

GP-110-1
FEB 17

SECRET

UNIT HISTORY

NO. 410TH BOMB GRPT (L)

NO. 140

UNITED STATES NAVY

COVERING THE PERIOD 1 FEB. '45 TO 29 FEB. '45

SECRET

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I. ORGANIZATION AND CHANGES IN KEY PERSONNEL:

First change in the key personnel of the 410th Bomb Group took place on 16 February 1945 at which time Captain Elmer S. Friedberg was appointed Group Armament Officer vice Lieutenant Robert C. Short, relieved⁸⁰. On the same date 1st Lt. James P. Lenahan was appointed Group Gunnery Officer vice Capt. James V. Williams, relieved⁸¹.

Under the provisions of SO No. 40, Headquarters, 9th Bomb Division, 9 February 1945, twelve officers and nine enlisted men, all combat crew replacements, reported to the group and were assigned to the four squadrons of the group. Capt. James C. Eagen on 18 February was relieved from assignment to the 645th Squadron and appointed Assistant Group Operations Officer and A/C Accident Officer⁸³.

II. STRENGTH⁸⁴:

The beginning of February found the over-all strength of the 410th Bomb Group at 1636, 325 officers and 1311 enlisted men of whom 39 officers and 66 enlisted men were members of Group Headquarters. The middle of the month found an over-all decrease of three enlisted men with Group Headquarters gaining one officer and losing one enlisted man. The last day of the month saw a further decrease in personnel with the over-all figures falling off to 1631 men, 330 officers and 1301 enlisted men. Group Headquarters strength at the end of the month comprised 43 officers and 66 enlisted men.

III. LOSSES IN ACTION⁸⁵:

First casualty of the month took place on 8 February 1945 when a pilot of the 646th Squadron, Lt. MacDonald, was seriously wounded as the Jerry tossed up plenty of flak over Grevenbroich, Germany, eleven of forty-three aircraft sustaining battle damage. Five days later on a mission to Iserlohn, Germany three combat crew members of the 644th Squadron, Lt. Knight and gunners Andrews and Hutchinson, were lost as their plane crashed while attempting a crash landing under adverse weather conditions. Last casualty of the month took place on 14 February as the group returned to visually bomb the marshalling yard at Crevenbroich, Germany. The flak was heavy and accurate and Sgt. Joseph K. Edwards, an engineer gunner of the 647th Bomb Squadron, was killed in action as his aircraft and twenty-six other aircraft sustained battle damage.

- 80. SO No. 13, Hq, 410th Bomb Gp (L). Exhibit No. 2-1.
- 81. SO No. 13, Hq, 410th Bomb Gp (L). Exhibit No. 2-1.
- 82. SO No. 13, Hq, 410th Bomb Gp (L). Exhibit No. 2-1.
- 83. SO No. 15, Hq, 410th Bomb Gp (L). Exhibit No. 2-2.
- 84. Break-down of strength by squadrons. Exhibit No. 2-3.
- 85. See Bombing Operations Report - Casualties. Exhibit No. 2-4.

III. LOSSES IN ACTION Cont'd.

The casualties for the month totaled five, four men killed in action and one man wounded in action bringing the total casualties of the group to twenty-nine men killed in action, twenty-three men wounded in action and thirty-four men missing in action. The month also saw changes in the status of five men previously reported as casualties. These changes were as follows: 2nd Lt. W. A. Thompson, 647th Squadron, from MIA to POW; 1st Lt. Wilson, 647th Squadron from MIA to POW; S/Sgts. Herman and Haeuser, 644th Squadron, from MIA to POW and 1st Lt. Walsh, 644th Squadron from MIA to KIA.

IV. AWARDS AND DECORATIONS:

Under the provisions of General Order No. 19, Headquarters 9th Bomb Division, 5 February 1945, members of this group were awarded a total of thirteen Air Medals, seventeen First Oak Leaf Clusters, nineteen Second Oak Leaf Clusters, nineteen Third Oak Leaf Clusters and twenty Fourth Oak Leaf Clusters.

To Pfc. Felix S. Wysowski, 644th Squadron went the Soldiers Medal per General Order No. 26, Headquarters 9th Bomb Division, 22 February 1945. Pfc. Wysowski had been flying as tunnel gunner in the plane piloted by Capt. Robert Valtr of the 644th Squadron when the aircraft was hit by flak, one engine knocked out and the fuel tanks punctured. Fumes filled the plane and the turret gunner was rendered unconscious. Wysowski revived the tunnel gunner and shortly thereafter the crew with the exception of the pilot were forced to bail out. Knowing his pilot intended to crash land his plane, Wysowski looked for and located a large field while floating to earth. Upon landing he picked up his chute and raced to the field which he marked with the chute enabling Capt. Valtr to easily distinguish the field and successfully crash land the plane.

To Lieutenant Gordon Jones went the Purple Heart for wounds sustained on a low level bombing and strafing mission on 23 January 1945. Lt. Jones at the time that flak burst through the plexi-glass nose of his aircraft was lead bombardier-navigator in the flight of six aircraft sent against a motor convoy near Plankensheim.

Under the provisions of General Order No. 27, Headquarters 9th Bomb Division, members of the group received a total of forty-two Air Medals; sixty-two First Oak Leaf Clusters; seventeen Second Oak Leaf Clusters, thirty-four Third Oak Leaf Clusters; twenty-one Fourth Oak Leaf Clusters; twenty-six Sixth Oak Leaf Clusters; forty-six Seventh Oak Leaf Clusters; fifty-five Eighth Oak Leaf Clusters; one hundred Ninth Oak Leaf Clusters; fifty-four Eleventh Oak Leaf Clusters; twenty-five Twelfth Oak Leaf Clusters; forty-six First Silver Oak Leaf Clusters and ninety-four Second Silver Oak Leaf Clusters.

The Bronze Star Medal and the Purple Heart were awarded to Pfc. Clyde H. Cole and J. Duane Wethe respectively under the provisions of General Order No. 29, Headquarters 9th Bomb Division, 26 February 1945. Capt. Wethe had been wounded on a trip to the front lines where he had been sent as an observer under the program presently being carried out in this theatre.

