd Lt. EGLIN, F.IL D/R Nav. F/O SCHMIDT, F.A.
4. Bombardier 2nd Lt. SITES, J.C. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 033 Briefed Position x  
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0911 Landing 1911
7. If deputy lead assumed the lead, state when and why Yes
8. Where was the decision made to bomb by PFF? Line to I.P.
9. Initial point used as briefed Was this the briefed I.P.? yes.
10. Distance at which the micky operator first identified the target: 35 miles
11. Length of the bombing run: Visual \_\_\_\_\_ PFF 30 miles
12. Was there crowding or interference by other formations on the bombing run?  
No. If so, explain \_\_\_\_\_
13. In the opinion of the micky operator was drift killed? Yes.
14. If not explain why \_\_\_\_\_
15. Were bombs released early, on time, or late according to the micky equipment?  
on time
16. Was the micky equipment operating so that a satisfactory sighting could be made on the target: Yes  NO  Explain \_\_\_\_\_
17. What was the bombing formation? \_\_\_\_\_  
(Group) (Squadron)
18. Target attacked Guinea
19. Where did the sighting team try to center the bombfall? M.P.T.

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 27,070' Track 28° G.S. 245k Time 1400-W 238 at 35k
21. Bomb Load 12 H X 250' M-175 Bombs Dropped 12 H X 250' M-175  
1 SB 1 SB
- (a) Brought back, reason \_\_\_\_\_
- (b) Where jettisoned, reason \_\_\_\_\_
22. Type of Sighting: (Check One)
- (a) PFF \_\_\_\_\_ (e) Dropped on smoke Bombs of leaf #6, Li py.
- (b) Visual \_\_\_\_\_ (f) PFF sighting for range only \_\_\_\_\_
- (c) Pff (Visual Assist) \_\_\_\_\_ (g) Visual sighting for range only \_\_\_\_\_
- (d) Visual (PFF assist) \_\_\_\_\_ (h) Any other \_\_\_\_\_
23. In making sighting did mickey operator:
- (a) Set up course? no
- (b) Sight for range? no
- (c) Supply data to bombardier for presetting bomb sight? no
- (d) Do anything else? no
24. In making sighting did bombardier:
- (a) Sight for deflection? no
- (b) Sight for range? no
- (c) Preset bombsight with data from mickey operator? no
- (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? \_\_\_\_\_
- Ground speed & wind.
26. If weather interfered with success of this mission, state how? no
27. What was the nature and extent of cloud coverage on bombing run and at the target Heavy haze

-2-  
C O N F I D E N T I A L

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing Report (Cont'd)

28. Remarks and Recommendations: I.P. was made as  
brief. A.O. followed through on the run

29. Were Scope Photos taken? Yes  No  If not, explain

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

HIGH

653

033

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: Low Squadron 94th "A" Group. Date 17 April 1945.
2. Mickey Operator 1st Lt. BARNES, J.H. No. of PFF Missions 23
3. Pilot 1st Lt. GERBER, J.D. D/R Nav. 1st Lt. LOWRY, L.E.
4. Bombardier 2nd Lt. BIASELLA, A.R. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 707 Briefed Position x  
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0912 Landing 1912
7. If deputy lead assumed the lead, state when and why \_\_\_\_\_
8. Where was the decision made to bomb by PFF? Before IP
9. Initial point used Bridge IP Was this the briefed I.P.? \_\_\_\_\_
10. Distance at which the mickey operator first identified the target: 45 mi
11. Length of the bombing run: Visual \_\_\_\_\_ PFF 30 miles
12. Was there crowding or interference by other formations on the bombing run?  
No If so, explain \_\_\_\_\_
13. In the opinion of the mickey operator was drift killed? Yes
14. If not explain why \_\_\_\_\_
15. Were bombs released early, on time, or late according to the mickey equipment?  
Yes
16. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes  NO \_\_\_\_\_ Explain \_\_\_\_\_
17. What was the bombing formation? \_\_\_\_\_  
(Group) (Squadron)
18. Target attacked Dresden
19. Where did the sighting team try to center the bombfall? Or MP1

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? IN TARGET area

20. Bombs away altitude 20,400' Track 031° G.S. 180K Time 1358

21. Bomb Load 124 X 250 GP Bombs Dropped See X  
M-17 B

(a) Brought back, reason 1 smoke

(b) Where jettisoned, reason \_\_\_\_\_

22. Type of Sighting: (Check One)

(a) PFF \_\_\_\_\_ (e) Dropped on smoke Bombs of \_\_\_\_\_

(b) Visual \_\_\_\_\_ (f) PFF sighting for range only \_\_\_\_\_

(c) Pff (Visual Assist)  (g) Visual sighting for range only \_\_\_\_\_

(d) Visual (PFF assist) \_\_\_\_\_ (h) Any other \_\_\_\_\_

23. In making sighting did micky operator:

(a) Set up course? yes

(b) Sight for range? yes

(c) Supply data to bombardier for presetting bomb sight? no

(d) Do anything else? no

24. In making sighting did bombardier:

(a) Sight for deflection? yes

(b) Sight for range? yes

(c) Preset bombsight with data from micky operator? no

(d) Do anything else? no

25. What assistance did navigator give bombardier and Micky operator? \_\_\_\_\_

Winds, Drift + ground speed.

