HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Intelligence Officer
United States Forces

APO 557
19 April, 1945

SUBJECT: Intelligence Narrative
Mission: Falkenberg, Germany

TO : Commanding Officer, 306th Bombardment Group (H)

1. Narrative

The 306th Group flew 38 A/C including 4 PFF/Gee H and 2 PFF as 40 "A". Assembly was satisfactory. Left Clacton, 0810, 5,000 feet; 5129N x 0325E, 0847, 5,000 feet. I.P. 5202N x 1317E, 1054, 24,500. Between I.P. and target, one squadron from 401st Bomb Group converged on this group from the left and above, forcing lead and low squadrons to abandon run. High dropped on 1st run at 1058. Lead made 360 turn to left and made second run, bombing on heading of 284 degrees, at 1113, turned right to avoid Torgau flak, then left between Torgau and Leipzig, back on briefed course at 5103N x 1242E. Low was forced off its first run, made 360 to right, was unable to release on second run, made another 360 to right over Torgau, bombed on third run, heading 162 degrees, 1118 hours. Low continued to south, going to southwest of Chemnitz, then 40 miles south of course, rejoining briefed route in Bonn area. Left Dutch coast 5123N x 0323E, 1406; Clacton, 1443, 2,000 feet; Base 1524.

Buckeye, at 1045, reported #1 target visual, OK at bombing altitude.

All PFF equipment worked satisfactorily and was used for navigation only.

Gee H equipment in deputy leader and High leader worked satisfactorily. Lead equipment was out, and Low leader's returns were too weak to be used for navigation or bombing.

2. Fighter Opposition and Fighter Support

There was no E/A opposition on this Group

P-51's first picked up at 1010 hours at 5203N x 0925E, gave close support throughout route and in target area; stayed in area while lead made 2 runs and low made 3 runs. When low squadron was alone after bombing until Rhine, fighters stayed with them and gave close support. A/C of 4th, 352nd and 353rd Fighter Groups were identified.

3. A.A. Gun Fire

No A.A. fire at target. Low squadron made 360 over Torgau where one A/C received severe damage from meager but fairly accurate tracking A.A. fire. No other damage.

4. Bombing

306th as 40 "A", bombed #1 target, Falkenberg, each squadron making separate, visual run. Lead and Low were forced off bomb run; High dropped on first run with bombs centered squarely on aiming point. Lead, dropping on second run, hit assigned aiming point, with bulk of pattern centered slightly to west. Low squadron made 3 runs, found briefed aiming point obscured by smoke, and changed aiming point. Strike photos show this point well hit.

5. Nickels
A/C 604-A dropped 10 T-365 on Falkenberg.

6. Weather
Takeoff clear; Channel 10/10 low cloud, diminishing to 3/10 at Rhine. Target 1/10 low cumulus. Slight haze at bombing altitude; no contrails. Same on withdrawal.

7. A/C In Distress and A/C Returning Early
None.

JOHN A. BALDESPARGER,
Major, AC,
Group S-2.

19 April 1945 FALKENBURG

Because of an absence of records in National Archives, no crew interrogation reports are available for this mission. From other sources we have constructed a list of pilots flying this date, and in some cases are able to identify their aircraft.

367th

Lt. Frederick Mitchell	
Lt. Leonard Smith	44-8671
Lt. Roy Marks	
Lt. Frederick Shepard	
Lt. Jackson Wells	
Lt. Joseph Hahn	
Lt. Hubert Verdick	
Lt. Carroll Hills	
Lt. John Gooch	

368th

Lt. Richard Claeys	44-8676
Lt. James Bigham	
Lt. James Burgess	
Lt. Duane Clocksin	
Lt. Fred Hales	
Lt. Richard Hartshorn	44-8838
Lt. Lawrence Marks	
Lt. Ned McKinny	
Lt. Alfred Sykes	
Lt. Richard Weiser	