V. CHANGE OF STATION⁸⁶:

The fifth day of February found the group imposing a restriction on all personnel prior to the move from A-58 near Coulommiers to A-68 between Rheims and Laon. The move was completed in five days time, the advanced ground echelon arriving at A-68 on 9 February 1945 to be followed two days later by the air echelon with the rear echelon pulling into their new station on 14 February 1945. The new field was non-too impressive at first but showed promise of developing into an excellent base. The last few days at A-58 found the men doing a fine job of house-cleaning and the field there was left in excellent condition, in fact the occupying group stated that they had found the field in "superior condition" and Major General Samuel E. Anderson, Commanding 9th Bomb Division, commended the group in this respect⁸⁷.

Upon arrival at A-68 the group busied itself with a work program calling for a general house-cleaning of all buildings on the field, construction of new buildings and modifications of old, and control of a messy and chaotic situation. A few days of continuous hard work accomplished miracles and the appearance of the base showed remarkable improvement. In short order Group Headquarters, which Anderson and other staff units were set up in their respective areas and were fully operational. The move was not without some problems for the group, since its activation at Hill Fourn Field, Alabama. Other fields occupied by this group included Wickham, W, Ill.; Laurel, W, Miss.; Lakeland, W, Florida; Birch, England; Sheffield, England; A-33 France and A-68 France.

VI. 41STH IN FEBRUARY⁸⁸.

During the month of February 1945 the 41st Bomb Group dispatched 661 aircraft against the enemy and 516 of these aircraft attacked the target dropping 4427 bombs, the second highest figure since operations began. Record month to date is that of June 1944 when in support of the invasion this group saw 880 of its aircraft attack the target dropping 4645 bombs. The February figures brought the over-all total of aircraft attacking to 3140 and the bombs on target to 26907. The group during the month accumulated more than 2660 hours of flying time on operational missions, third highest figure since its first mission in May 1944. During the month sorties abortive totalled but twenty-nine and fifteen of these were due to weather. This exceptionally low figure was the lowest since operations began.

The month of February found the 41st Bomb Group well up on the 9th Bomb Division ladder. For the fourth month in a row the group hit the "first three" despite the fact that many of the missions were flown against the heavily defended Ruhr Valley. Two of the targets were high-priority industrial targets - the jet aircraft engine factory at Solingen and the Ordnance Depot at Wechemnich. Other missions were dispatched against communications centers, marshalling yards and enemy rail facilities. Coming through with an excellent performance the group saw approximately fifty percent of its bombs burst within 500 feet of the desired TPI.

- 86. Movement Order. Exhibit No. 2-5.
- 87. Letter of Commendation. Exhibit No. 2-6.
- 88. See summary of operations, Exhibit No. 2-7.

VI. 410TH IN THE WAR REPORT Cont'd.

The first three missions of the month saw the group dropping bombs on pathfinder aircraft against targets at Brandscheid, Stadthyll and Glaadt - Junkerath. Results of these missions were undetermined due to ten-tenths cloud cover over the targets. Fourth mission of the month saw the A-20 raiders drop on GEE as the group lashed out against Vlaten and here, too, cloud cover prevented assessment of damage. First rated mission of the month saw the group bombing on pathfinder aircraft with unsatisfactory results, missing the marshalling yard at Grevenbroich. There followed three more blind bombing missions against Rheydt, Bingen and Wittlich, the first two of which were bombed on GEE with Wittlich being attacked behind Pathfinder aircraft. Results on all three missions were undetermined due to clouds.

The fourteenth of February found the group returning to Grevenbroich where both Pathfinder technique and visual bombing were employed. The first box dropping on FFF aircraft had fair results while the second box attacked visually by flights. The first flight of the second box had superior results while the second and third flights had unsatisfactory results. That same day the group dispatched a second mission against the enemy communication center at Eschweiler. The first of two boxes misidentified the target but the second box came through with excellent results.

Attacking an industrial target is usually a job for the Ports and Libs but this did not prevent the A-20's of the 410th from lashing out at the Jet engine plant at Solingen in the Ruhr. Attacking by flights the group came through with an excellent job of bombing. Few of the buildings in this key industry escaped unscathed and recon photos gave proof of a job well done.

Perhaps one of the finest bombing exhibitions of the 9th Bomb Division saw the 410th practically demolish the high priority Ordnance Depot at Wehernich. Attacking in two boxes the A-20 crews dropped 227 five hundred pound bombs on the target and reconnaissance photos taken shortly thereafter disclosed that "one of our targets is missing"⁹⁰. The raid was such a huge success that General Hoyt Vandenberg, Commanding General Ninth Air Force commended the group on an excellent performance.⁹¹

Two days later, 21 February 1945, seven flights of A-20's lashed out at the enemy communication center at Geldern. At the time of the attack the target was covered by clouds and only one flight could be rated, that flight having "superior" results.

The twenty-second day of February saw the 410th Bomb Group play a leading role in the now famous "Clarion Operation." Dispatching eight flights of A-20's against six different targets, the group enjoyed a field day at the expense of Hitler's rail network, chalking up six "superiors" and two "excellents." Bomb bursts blanketed marshalling yards, railroad bridges, round-houses and turntables and tore huge gaps in the enemy rail system⁹². The group followed up this mission with a night mission against the enemy rail facilities at Hillesheim, a raid which employed the new night-bombing technique and one which recon photos proved highly successful. The days efforts prompted Major General Samuel Anderson to personally call the group and commend it for the manner in which it had carried out its assignments⁹³.

- 89. Strike photograph. Exhibit No. 2-8.
- 90. Before and after photos. Exhibit No. 2-9.
- 91. Letter of commendation. Exhibit No. 2-10.
- 92. Photographs of bomb-strikes. Exhibit No. 2-11, 2-12.
- 93. Commendation. Exhibit No. 2-13.

VI. 410TH IN THE AIR Cont'd.

Last visual mission of the month saw the group lash out against the Viennese marshalling yard on 24 February 1945. The box attacked this target visually with "superior" results. A second box dropped on pathfinder aircraft and recon photos disclosed that nineteen direct hits were scored, severing all lines and sidings, further crippling Hitler's badly battered rail facilities.