26. If weather interfered with success of this mission, state how? \_\_\_\_\_

Thick haze necessitated bombing target at 4000' below briefed altitude

27. What was the nature and extent of cloud coverage on bombing run and at the target Thick haze and smoke at target.

C-O-N-F-I-D-E-N-T-I-A-L

PFM Bombing report (Cont'd)

28. Remarks and Recommendations: They set up course  
to target because thick haze made pinpointing difficult,  
gave bombardier three checks, then bombardier took  
over and put crosshairs on ground on what he thought  
was general area of MPI which was covered by smoke  
at the time.

29. were Scope photos taken? Yes  No  If not, explain

30. Draw below the bombing formation (i.e. ~~Combat wing, Group~~  
or Squadron) with the serial no. of each PFM A/C at the target.

Low Se

707



C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: Lead Squadron 94th "A" Group. Date 17 April 1945.
2. Mickey Operator 2nd Lt. DEAN. H.G. No. of PFF Missions 18
3. Pilot 1st Lt. ASCHENBACH. A.D. D/R Nav. 1st Lt. BRAZZIL. W.R.
4. Bombardier 1st Lt. FOLKETS. A. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 825 Briefed Position x  
(Type) (Serial No.) (Lead) (Deputy Lead)
6. Take Off 0412 Landing 1847
7. If deputy lead assumed the lead, state when and why \_\_\_\_\_
8. Where was the decision made to bomb by PFF? Not made before the I.P.
9. Initial point used Breda IP Was this the briefed I.P.? \_\_\_\_\_
10. Distance at which the mickey operator first identified the target: 40 miles
11. Length of the bombing run: Visual 40 miles PFF 40 Miles
12. Was there crowding or interference by other formations on the bombing run?  
No If so, explain \_\_\_\_\_
13. In the opinion of the mickey operator was drift killed? Yes
1. If not explain why \_\_\_\_\_
14. Were bombs released early, on time, or late according to the mickey equipment?  
ON TIME
15. Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes  NO  Explain \_\_\_\_\_
16. What was the bombing formation? \_\_\_\_\_  
(Group) (Squadron)
17. Target attacked Oresden
18. Where did the sighting team try to center the bombfall? ON MPI

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? On MPI

20. Bombs away altitude 21,100 Track 034° G.S. 207 K Time 1358 270 / 47 K

21. Bomb Load 12 X 250 GP Bombs Dropped see X  
4 M-17 1B

(a) Brought back, reason \_\_\_\_\_

(b) Where jettisoned, reason \_\_\_\_\_

22. Type of Sighting: (Check One)

(a) PFF \_\_\_\_\_ (e) Dropped on smoke Bombs of \_\_\_\_\_

(b) Visual: ~~\_\_\_\_\_~~ (f) PFF sighting for range only \_\_\_\_\_

(c) Pff (Visual Assist) ✓ (g) Visual sighting for range only \_\_\_\_\_

(d) Visual (PFF assist) \_\_\_\_\_ (h) Any other \_\_\_\_\_

23. In making sighting did mickey operator:

(a) Set up course? Yes

(b) Sight for range? Yes

(c) Supply data to bombardier for presetting bomb sight? No

(d) Do anything else? No

24. In making sighting did bombardier:

(a) Sight for deflection? Yes

(b) Sight for range? Yes

(c) Preset bombsight with data from mickey operator? No

(d) Do anything else? No

25. What assistance did navigator give bombardier and Mickey operator? \_\_\_\_\_

Winds, Drift + beam speed

26. If weather interfered with success of this mission, state how? None

at 10000 ft target necessitated bombing target at 4000' below briefed altitude

27. What was the nature and extent of cloud coverage on bombing run and at

the target Underground base and smoke in target area.

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing report (Cont'd)

28. Remarks and recommendations:

*Boat run began as H2K seen  
navigation ~~was~~ ~~made~~ ~~primary~~ for ~~the~~ ~~target~~ ~~and~~ ~~gone~~ ~~fast~~.  
3 checks. At that time bombardier took over  
bombardier took over and made visual run on  
target, thick ground fog making pinpointing difficult  
and placed cross hairs on what he thought  
was the general area of the M.P.I. which was  
partially obscured by smoke.*