369th

Capt. Walter Kuenstler	44-8662
Lt. John A. Callahan	44-8652
Lt. Robert Collins	
Lt. Clarence Fisher	
Lt. Benjamin Grumbles	
Lt. John McDonald	
Lt. Lowell Mikles	
Lt. Edward Sandini	
Lt. Ray Schieb	
Lt. Robert Woods	

423rd

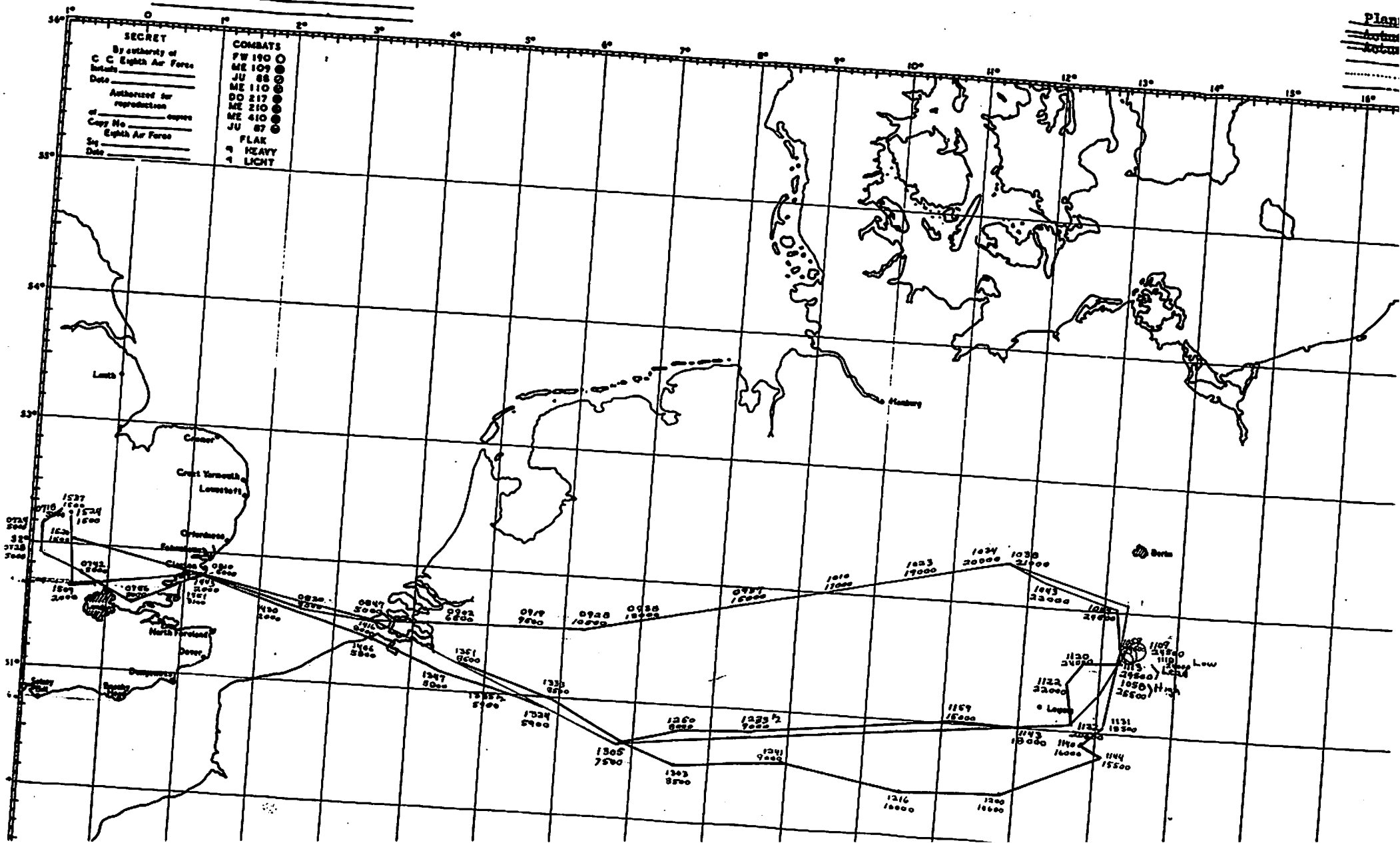
Lt. Donald Cheney 44-8570

Lt. L. Eugene Smith

TARGETS
PRIMARY Priority No. 1 Target - Falkenberg, Germany (Attacked)