Three blind bombing missions terminated the month's activities as the group dropped on GWR at Gleussen and behind pathfinder aircraft at Wickrath and Unna. The last of these raids proved highly successful, recon photos disclosing that the weight of the attack centered on and near the Unna Ordnance Depot, object of the attack, destroying a large number of buildings and damaging several more.

And so "fini" is written to a month's operations, a month which saw the "lightweight" of the 9th Bomb Division come through with a real man sized job, one that members of this group can well feel proud of. The A-20 may not be the biggest bomber in the BTO but 'twould be a mighty hard job convincing the members of this group that she isn't the best.

VII. STATION LIFE⁹⁴:

Station A-68 is located approximately midway between Rheims and Laon, France. A former German airfield, it had been used as an American fighter base prior to its occupancy by this group. It has two runways each sufficiently long to enable any American or British plane to land. Close to Rheims it is another "la guardia", housing at times every type of plane from liaison craft to the huge C-54. Unlike A-58 the Germans left so hurriedly that they permitted a large number of hangers to remain standing. These hangers are now scenes of great activity where mechanics and their helpers work round the clock in the all-out effort to keep every available plane in the sky.

Group Headquarters is located in one of two barracks-type buildings near the north end of the field just to the left of the main Laon-Rheims highway. The building adequately houses the administrative personnel of Headquarters as well as the 314 Station Complement. This building is located approximately one-quarter mile from the operations site which comprises Group Operations, Group Intelligence, Group Communications, Weather, Photo, Armament, Ordnance, Engineering and Tech Inspector. All these sections are grouped together in two large buildings - the Ops building and the Photo building on opposite sides of the main N/S highway. Each Squadron has its own operational site and this field is rapidly taking the shape of one of the finest that this group has ever occupied.

Along the entertainment line the Havoc Hippodrome, a converted hanger, offers nightly movies with shows starting at 1830 and 2030. Sufficiently large to accommodate between 600 and 700 men the hanger provides the first adequate theatre that the group has had. Group Headquarters personnel have both an officer's and enlisted men's club, the latter being unique in that it is a converted underground shelter which the Germans in Characteristic style had constructed in an effort to escape the constant allied aerial bombardment. The officer's club is located south of the field in the village of Cormicy. Known as the Chateau de Cormicy, it is the pride of every officer in Headquarters.

The quarters of the vast majority of assigned and attached Headquarters personnel, both officers and enlisted men, consist of a long "T" shaped barracks of innumerable rooms. Under the present set-up officers are living four men to the room with enlisted men living five to the room. Rooms are clean and uniform, 12X12 with white ceilings and walls and individual stoves. One wing of the

VII. STATION LIFE Cont'd.

building is complete with stall showers and tile baths, conveniences which this group had just about concluded no longer existed. As a whole the field is "just what the doctor ordered."

VIII. NIGHT BOMBING⁹⁵:

Employing three types of aircraft and a technique new to this theatre of operations, the 410th Bomb Group has become a pioneering group in the field of night bombardment. Primarily an A-20 outfit the group employs, in addition to the Havoc, the B-26 Marauder and the A-26 Invader. Still in the infant stage the night bombing technique shows definite promise of developing into a potent weapon. A constant threat to the movement of troops under cover of darkness it is aimed at the elimination of any breathing spell that Jerry may be getting in the present all-out tactical bombing program.

As said before the present program calls for the use of three types of aircraft, the A-20, B-26 and A-26. Because of the role it plays in the night missions the A-20 is known as the attack bomber, the B-26 as the flare ship and the A-26 as the marker bomber. Requiring perfect timing and teamwork, the night mission allows for no fumbles.

When the mission, after considerable time and care had been spent in planning, reaches the attack stage the first of the three types of aircraft employed appears over the target. Two B-26's carrying twenty flares and flying parallel courses drop their flares on GEE from altitudes of from 7000 to 9000 feet. Fifteen seconds later two more B-26's also flying parallel courses appear over the target and release a similar number of flares. The target and immediate vicinity having been illuminated by the flares the A-26 marker bomber sweeps in at minimum altitudes to mark the pinpoint target using for the purpose a colored flare or marker bomb. The A-26 appears over the target a maximum of 1½ minutes after the last flare ship. Following close "on the heels" of the A-26 come the A-20 attack bombers, each carrying a maximum load of six five hundred pound bombs. Attacking at five second intervals each aircraft releases its load of bombs on the target, peels off and heads for home. The attack bomber carries a crew of four men, pilot, bombardier-navigator and two gunners and bombs as an individual aircraft. Altitude of the attack bombers range from 4000 to 7000 feet.

The entire operation is controlled by a master bomber which remains over the target throughout the attack, giving directions and acting as auxiliary marker bomber. Interspersed with the attack bombers are B-26 flare ships which continue to drop their flares on the target thus keeping it illuminated. Oft times it is necessary to re-mark the target, a step which requires the utmost skill and perfect timing because of the continuous parade of attack bombers high overhead.

On the last of its night missions the 410th Bomb Group lashed out at the Hillesheim marshalling yard and recon photos disclosed more than 100 craters within a 1000 foot radius of the desired mean point of impact, a big step forward in the round - the - clock bombing of Nazi communications.

95. Photographs of aircraft used in night bombing. Exhibit No. 2-15.

MEMORANDUM
410TH BOMB REGIMENT GROUP (L)

REF 140, 145 May,
10 February 1945.

SPECIAL ORDERS)

NUMBER 13) E-X-T-R-A-C-T

2. CAPT IRVING J. WHITEHEAD, 0436812, (4822), Hq, 410th Bomb Gp (L) is aptd Group command officer (PROM BY) vice 1ST LT RICHARD C. WHITE, 0864701, 645th Bomb Sq (L) rel'd.

3. 1ST LT JAMES P. LINDHAY, 0580917, 647th Bomb Sq (L), is aptd Gp Gunnery officer (PROM BY) vice CAPT JAMES V. WHITEHEAD, 0-42082, Hq, rel'd.