29. Were scope photos taken? Yes  No  If not, explain

*No camera in A/C*

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

*See SQ*

*228*

*580*

C-O-N-F-I-D-E-N-T-I-A-L

PFF BOMBING REPORT

1. Formation Led: LEAD  
High Squadron 94th "A" Group. Date 17 April 1945.
2. Mickey Operator 2nd Lt. SMITH, L.B. No. of PFF Missions 6
3. Pilot 1st Lt. TOBIN, W.L. D/R Nav. 2nd Lt. TURNER, C.L.
4. Bombardier 2nd Lt. MOREAU, N. 615 Sqdn. 401st Group 1st Div.
5. Airplane B-17 550 Briefed Position x  
(Type) (Serial No.) (Lead) (Deputy-Lead)
6. Take Off 0909 Landing 1855
7. If deputy lead assumed the lead, state when and why nil
8. Where was the decision made to bomb by PFF? 10 miles before the I.P.
9. Initial point used 2 Mi N. of briefed this the briefed I.P.? No.
10. Distance at which the micky operator first identified the target: 41 miles
11. Length of the bombing run: Visual. PFF 30 miles
12. Was there crowding or interference by other formations on the bombing run?  
No. If so, explain \_\_\_\_\_
13. In the opinion of the micky operator was drift killed? yes.
14. If not explain why \_\_\_\_\_
15. Were bombs released early, on time, or late according to the micky equipment?  
on time
16. Was the micky equipment operating so that a satisfactory sighting could be made on the target: Yes  NO  Explain \_\_\_\_\_
17. What was the bombing formation? \_\_\_\_\_  
(Group) (Squadron)
18. Target attacked Breslau, Germany
19. Where did the sighting team try to center the bombfall? lead.

C-O-N-F-I-D-E-N-T-I-A-L

19. Where do you think the bombs hit? Target area
20. Bombs away altitude 21,250' Track 44° G.S. 211 K Time 1359-W-270 at 47K
21. Bomb Load 12 X 250 Bombs Dropped 12 X 250  
4 7-175 4 M-175  
(a) Brought back, reason 5B.
- (b) Where jettisoned, reason \_\_\_\_\_
22. Type of Sighting: (Check One)
- (a) PFF \_\_\_\_\_ (e) Dropped on smoke Bombs of leaf #1, leaf #2
- (b) Visual \_\_\_\_\_ (f) PFF sighting for range only \_\_\_\_\_
- (c) Pff (Visual Assist) \_\_\_\_\_ (g) Visual sighting for range only \_\_\_\_\_
- (d) Visual (PFF assist) \_\_\_\_\_ (h) Any other \_\_\_\_\_
23. In making sighting did mickey operator:
- (a) Set up course? no
- (b) Sight for range? no
- (c) Supply data to bombardier for presetting bomb sight? no
- (d) Do anything else? no.
24. In making sighting did bombardier:
- (a) Sight for deflection? no
- (b) Sight for range? yes
- (c) Proset bombsight with data from mickey operator? no
- (d) Do anything else? no
25. What assistance did navigator give bombardier and Mickey operator? \_\_\_\_\_
- ground speed + wind
26. If weather interfered with success of this mission, state how? yes
27. What was the nature and extent of cloud coverage on bombing run and at the target Very hazy

C-O-N-F-I-D-E-N-T-I-A-L

PFF Bombing report (Cont'd)

28. Remarks and Recommendations: I.P. was made 2 mile  
south of target position. M.O. followed through  
to the 65° sighting angle then switched over  
for photos. Believe the run was P.F.F.  
with a mixed escort.

29. were scope photos taken? Yes  No  If not, explain

30. Draw below the bombing formation (i.e. Combat wing, Group or Squadron) with the serial no. of each PFF A/C at the target.

~~HIGH~~  
LEAD

825  
~~550~~

550

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

17 April 1945

SUBJECT: Loading List.

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

1. The following is a list of combat Officers and EM taking part in today's mission:

AIRPLANE #44-8653

DUTY	RANK	(LAST)NAME	FIRST	(MI)	SQUADRON
P	1st Lt	Wolf	Adolph	W.	615th
CP	2nd Lt	Kelly	James	J.	"
N	1st Lt	Hoag	Carl	L.	"
B	2nd Lt	Hashimoto	Gene	(NMI)	"
M/O	2nd Lt	Bell	T.	B.	"
RO	T/Sgt	Huzineo	Andrew	(NMI)	"
TT	T/Sgt	Palmer	Edward	W.	"
TG	S/Sgt	Banning	Robert	O.	"
FG	Sgt	Ely	Calvin	P.	"

AIRPLANE #44-3707

P	1st Lt	Gerber	John	D.	615th
CP	2nd Lt	Taylor	Richard	W.	"
N	1st Lt	Lowry	Lawrence	E.	"
B	2nd Lt	Biasella	Armond	R.	"
M/O	1st Lt	Barnes	James	H.	"
RO	T/Sgt	Freitas	Daniel	D.	"
TT	S/Sgt	Maksey	Chester	W.	"
TG	S/Sgt	Atchinson	Alfred	E.	"
FG	S/Sgt	McKenna	James -	P.	"

AIRPLANE #44-8825

P	1st Lt	Aschenbach	Allen	D.	615th
CP	Major	Chapman	Alvah	H., Jr	614th
N	1st Lt	<del>xxxxxx</del> Brassil	William	R.	615th
Ex N	2nd Lt	Gross	Eugene	P.	"
Bo	1st Lt	Folkerts	Arthur	(NMI)	"
M/O	2nd Lt	Dean	Hugh	G.	"
RO	T/Sgt	Feigenbaum	George	J.	"
TT	S/Sgt	Wilson	Ben	G.	"
TG	1st Lt	Althoff	John	R.	"
FG	S/Sgt	Watson	Robert	W.	"