TRACK CHART

DATE 19 Apr. 1945



Plan

Report on A.A. Gunfire
306th Bomb Group (H)

1. TARGET.. Falkenberg ..... DATE OF MISSION. 19 April, 1945..

2. ROUTE AS FLOWN:- As briefed except for 360 degree turns in target area.

3. Weather Conditions (a) At Target....CAVU - Haze.....
(b) En Route ....3/10.....

4. Were our A/C "Seen" or "Unseen" Targets? (a) At Target..Seen.....
(b) En Route..Seen.....

Any Condensation Trails?.....None.....

5. Description of Flak at Target, including METHOD OF FIRE CONTROL, if possible.

None.

6. Flak encountered or observed en route. (In order experienced if possible.)

Torgan - meager fairly acc. tracking for approx. 2 minutes. One A/C received severe damage in this area.

7. Was CHAFF carried? Was it used as briefed, if not how was it used? Observation of crews.

.....24....A/C carried.....48.....carpet sets.
6 A/C carried spot jamming sets.
32 A/C released 11,800 units of chaff.

8. Position of Group and Combat Wing.....40th "A".....

91 Details:-

Group	A/C over E/Terr	Damaged Sli	Damaged Ser	A/C Lost Flak	A/C Lost E/A	A/C Lost Acc	A/C Lost Unkn	Axis of Attack	Axis of Withdrawal	T.O.T	Height
Lead	13	0	0	0	0	0	0	284	325	1113	24,500
High	13	0	0	0	0	0	0	193	010	1058	25,000
Low	12	0	1	0	0	0	0	162	210	1118	24,000
	38	0	1	0	0	0	0				

Group was interferred with by the 401st group while on the bomb run so held bomb did 360 to left and made second run. Lead dropped on second run. High dropped on fi run, but followed lead over target second time. Low's bombs hung up on second run ar made another 360 degree turn, this time to the right and got into the flak at Torgan. Low bombed on third run.

HEADQUARTERS
AAF STATION 111
APO 557

E-A-3

19 April 1945.

SUBJECT: Fuel Consumption Report - Falkenberg, Germany.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

1. Gallonage and Flight Time:

40TH "A" LEAD

A/C Number	Flight Time	Gallons
44-6515	8:50	2210
43-38683	8:30	1980
42-38129	8:30	2100
44-8570	8:35	2100
44-8671	8:50	2110
43-38910	8:45	2280
43-37616	8:50	2030
44-6012	8:45	2200
42-97505	8:45	1980
43-38153	8:45	2155
44-8516	8:45	2175
42-31418	8:40	2210
44-6585	8:45	2340

40TH "A" LOW

43-37611	8:45	2120
42-97133	8:25	Not Serviced.
43-39174	8:45	2190
44-8662	8:50	2270
43-38765	8:45	Not Serviced.
44-6819	8:45	2500
42-97896	8:40	2160
43-38832	8:40	2185
42-31143	8:40	2120
43-38713	8:45	2150
43-37600	8:35	2230
44-8652	8:50	2150

40TH "A" HIGH

43-38412	9:15	2260
44-6604	9:10	2350
44-6563	9:00	2270
44-8676	9:15	2320
43-38429	9:15	2250
43-38913	8:25	2215
43-38802	9:10	2490
43-39028	9:10	2175
43-38711	9:05	2340
43-38914	9:05	2250
44-6814	9:05	2150
43-38916	9:00	2275
44-8838	9:10	2200