4. Having been asgd to this group per per 3-71 No. 40, Hq, 4th Bomb Div (L), dtd 9 February 1945, the following are asgd to Orgns ind:

645TH BOMB SQ (L)

1ST LT L. RICHARD J. WHITE, 0672113 (1082)
2ND LT RICHARD W. WHITE, 0714703 (1082)
2ND LT RICHARD C. WHITE, 0206059 (1034)
2ND LT RICHARD C. WHITE, 087712 (1082)
1st James P. Lindhay, 0580917 (743)
Sgt Charles C. Davis, Jr., 08-20712 (777)
Sgt Herbert L. Dover, 0702533 (612)

646TH BOMB SQ (L)

2ND LT JAMES E. CHILDRIS, 0705563 (1034)

647TH BOMB SQ (L)

2ND LT CALVIN S. ROWE, 0721218 (1082)
2ND LT CHARLES J. STRANBY, 02057451 (1082)
P/O NORMAN H. KIRK JR, T133085 (1036)
Sgt John C. Mahony, 35233585, (748)
Sgt Cleo D. Austin, 38032126 (757)
Sgt Herbert L. Dover 16032220, (612)
2ND LT WILLIAM C. DOVER, 0715954 (1082)
2ND LT HARRY MICHENER, 0830113 (1082)
P/O JACK W. BISHARD, T132576 (1036)
P/O JAMES A. BEWILL, T126263 (1034)
S/Sgt Walter T. Kimowicz, 36728930 (749)
T/Sgt Roger W. Miller, 35001813 (575)
S/Sgt Thomas A. McMulty, 17055315 (612)

By order of Colonel HUGHES:

OFFICIAL:

ROSS B. WERTHER, JR.,
Major, Air Corps,
Adjutant.

/s/ Ross B. Werthrop, Jr.,
/t/ ROSS B. WERTHER, JR.,
Major, Air Corps,
Adjutant.

EXHIBIT No. 2-1.

HEADQUARTERS
410TH BOMBARDMENT GROUP (L)

AFD 140, U. S. Army,
19 February 1945.

SPECIAL ORDERS)

NUMBER 15) F-X-T-R-A-O-T

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1. CAPT JAMES C. EGAN, 0903586, AC, (1022) is hereby reld asgt 645th Bomb Sq (L) and asgd to Hq, 410th Bomb Gp (L) and aptd Asst Gp Qms C (ERIN DY) and a/c accident officer (ADD DY).

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By order of Colonel MURPHY:

ROSS B. NORTHRUP, JR.,
Major, Air Corps,
Adjutant.

OFFICIAL:

/s/ Ross B. Northrop, Jr.,
/t/ ROSS B. NORTHRUP, JR.,
Major, Air Corps,
Adjutant.

EXHIBIT No. 2-2

U.S. AIR FORCE
410th Bombardment Group (H)

AGO 140, 1.3. 1945,
2 March 1945.

GROUP SUMMARY OF OPERATIONS

UNIT	1 JANUARY 1945		15 MARCH 1945		31 MARCH 1945	
	EFF.	T.	EFF.	T.	EFF.	T.
410th BG	39	66	43	69	43	66
644th Bomb Sq (H)	75	311	77	312	77	308
645th Bomb Sq (H)	77	316	76	314	78	311
646th Bomb Sq (H)	57	2,77	54	2,77	54	2,78
647th Bomb Sq (H)	77	319	78	318	80	315
TOTAL:	325	1311	328	1308	332	1311

BERNARD J. GOLDMAN,
Captain, Air Corps,
Group Historical Officer.

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CONTINUED ON PAGE 2

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BOMBING DATA TIME REPORT
ALOTN BTR CE (L)

EXHIBIT NO. 2-4.

SECRET

[illegible]