Loading list for 17 April 1945 - continued

AIRPLANE #44-8033

DUTY	RANK	(LAST)NAME	FIRST	(MI)	SQUADRON
P	2nd Lt	Eglin	Frederick	I.	615th
CP	2nd Lt	Volts	Donald	L.	"
N	F/O	Schmidt	Frank	A.	"
B	2nd Lt	Sites	J.	C.	"
M/O	2nd Lt	McDonough	Jenn	J.	"
RO	S/Sgt	Pavluska	George	A.	"
TT	S/Sgt	Swift	Gene	E.	"
TG	Sgt	Espy	Robert	J.	"
FG	Sgt	Collins	Rupert	Y.	"

AIRPLANE #44-8550

P	1st Lt	Tobin	William	L.	615th
CP	1st Lt	Cauhape	Victor	(NMI)	"
N	2nd Lt	Turner	Cecil	L.	"
B	2nd Lt	Moreau	Norman	(NMI)	"
M/O	2nd Lt	Smith	Larkin	B.	"
RO	Sgt	Kantor	Walter	J.	"
TT	Sgt	Bertram	Joseph	N.	"
TG	Sgt	VanCamp	Oliver	H.	"
FG	Sgt	McAlister	Jesse	J.	"

AIRPLANE #43-39941

P	1st Lt	Novell	Morris	H.	615th
CP	2nd Lt	Gerant	John	M.	"
N	2nd Lt	Price	George	B.	"
B	2nd Lt	Phinney	Roderick	T.	"
RO	S/Sgt	Stevens	Edger	M.	"
TT	S/Sgt	Knower	Russell	S.	"
BGT	S/Sgt	Benedict	Cloyde	W., Jr.	"
TG	Sgt	Broadbooks	Ray	(NMI)	"
FG	S/Sgt	Martineau	Emile	R.	"

G/H	2nd Lt	Sassmannshausen	Walter	B.	flying with 614th
G/H	2nd Lt	Guillermety	Fred	A.	" " "
W/H	2nd Lt	Blank	Samuel	(NMI)	flying with 613th
BT	S/Sgt	Revette	John	L.	flying with 612th



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

AAF Station # 128  
 17 April 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 43-38791

P	2nd Lt.	COOK, JOHN D.	614th Sq
CP	2nd Lt.	PARKER, VICTOR E.	"
N	F/O	URJEVICH, MARTIN H.	"
B	2nd Lt.	FERRELL, ARDEN A.	"
RO	Sgt.	Rothman, Milton W.	"
TT	Sgt.	Tarino, Louis J.	"
BT	Sgt.	Butcher, Robert E.	"
TG	Sgt.	Cohen, Milton	"
WG	Sgt.	Featherston, James W.	"

PLANE 42-102151

P	1st Lt.	LINDSEY, JOHN E.	"
CP	2nd Lt.	MADLEY, WILLIAM M.	"
N	F/O	BRUMMETT, JAMES O.	"
CTG	S/Sgt.	Green, Warren H.	"
RO	Sgt.	Ippelito, Samuel	"
TT	Sgt.	Warner, Carl F.	"
BT	Sgt.	Sanders, William H.	"
TG	Sgt.	Portier, Ellis A.	"
WG	Sgt.	York, John C.	"
RCM	S/Sgt.	Allaire, Joseph S.	"

PLANE 42-102077

P	1st Lt.	DODSON, FLOYD	"
CP	F/O	DAVIDSON, ROBERT L.	"
N	F/O	WILENSKY, JULIUS	"
B	1st Lt.	DUNCAN, HERBERT O.	"
RO	Sgt.	Kenney, Theodore B.	"
TT	Sgt.	Avellino, Vincent J.	"
BT	Sgt.	Ferguson, Walter H.	"
TG	Sgt.	Adkins, Jake	"
WG	Sgt.	Tomashewski, William	"

Loading List (Con't)

PLANE 43-38677

P	1st Lt.	JAMES, HERBERT W.	614th Sq
CP	2nd Lt.	KAHLER, RAYMOND W.	"
N	2nd Lt.	SASSMANNSHAUSEN, WALTER B.	615th Sq
CTG	S/Sgt.	Branch, Willard A.	614th Sq
RO	S/Sgt.	Kent, Donald R.	"
TT	S/Sgt.	Parker, Robert S.	"
BT	Sgt.	Toloso, Melvin H.	"
TG	Sgt.	McCallen, Lynn G.	"
WG	Sgt.	Baumann, Archie M.	"

PLANE 42-97322

P	1st Lt.	HOLMES, GENE H.	"
CP	2nd Lt.	FREDERICK, RALPH A.	"
N	1st Lt.	JAMES, KENNETH W.	"
CTG	S/Sgt.	Watkins, Jack W.	"
RO	S/Sgt.	Cox, Clyde F.	"
TT	S/Sgt.	Knight, Eddie R.	"
BT	Sgt.	Jakubowski, Julius J.	"
TG	Sgt.	Kennedy, Jack W.	"
WG	Sgt.	Peverill, Edward S.	"