TOTALS	PER	PERCENT	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000	1050	1100	1150	1200	1250	1300	1350	1400	1450	1500	1550	1600	1650	1700	1750	1800	1850	1900	1950	2000	2050	2100	2150	2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700	3750	3800	3850	3900	3950	4000	4050	4100	4150	4200	4250	4300	4350	4400	4450	4500	4550	4600	4650	4700	4750	4800	4850	4900	4950	5000	5050	5100	5150	5200	5250	5300	5350	5400	5450	5500	5550	5600	5650	5700	5750	5800	5850	5900	5950	6000	6050	6100	6150	6200	6250	6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250	7300	7350	7400	7450	7500	7550	7600	7650	7700	7750	7800	7850	7900	7950	8000	8050	8100	8150	8200	8250	8300	8350	8400	8450	8500	8550	8600	8650	8700	8750	8800	8850	8900	8950	9000	9050	9100	9150	9200	9250	9300	9350	9400	9450	9500	9550	9600	9650	9700	9750	9800	9850	9900	9950	10000
TOTALS	PER	PERCENT	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000	1050	1100	1150	1200	1250	1300	1350	1400	1450	1500	1550	1600	1650	1700	1750	1800	1850	1900	1950	2000	2050	2100	2150	2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700	3750	3800	3850	3900	3950	4000	4050	4100	4150	4200	4250	4300	4350	4400	4450	4500	4550	4600	4650	4700	4750	4800	4850	4900	4950	5000	5050	5100	5150	5200	5250	5300	5350	5400	5450	5500	5550	5600	5650	5700	5750	5800	5850	5900	5950	6000	6050	6100	6150	6200	6250	6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250	7300	7350	7400	7450	7500	7550	7600	7650	7700	7750	7800	7850	7900	7950	8000	8050	8100	8150	8200	8250	8300	8350	8400	8450	8500	8550	8600	8650	8700	8750	8800	8850	8900	8950	9000	9050	9100	9150	9200	9250	9300	9350	9400	9450	9500	9550	9600	9650	9700	9750	9800	9850	9900	9950	10000
TOTALS	PER	PERCENT	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000	1050	1100	1150	1200	1250	1300	1350	1400	1450	1500	1550	1600	1650	1700	1750	1800	1850	1900	1950	2000	2050	2100	2150	2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700	3750	3800	3850	3900	3950	4000	4050	4100	4150	4200	4250	4300	4350	4400	4450	4500	4550	4600	4650	4700	4750	4800	4850	4900	4950	5000	5050	5100	5150	5200	5250	5300	5350	5400	5450	5500	5550	5600	5650	5700	5750	5800	5850	5900	5950	6000	6050	6100	6150	6200	6250	6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250	7300	7350	7400	7450	7500	7550	7600	7650	7700	7750	7800	7850	7900	7950	8000	8050	8100	8150	8200	8250	8300	8350	8400	8450	8500	8550	8600	8650	8700	8750	8800	8850	8900	8950	9000	9050	9100	9150	9200	9250	9300	9350	9400	9450	9500	9550	9600	9650	9700	9750	9800	9850	9900	9950	10000
TOTALS	PER	PERCENT	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000	1050	1100	1150	1200	1250	1300	1350	1400	1450	1500	1550	1600	1650	1700	1750	1800	1850	1900	1950	2000	2050	2100	2150	2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700	3750	3800	3850	3900	3950	4000	4050	4100	4150	4200	4250	4300	4350	4400	4450	4500	4550	4600	4650	4700	4750	4800	4850	4900	4950	5000	5050	5100	5150	5200	5250	5300	5350	5400	5450	5500	5550	5600	5650	5700	5750	5800	5850	5900	5950	6000	6050	6100	6150	6200	6250	6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250	7300	7350	7400	7450	7500	7550	7600	7650	7700	7750	7800	7850	7900	7950	8000	8050	8100	8150	8200	8250	8300	8350	8400	8450	8500	8550	8600	8650	8700	8750	8800	8850	8900	8950	9000	9050	9100	9150	9200	9250	9300	9350	9400	9450	9500	9550	9600	9650	9700	9750	9800	9850	9900	9950	10000
TOTALS	PER	PERCENT	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000	1050	1100	1150	1200	1250	1300	1350	1400	1450	1500	1550	1600	1650	1700	1750	1800	1850	1900	1950	2000	2050	2100	2150	2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700	3750	3800	3850	3900	3950	4000	4050	4100	4150	4200	4250	4300	4350	4400	4450	4500	4550	4600	4650	4700	4750	4800	4850	4900	4950	5000	5050	5100	5150	5200	5250	5300	5350	5400	5450	5500	5550	5600	5650	5700	5750	5800	5850	5900	5950	6000	6050	6100	6150	6200	6250	6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250	7300	7350	7400	7450	7500	7550	7600	7650	7700	7750	7800	7850	7900	7950	8000	8050	8100	8150	8200	8250	8300	8350	8400	8450	8500	8550	8600	8650	8700	8750	8800	8850	8900	8950	9000	9050	9100	9150	9200	9250	9300	9350	9400	9450	9500	9550	9600	9650	9700	9750	9800	9850	9900	9950	10000
TOTALS	PER	PERCENT	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000	1050	1100	1150	1200	1250	1300	1350	1400	1450	1500	1550	1600	1650	1700	1750	1800	1850	1900	1950	2000	2050	2100	2150	2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700	3750	3800	3850	3900	3950	4000	4050	4100	4150	4200	4250	4300	4350	4400	4450	4500	4550	4600	4650	4700	4750	4800	4850	4900	4950	5000	5050	5100	5150	5200	5250	5300	5350	5400	5450	5500	5550	5600	5650	5700	5750	5800	5850	5900	5950	6000	6050	6100	6150	6200	6250	6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250	7300	7350	7400	7450	7500	7550	7600	7650	7700	7750	7800	7850	7900	7950	8000	8050	8100	8150	8200	8250	8300	8350	8400	8450	8500	8550	8600	8650	8700	8750	8800	8850	8900	8950	9000	9050	9100	9150	9200	9250	9300	9350	9400	9450	9500	9550	9600	9650	9700	9750	9800	9850	9900	9950	10000
TOTALS	PER	PERCENT	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000	1050	1100	1150	1200	1250	1300	1350	1400	1450	1500	1550	1600	1650	1700	1750	1800	1850	1900	1950	2000	2050	2100	2150	2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700	3750	3800	3850	3900	3950	4000	4050	4100	4150	4200	4250	4300	4350	4400	4450	4500	4550	4600	4650	4700	4750	4800	4850	4900	4950	5000	5050	5100	5150	5200	5250	5300	5350	5400	5450	5500	5550	5600	5650	5700	5750	5800	5850	5900	5950	6000	6050	6100	6150	6200	6250	6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250	7300	7350	7400	7450	7500	7550	7600	7650	7700	7750	7800	7850	7900	7950	8000	8050	8100	8150	8200	8250	8300	8350	8400	8450	8500	8550	8600																												

SECRET

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CONCLUSIONS:

[illegible]

SOURCE OF DATA: IS TO MISSION COMMANDER, BIRTH OF CREW,
BIRTH OF OFFICER, BIRTH OF LOAN, BIRTH

SECRET

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Prepared by: Statistical Control Office SA
 11/26/2010

SECRET

W-GMO-3

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

SECRET
AUTH: CG, 9 B.D.
DATE: 2 Feb 45
INIT: _____

PO 140, U. S. Army,
2 February 1945.

MOVEMENT ORDERS)

NUMBER.....9)

1. The following units will move from A-58 to A-68 on or about 8 February 1945. (Auth: Ltr, Headquarters Ninth Air Force, Subj: "Movement of Troops (No. 60)", 25 January 1945.)

Unit	Strength	
	Off	IM
Hq, 410th Bomb Group (L)	28	45
644th Bomb Squadron (L)	66	255
645th Bomb Squadron (L)	66	255
646th Bomb Squadron (L)	66	255
647th Bomb Squadron (L)	66	255
314th Station Complement Squadron	11	92
Det "A", 1176th Military Police Co (Avn)	2	48
2145th Engineer Fire Fighting Platoon	1	22
Det "ZV", 21st Weather Squadron	3	7
Det "ZV", 40th Mobile Communications Sq	0	9
A-26 Mobile Training Unit No. 120	1	10
206th (US) Medical Dispensary (Avn) (RS)	3	13

2. Movement is authorized by air, rail and/or motor transportation. TDM 60-114 P 433-01-02-03-04-05-06-07-08 A 212/50425.