PLANE 42-97478

P	2nd Lt.	NOWLIN, ROBERT E.	"
CP	2nd Lt.	STILES, MEREDITH N. JR.	"
N	F/O	CUTTER, MARSHALL W.	"
CTG	Sgt.	Post, George W.	"
RO	Sgt.	Morgan, Donald W.	"
TT	Sgt.	Reed, Raymond B.	"
BT	Sgt.	LaSalle, Carl Jr.	"
TG	Sgt.	Waldron, Arthur R.	"
WG	Sgt.	Van Wie, Franklyn A.	"

PLANE 43-38565

P	2nd Lt.	RICHARDSON, GEORGE L.	"
CP	F/O	NELLANS, JOHN L.	"
N	F/O	HANSON, HARVEY E.	"
CTG	S/Sgt.	Smith, Malcolm F.	"
RO	Sgt.	Rash, Clifford J.	"
TT	Sgt.	Madden, John F.	"
BT	Sgt.	Mechtel, John F.	"
TG	Sgt.	Suggs, Lois D.	"
WG	Sgt.	Confer, John V.	"

PLANE 42-97602

P	1st Lt.	PARK, COLIN I.	"
CP	2nd Lt.	DUNNE, MICHAEL D.	"
N	F/O	O'NEILL, LAWRENCE H.	"
CTG	S/Sgt.	Salie, Howard W.	"
RO	Sgt.	Sayre, James O.	"
TT	S/Sgt.	Fields, Richard D.	"
BT	Sgt.	Wirth, Thomas J.	"
TG	Sgt.	Snyder, Edwin M.	"
WG	Sgt.	Grayczyk, Clarence J. -	"

Loading List (Con't)

PLANE 43-38646

P	1st Lt.	CAMERON, ELLIOTT F.	614th Sq
CP	2nd Lt.	BROCKIE, THOMAS H.	"
N	2nd Lt.	GUILLEMETY, FRED A.	615th Sq
CTG	S/Sgt.	Fasullo, Thomas G.	614th Sq
RO	Sgt.	DeLeon, Jerrold J.	"
TT	S/Sgt.	Fabian, Emory P. Jr.	"
BT	Sgt.	Margas, Mike S.	"
TG	Sgt.	Clendenin, Charles M.	"
WG	Sgt.	Gabbert, David J.	"
RCM	S/Sgt.	Allison, Carl M.	"

PLANE 43-38425

P	2nd Lt.	SHORT, CARL W.	"
CP	2nd Lt.	WEATHERLY, WENDELL R.	"
N	2nd Lt.	POSS, ROBERT L.	"
CTG	Sgt.	Hallman, Calvin S.	"
RO	Sgt.	Penney, Leonard V.	"
TT	Sgt.	Kirby, Max E.	"
BT	Sgt.	Hill, Henry H.	"
TG	Sgt.	Tonkin, Harold B.	"
WG	S/Sgt.	Wagner, Aloysius E.	"
CA	Major	CHAPMAN, ALVAH H. JR.	Flying with 615th Sq.

For the Squadron Commander:

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

53

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

Mission # 251  
 17 April 1945

Subject ; Loading List

To : Operations Officer, 401st Bomb. Gp. (H), APO # 557

Plane 42-31993

P	Cairns, Eldon J.	2nd Lt	612th
CP	Lundgren, Robert P	2nd Lt	612th
N	Rogers, Dallas K	2nd Lt	612th
B	Tallman, George A	2nd Lt	612th
RO	Lakota, Jesse B	Sgt	612th
TTG	Hall, Norman B	Sgt	612th
BFG	Carlson, Leonard C	Cpl	612th
TG	Hook, R.A.	Cpl	612th
FG	Timm, Robert A	Sgt	612th

Plane 42-107039

P	Martin, William F	1st Lt	612th
CP	Matthissen, Rex A	2nd Lt	612th
N	Hill, Ben F Jr.	2nd Lt	612th
Tog	Klindworth, Louis O	S/Sgt	612th
RO	Hague, Kenneth, A	T/Sgt	612th
TTG	Delawder, Joseph A	T/Sgt	612th
BFG	Borrer, Norwood E	S/Sgt	612th
TG	Becker, Alex A	S/Sgt	612th
FG	Bacon, Charlie M	S/Sgt	612th

Plane 42-102398

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

Plane 42-97664

P	Clark, Frederick W	2nd Lt	612th
CP	Faksey, William J Jr.	2nd Lt	612th
N	Stapleton, Raleigh B	2nd Lt	612th
Tog	Rossack, Michael R	S/Sgt	612th
RO	Griseto, Vito T	Sgt	612th
TTG	Sands, Robert E	Sgt	612th
BFG	Holmgren, Robert P	Sgt	612th
TG	VandeMortel, Eugene B	Sgt	612th
FG	Ward, Patrick J	Sgt	612th

Plane 34-38637

P	Smith, Max A	1st Lt	612th
CP	Korwald, Morris N	2nd Lt	612th
N	VanDuinen, Richard B	2nd Lt	612th
Tog	Schmalz, Nylo R	S/Sgt	612th
RO	Hendrickson, Ernest W	T/Sgt	612th
TTG	Genga, Pietro J	T/Sgt	612th
BFG	Laing, John (NMI)	S/Sgt	612th
TG	Filiatraut, Frank E	S/Sgt	612th
FG	Nimmons, Alston H	T/Sgt	612th
RCM	Martin, James G	Sgt	612th

Plane 44-6113

P	Reynolds, Ralph L	2nd Lt	612th
CP	Elfstrom, Herbert W	2nd Lt	612th
N	Kebea, William A	2nd Lt	612th
Tog	Connors,		612th
RO	Hunt, Ray D	Sgt	612th
TTG	McDaniel, Richard L	T/Sgt	612th
BFG	Stevenson, Cleo D	Sgt	612th
TG	Wieszceninski, Frank J	Sgt	612th
FG	Collinge, Robert J	S/Sgt	612th

Plane 42-31891

P	Mulvihill, William J	2nd Lt	612th
CP	Peterson, Grant E	2nd Lt	612th
N	Leigh, Dale	2nd Lt	612th
TOG	Beam, Andrew S	Cpl	612th
RO	Hakeman, Harold M	Cpl	612th
TTG	Musial, Henry J	Cpl	612th
BIG	Gardner, Donald J	Cpl	612th
TG	Chandler, Henry E	Cpl	612th
FG	Barrett, Robert C	Sgt	612th

Plane 44-6506

P	Kemper, Robert W	2nd Lt	612th
CP	Kibiuk, Theodore	2nd Lt	612th
N	Clark, Robert W Jr.	2nd Lt	612th
TG	McCue, Frank C	Sgt	612th
RO	Kenter, Walter	Sgt	612th
TTG	Conditm Clarence E	Sgt	612th
BIG	Revette, John L	S/Sgt	615th
TG	Parker, George T	Sgt	612th
FG	Hembling, Joseph L	Sgt	612th
RJM	Stitt, John J	Sgt	613th

Plane 43-38810

P	Blomquist, Carl H	2nd Lt	612th
CP	Fullos, Billie M	2nd Lt	612th
N	<del>McConnell, George G</del> <i>AUSTIN, MERLIN</i>	<del>2nd Lt</del> <i>F/O</i>	612th
TOG	Wood, Frank C	Sgt	612th
RO	Arndt, Frank R	Sgt	612th
TTG	Slaughter, John G	Sgt	612th
BIG	Balfe, James	S/Sgt	612th
TG	Riley, Lex G Jr	Sgt	612th
FG	Jackson, Louis A	Sgt	612th

Plane 43-37628

P	Clemmons, James A	2nd Lt	612th
CP	Codispoti, Vincent A	F/O	612th
N	Haupt, Gerald L	2nd Lt	612th
TOG	Parker, Joseph W S	Sgt	612th
RO	Gooding, Gale A	Sgt	612th
TTG	Engel, Claire H	Sgt	612th
BIG	Raines, Bruce A	Sgt	612th
TG	Burkart, Lester G	Sgt	612th
FG	Burks, Tillman C Jr	Sgt	612th

Plane 42-102992

P	Walker, Verne E	2nd Lt	612th
CP	Filby, Dale	2nd Lt	612th
N	Wendt, Phillip N	2nd Lt	612th
B	Blackerby, William S	2nd Lt	612th
RO	Novak, Edmund M	Sgt	612th
TTG	Seltzer, Jack	Sgt	612th
BIG	Grubbs, Robert C	Sgt	612th
TG	Anderson, Robert J	Sgt	612th
SG	Scarry, John A Jr	Sgt	612th