3. a. All individual and organizational equipment will be taken.

b. This is a permanent change of station.

4. The provisions of Section IV and V, Memorandum 55-2, Headquarters Ninth Air Force, dated 6 November 1944, will be strictly complied with and required reports rendered without delay.

By command of Major General ANDERSON:

RICHARD C. SANDERS,
Brig. Gen., U.S.A.,
Chief of Staff.

OFFICIAL:

/s/ S.L. Parmenter,
/t/ S.L. PARMENTER,
Captain, Air Corps,
Asst Adj General.

-1-

EXHIBIT No. 2-5

SECRET

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

330.13

APO 140, U S Army,
22 February 1945.

SUBJECT: Commendation.

TO : Commanding Officer, 410th Bombardment Group (L), APO 140, U S Army.

I desire to commend you, and your entire organization, for the excellent condition in which Station A-58 was left upon your departure. Representatives of the occupying group stated that they considered the general appearance of the station to be "Superior". An inspection conducted by the Inspector General of this headquarters resulted in a most gratifying report which reflects credit on you and every member of your command. The splendid condition of the station clearly indicates able leadership on the part of you and your officers, and an outstanding degree of discipline and fine spirit of cooperation on the part of all enlisted personnel in your organization.

s/ Samuel E Anderson
t/ SAMUEL E. ANDERSON,
Major General, USA,
Commanding.

330.13

1st Ind.

• HEADQUARTERS, 410th BOMBARDMENT GROUP (L), APO 140, U S Army, 25 February 1945.

TO: Commanding Officers, All Units, This Station.

Forwarded for your information.

By order of Colonel HUGHEY:

ROSS B. NORTHROP, JR.,
Major, Air Corps,
Adjutant.

EXHIBIT No. 2-c.

410TH BOMB GROUP (1.)

SUMMARY OF OPERATIONS

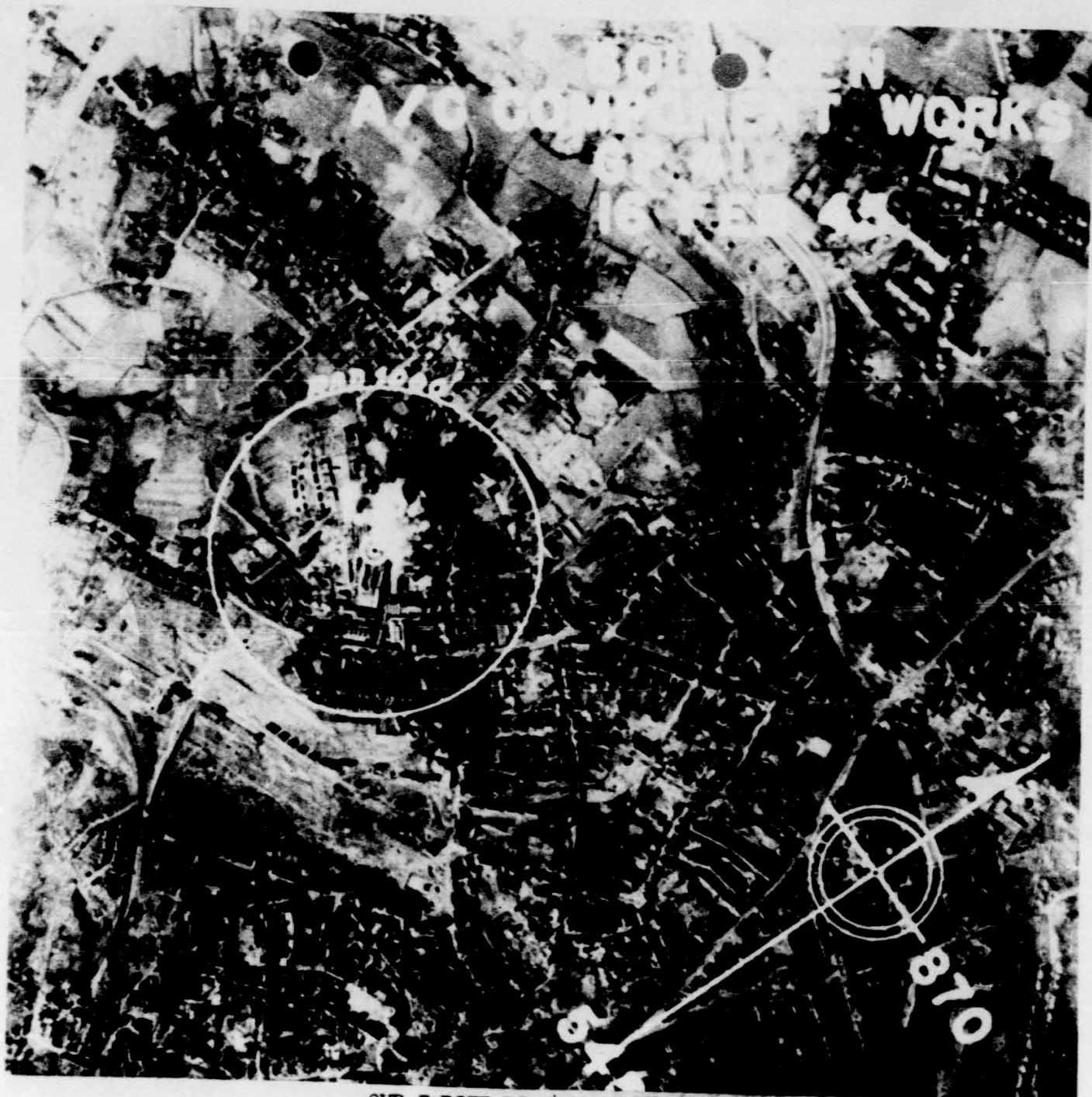
May, 1944 - Feb, 1945

Aircraft dispatched	May 1944	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	To Date
	1048	1134	841	866	437	572	521	629	471	831	7420
Abortive sorties	249	212	145	33	3	44	65	76	12	36	881
Due to: Weather	194	163	67	24		30	59	34	7	33	623
Malfunction	10	3	12	1	3	4	6	6	6	3	64
Personnel	2	3	1								6
Other	43	38	65	1	3	2	30				188
Aircraft sorties	849	772	696	633	333	323	456	623	458	845	6552
Sorties abortive	323	36	191	246	33	145	91	137	88	29	1419
Due to: Weather	246	50	108	229	78	120	43	129	55	15	1078
Malfunction	9	7	6	3	2	3	2	2	1	3	37
Personnel	6	4	3	4	2	3	3	4	4	3	38
Other	9	7	6	4	2	19	1	1	1	1	32
Aircraft attacking Tgt.	536	586	505	637	306	183	365	486	370	516	5140
Bombs on Target	2205	4645	2442	3173	1524	1038	2133	2762	2050	4427	26307
Flying Time	1455:00	2456:20	2416:10	1520:50	1562:10	1473:30	1950:55	2660:40	2107:20	2107:20	
Number of Missions	30	32	25	27	12	10	15	15	14	23	206