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

17 APRIL 1945

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-37706	P	2nd Lt.	EVANS	JOHN	B.
	CP	2nd Lt.	RYAN	ROBERT	E.
	N	2nd Lt.	CHOQUETTE	VERNON	C.
	B	SGT.	HOBLER	LEWIS	C.
	RO	SGT.	GALLOTTELLO	PETER	B.
	TT	SGT.	HARRIS	HAROLD	A.
	BT	SGT.	LEWIS	CARL	D.
	TG	SGT.	HOLLAND	SHERMAN	W. JR.
	WG	S/SGT.	NELSON	HOWARD	J.
43-6313	P	2nd Lt.	FORD	WILBUR	H.
	CP	2nd Lt.	McANRON	TERRANCE	B.
	N	2nd Lt.	DAVIS	CHARLES	E.
	B	2nd Lt.	JANSSEN	DONALD	P.
	RO	SGT.	HANSEN	GEORGE	NMI JR.
	TT	SGT.	MOODY	PHILIP	L.
	BT	SGT.	ENGLETT	WILLIAM	L.
	TG	SGT.	BAILEY	CLARENCE	NMI
	WG	SGT.	BURNS	FRANCIS	F.
42-31730	P	1st Lt.	LEVY	MEYER	NMI
	CP	2nd Lt.	SOUTH	VEEDER	NMI JR.
	N	2nd Lt.	HUNT	CALVIN	A.
	B	SGT.	CROSSLEY	CHARLES	A.
	RO	SGT.	LAUDERDALE	WILBUR	C.
	TT	SGT.	DAVIS	ARNOLD	L.
	BT	SGT.	NICHOLAS	MIKE	S.
	TG	SGT.	HUDSON	JOHN	W.
	WG	SGT.	FOLEY	ROBERT	J.
44-6125	P	1st Lt.	MAY	JAMES	H.
	CP	2nd Lt.	MALONEY	JOSEPH	M.
	N	2nd Lt.	BLANK	SAMUEL	NMI 615th
	B	SGT.	BENSON	WALLARD	K.
	RO	T/SGT.	PAULK	ALBERT	L.
	TT	T/SGT.	SMITH	CHESTER	J.
	BT	S/SGT.	KROZEL	JOSEPH	A.
	TG	S/SGT.	McKEE	WILLIAM	W.
	WG	S/SGT.	NACHFIGAL	FRED	C.
RGM	S/SGT.	FOGLEMAN	JAMES	NMI	
44-8767	P	2nd Lt.	McKENNY	WILLIAM	C.
	CP	2nd Lt.	BURDICK	RICHARD	NMI
	N	2nd Lt.	LEVIN	HERBERT	R.
	B	SGT.	SUNDERLIN	ROBERT	A.
	RO	SGT.	SIEGEL	ARNOLD	W.
	TT	SGT.	HOLLAND	JOHN	W.
	BT	SGT.	JOHANNES	RICHARD	L.
	TG	SGT.	O'BRIEN	JOHN	W.
	WG	SGT.	FRANZBLAU	IRA	A.
42-31672	P	2nd Lt.	SNYDER	GEORGE	F.
	CP	F/O	WALTERSHED	JOSEPH	NMI
	N	F/O	JENTSCH	THEODORE	NMI
	B	F/O	KAULKIN	EDWARD	W.
	RO	SGT.	METZGER	JOHN	J. JR.
	TT	SGT.	CLOSE	LOREN	J.
	BT	SGT.	LACY	VIRGIL	NMI
	TG	SGT.	KRAMER	ROBERT	C.
	WG	SGT.	BARBOUR	CHARLES	B.

43-3862	P	2nd Lt.	LOVELACE	JAMES	G.
	CP	2nd Lt.	McKINNEY	MELVIN	K.
	N	2nd Lt.	PETERSON	MARVIN	W.
	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.	HUDSON	LEONARD	L.
44-6588	P	2nd Lt.	SMITH	SAMUEL	B.
	CP	2nd Lt.	MILLER	WALTER	A.
	N	2nd Lt.	ANDIER	EYLE	E.
	B	S/SGT.	RECKERS	RUSSELL	E.
	RO	S/SGT.	HERCHENROTHER	RAYMOND	A.
	TT	S/SGT.	DILZ	REINOLD	J.
	BT	S/SGT.	McDOW	MILES	H.
	TG	S/SGT.	WOESTMAN	ROBERT	J.
	WG	S/SGT.	HOOD	CLYDE	L.
	RCM	SGT.	KARPE	WILLIAM	E.
44-6842	P	2nd Lt.	LITCHFIELD	DONALD	D.
	CP	F/O	BURTON	FREDERICK	D.
	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.	JANAKOS	NICK	NMI
	WG	SGT.	MAURER	FREDERICK	R.
43-38458	P	2nd Lt.	WOODWARD	WILLIAM	W.
	CP	2nd Lt.	MACKIN	PETER	D.
	N	2nd Lt.	WEIDENBEIN	ROGER	G.
	B	2nd Lt.	DULKEN	JOHN	F.
	RO	CPL.	KUHMANN	EDWARD	R.
	TT	CPL.	COWGILL	EDWARD	NMI
	BT	CPL.	FLEMING	WILLIAM	F.
	TG	CPL.	YOUNGBLOOD	JAMES	H.
	WG	CPL.	JASNOCH	EDWIN	J.
44-6146	P	2nd Lt.	WARTHEN	HARRY	A.
	CP	1st Lt.	CAKEY	KARL	F.
	N	F/O	WHALEY	JOHN	H. JR.
	B	F/O	BRESLOW	HERBERT	NMI
	RO	CPL.	KITA	MICHAEL	G.
	TT	CPL.	KNOTT	CHARLES	H.
	BT	CPL.	FERGUSON	JUNOR	J.
	TG	CPL.	SEALE	CECIL	W.
	WG	CPL.	PLAXICO	DAVIS	L.
<u>FLYING WITH THE 612th SQ.</u>					
	RCM	SGT.	STITT	JOHN	J.

DATE: 17 April 1945

DUTY OFFICER: LT. MILLER

BRIEFING OFFICER: Capt. Hill

1. TARGETS AND MPI'S FOR:

a. 1st AD

(1) 401st Bomb Group: (94<sup>th</sup> "A")

Primary: #1 (VISUAL) - DRESDEN R.R. CENTRE (5103-1343E) - MPI is

center of Dresden Train Station approximately 1/2 mile east of the R.R. Centre proper

#2 (PT7) - R.R. M/Y at DRESDEN (5104-1342) - MPI is

RAIL OVER ROAD BRIDGE AT EXTREME EASTERN END of M/Y.

These targets were requested by the Army.

Secondary:

Last Resort: Field Order states units are cautioned to attack

only the targets listed above.

(2) Other Groups in 94th CBW: 94<sup>th</sup> "B" - same target - MPI is a Bypassing Junction

94<sup>th</sup> "C" (457) - same target - MPI is a Flyover.