OUR TARGET IS MISSING

The 410th Bomb Group on 16 Feb 1945 dispatched six flights of A-20's against the aircraft component works at Solingen in the Ruhr. The mission had been dispatched against this target in an effort to destroy or at least cripple the industry which was engaged in the manufacturing of engines for jet propelled aircraft. The magnificent record of the group, perhaps, played no little part in the assignment of this key industrial target, which it must be admitted, was quite a big dish for a fellow as little as the A-20. Hitting hard, the group proved it could take the assignment in stride and when the A-20's left the target area several of the buildings were missing, others had been severely damaged and the industry as a whole was quite badly crippled. Bombs on the target are those of the first flight while bombs from three other flights blanketed the area and completed the job.



OUR TARGET IS MISSING
 The 410th Bomb Group on 16 Feb 1945 dispatched six flights of A-20's against
 the aircraft

SECRETARY AIR FORCE
 410TH BOMB GP (1)

REF ID: A66248



410TH BATTAL (L)
ATTACH 2-9

EXHIBIT NO. 2-9



COASTAL AREA (1) 10-10-1974

HEADQUARTERS
NINTH AIR FORCE ADVANCED

APO 696, U. S. Army,
21 February 1945.

SUBJECT: Commendation for 410th Bombardment Group.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U. S. Army.

1. Strike photographs show the 410th Bombardment Group on 19 February, 1945 bombed the Mechernich Motor Vehicle Repair Center with truly superior accuracy, both boxes completely blanketing the target with scarcely a wasted bomb.

2. Such accuracy is outstanding, even on the enviable record of the sharp-shooting 410th Group. Please convey to that unit my heartiest congratulations. The enemy already is critically short of motor transportation and such attacks materially lessen his ability to continue the war.

s/ Hoyt S. Vandenberg
t/ HOYT S. VANDENBERG
Major General, USA
Commanding.

1st Ind. Bi-S-1
HEADQUARTERS, 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. Army. 27 February 1945.

TO: Commanding Officer, 410th Bombardment Group, APO 140, U S Army.

It is with sincere pleasure that I add my commendation to that of General Vandenberg. The continued receipt of commendations such as this unquestionably marks stepping stones in the successful progress of the war.

s/ Samuel E. Anderson
t/ SAMUEL E. ANDERSON
Major General, USA
Commanding.

A TRUE COPY:

S/ Ross B. Northrop, Jr.,
t/ ROSS B. NORTHROP, JR.,
Major, Air Corps,
Adjutant.

EXHIBIT No. 2-10

It might be said that the 410th Bomb Group on 22 February 1945, went all-out. Eight flights of B-20's came through with almost perfect bombing against six different targets in Germany. Known as the "Operation Clarion" and aimed at enemy rail communications it was a huge success as the group racked up six "superiors" and two "Excellents". The first phase reports had barely reached Bomber Command before Major General Anderson was on the phone personally commending the group. Said General Anderson: "I am damn proud of you and your continued success".

The precision bombing below was the "order of the day" as the group smashed bridges, roundhouses, rolling stock and hundreds of feet of track. Coming through with jobs well done were flights led by the pilot-bombardier teams of Colonel Hughey and Capt. Hobbs, Capt. Munro and Lt. Shumate, Lt. Col. Kuhn and Capt. Shelton, Capt. Moore and Lt. Bates, Major Weiser and Lt. Landon, Capt. Anderson and Lt. Reiman, Lt. Col. Riggle and Capt. Alexander and Major Wunderl and Lt. Bumpus.



SHIMMERN M/Y
410TH BOMB GP (1)

EXHIBIT NO. 2-11

Bombs burst on roundhouse as the flight led by Lt. Col. Rieggle and Capt. Alexander "lays them in". Recon photos taken shortly after the attack showed the roundhouse practically demolished and the turntable destroyed. In addition many direct hits were scored on the main line and sidings and all lines were rendered unserviceable. Smoke also billows from the eastern end of the marshalling yard, the result of bombs "zeroed in" by another flight led by Major Wunderl and Lt. Bumpus. Bombing such as that below was duplicated by six other flights as the 410th enjoyed a field day at the expense of Hitler's rail communications. Upon completion of the mission General Anderson personally commended the group for its fine work, work which has sent the 410th to the top rung of the Bomber Command ladder.



SHIMMER M/Y
410TH BOMB GP (L)

TO: 410TH BSB GROUP (L).

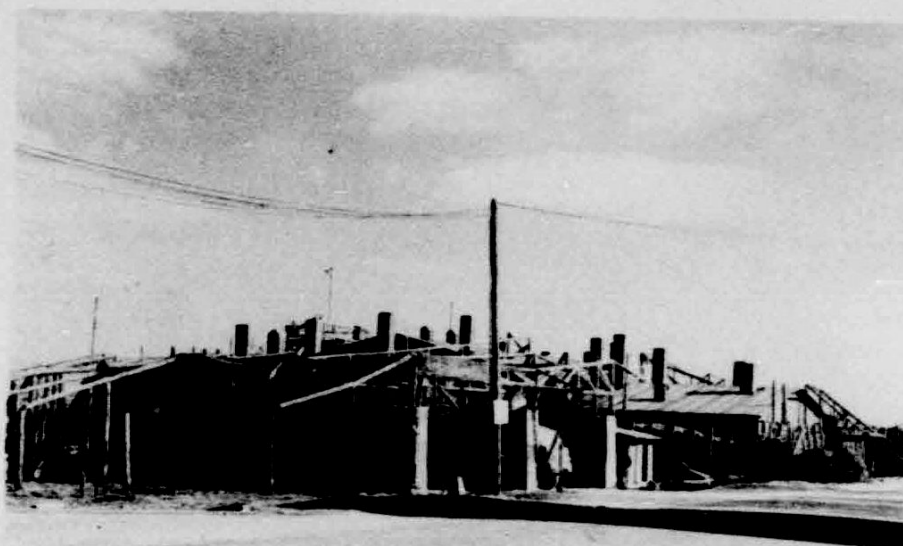
FROM: 9TH BSB DIV, A 97TH BSB.

"I congratulate and commend you most highly for the results obtained on the operation Clavon and for following up a few hours later with large scale and very successful night operations.

The Versatility, initiative, aggressiveness and accuracy you displayed was outstanding. I am damn proud of you and your continued success.

Signed EDWARDS.

EXHIBIT NO. 2-13.



TOP

OPS BUILDING

3-4

LOWER

R.M. CLUB

EXHIBIT NO. 2-14



TOP

AMERICAN RED CROSS

LOWER

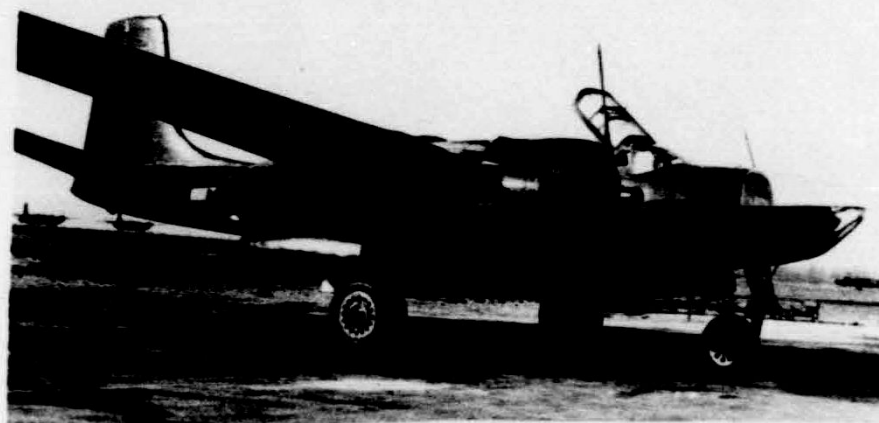
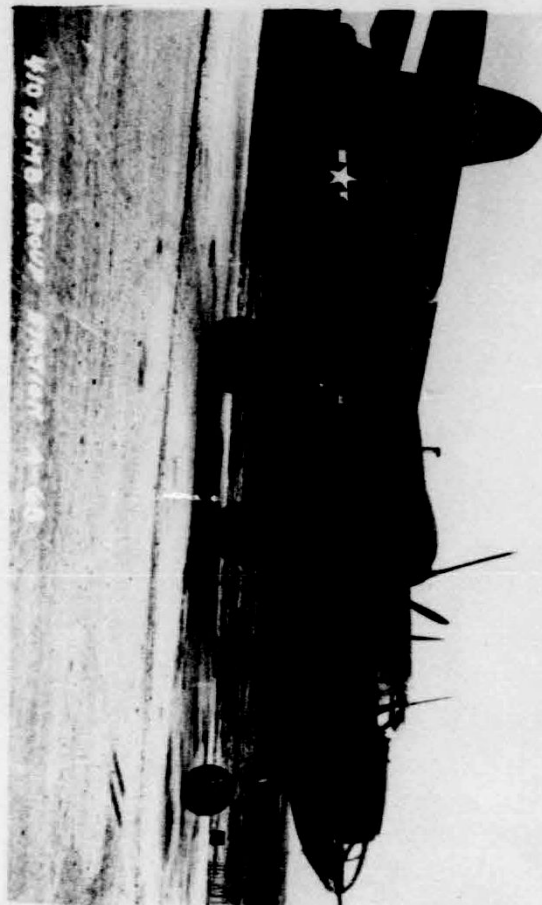
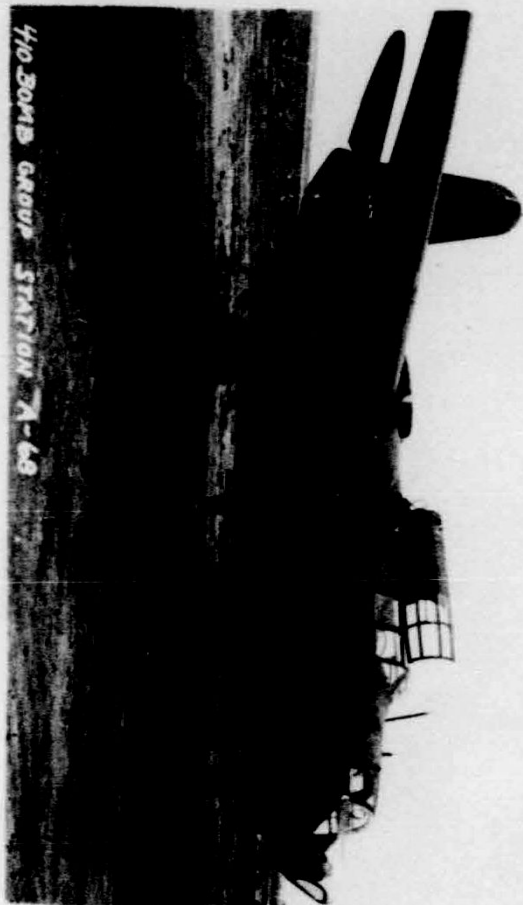
BASE THEATRE



GROUP HEADQUARTERS



TOP
HEADQUARTERS BARRACKS
LOWER
HEADQUARTERS MESS



UPPER-LEFT
A-20 ATTACK BOMBER

UPPER-RIGHT
B-26 PLANE SHIP

BOTTOM
A-26 MARSH BOMBER