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

1<sup>st</sup> A,B,C, 94<sup>th</sup> A,B,C - Dresden R.R. Centre

4<sup>th</sup> A,B,C, 40<sup>th</sup> A,B,C - Dresden R.R. M/Y.

(8 groups)

b. 2nd AD: R.R. Stations and Junctions at Kladno (5008-1408); BEROUN (4957-1402)

Pypare (5014-1251E), Falkenos (5012-1239E)

c. 3rd AD: 14 hrs - Dresden R.R. Centre (5104-1344); Rudnice Underground

Oil Storage (5026-1421), R.R. Station + Junctions at Usti (5037-1402E).

2. ROUTES (ALL THREE AD'S)

a. Points and Times of Departure from English Coast: 1<sup>st</sup> Div - Clacton to arrive

at 5017-0700 at zero + 90; 3<sup>rd</sup> Div - Southold to arrive at 5017-0700 at zero + 120;

2nd Div (8 hrs) - Cromer to arrive at 5017-0700 at zero + 154.

b. Fighter Support: 5 groups of P-51's - 352nd hp furnishing close

support for 10, 94 A+B.



3. ANTICIPATED ENEMY OPPOSITION.

a. Flak: #1 x 2 - 57 guns in area all in range.

Wind 70 mph from 360°.

b. Enemy Fighters: E/A opposition may be expected.

c. Smoke Screens: \_\_\_\_\_

d. Camouflage: \_\_\_\_\_

4. INSTRUCTIONS TO UNITS:

a. Wing Assembly: 44A (401<sup>st</sup>) - COTTESMORE - 5000'; 94<sup>th</sup> B (351<sup>st</sup>) - KINGS CLIFFE - 5000'; 94C (451<sup>st</sup>) - GLATTON - 5000' (30 A/C in bp)

b. Air Commanders: 94<sup>th</sup> A - <sup>c/s Woodcraft</sup> Maj. CHAPMAN - 94<sup>th</sup> B - Maj. GEIGER.

94<sup>th</sup> C - Maj. SPENCER.

Dis Air Comdr - General Brown, c/s "Swordfish Leader".

c. Zero Hour and Date: 1100 hrs.

d. General Instructions Pertinent to Entire Task Force: 2 minutes interval between bps; All bps bomb at 25,000'.

5. SUPPLY:

a. Gas Load: 2780 gals.

b. Bomb Load (and Intervalometer Settings) 12 x 250 GP 1/10 x 1/40

Visual - SAHUO; HAZ - 75'

4 x M17 1B's

c. Chaff Load (Point and Time of Commencing Discharge) Release at 1P + continue for 15 minutes. Each A/C will carry 360 units.

d. Screening Force: 5 Mosquito A/C, c/s Small Rock Blue will rendezvous with Swordfish A/C leader at 040-1320 + precede them thru target area dispensing chaff.

6. COMMUNICATIONS:

a. Flares and Lamps: \_\_\_\_\_

b. VHF and Other Radio: (containing Force Information)

6 P-51's "Buckeye Black" will provide target weather 30 minutes prior to target time of Swordfish Able leader.

7. SPECIAL INSTRUCTIONS:

a. Evasion and Escape:

b. S.O.P.'s

c. Miscellaneous: A straggled-down B-17 A/C will act as command A/C for diversion. Pilot: General Gross, c/s "Swordfish Scouters".

d. Security:

Russian Recognition Signals:

Basic - Rock Wings

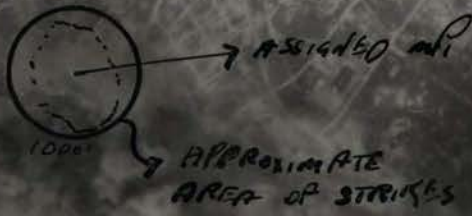
Secondary - Fire Red Flare

S E C R E T

Bell checked out with paper

Station 750  
850  
900  
910  
1026  
1837

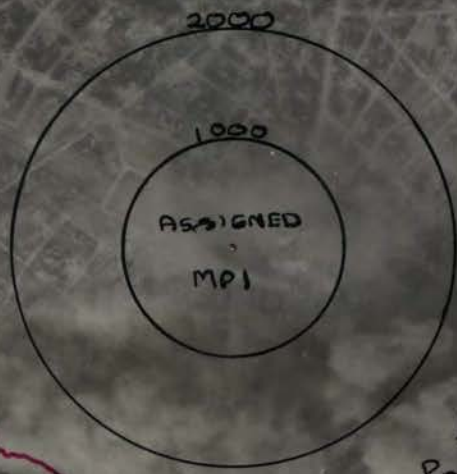
HEAD SQUADRON  
PATTERN OBSERVED  
By SMOKE



SAV-401 11370-8 X17-4-45(A 7039 7 210 00)(DRESDEN) - REST.

HIGH SQUADRON  
PATTERN: 780 X 1730  
ACTUAL MPI: 450 RIGHT  
100% IN 2000  
98% IN 1000





LOW SQUADRON  
PATTERN: 1260 X 1470  
ACTUAL MPI: 2646 SHORT  
1806 LEFT