ANNEX TO GROUP ENGINEERING REPORT ON COMBAT MISSION OF 19 APRIL, 1945. F-A-

A/C NUMBER	TOTAL FLIGHT TIME	TOTAL GAS CONSUMED	AVERAGE PER HO
44-6515	8:50	2210	250
43-38683	8:30	1980	233
42-38129	8:30	2100	247
44-8570	8:35	2100	244
44-8671	8:50	2110	239
43-38910	8:45	2280	260
43-37616	8:50	2030	230
44-6012	8:45	2200	251
42-97505	8:45	1980	226
43-38153	8:45	2155	246
44-8516	8:45	2175	248
42-31418	8:40	2210	255
44-6585	8:45	2340	267
43-37611	8:45	2120	242
42-97133	8:25	"Not Serviced - Repair Battle Damage"	
43-39174	8:45	2190	250
44-8662	8:50	2270	257
43-38765	8:45	"Not Serviced - General Maintenance"	
44-6819	8:45	2500	285
42-97896	8:40	2160	249
43-38832	8:40	2185	252
42-31143	8:40	2120	244
43-38713	8:45	2150	257
43-37600	8:35	2230	259
44-8652	8:50	2150	243
43-38412	9:15	2260	244
44-6604	9:10	2350	256
44-6563	9:00	2270	252
44-8676	9:15	2320	250
43-38429	9:15	2250	243
43-38913	8:25	2215	263
43-38802	9:10	2490	271
43-39028	9:10	2175	237
43-38711	9:05	2340	257
43-38914	9:05	2250	247
44-6814	9:05	2150	236
43-38916	9:00	2275	252
44-8838	9:10	2200	240

** Gas Load on all aircraft was 2780.
** Bomb Load on all aircraft was 12 x 500 RD, with the exception of 44-6604 which carried Nickels.

Ave. 10 highest 2344 gals. for 8:59 - 261 gal/hr. Highest 2500 = 285 gal/hr

HEADQUARTERS
AAF STATION 111
APO 557

19 April 1945.

SUBJECT: Report of Operations Officer - Mission of 19 April 1945 - Falkenberg.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

40th "A" Lead

1. General Narrative:

a. The 306th Group, flying "A" in the 40th Combat Wing, began taking off at 0641 hours to bomb a target at Falkenberg, Germany. Assembly was performed over Podington and the ordered route flown over England, departing on time and course. The Air Division was assembled on the cross-channel leg from Clacton.

b. The ordered route was flown to the IP. Buckeye reported No. 1 target visual and a visual run was begun. Between the IP and the target, a Squadron from the 401st Group converged on the Group from the left and above, forcing the low and lead Squadrons to abandon the run to avoid having bombs dropped through the formation. Lead Squadron made a 360° turn and bombed the No. 1 target visually with good results. Weather in target area was 1/10th cloud with slight haze.

c. After bombing, the lead Squadron made a wide turn to the right to avoid a flak area at Torgau, and turned left again until intercepting the briefed route. From this point the return route was substantially as ordered with minor deviations made. Lead plane landed at 1532 hours. 40th "A" Group was number 5 in the First Air Division.

d. Friendly fighter support was close and continuous throughout. No flak was encountered at the target although some was observed at Torgau. No enemy fighters were observed.

2. Aircraft Not Attacking:

a. The lead Squadron was made up of 13 A/C, including two H2X/Gee-H combination planes and a flying spare which completed the mission. All A/C attacked the priority No. 1 target visually with good results.

3. Lost Aircraft:

a. No planes were lost.

40th "A" Low

1. General Narrative:

a. Reference is made to narrative of the lead Squadron with the following additions:

(1) Low was forced off the bomb run with the lead Squadron and made a 360° turn and a second run. However, the run was too short and leader made another

[redacted]

360° turn and began a third run. Due to smoke from previous bombing, the lead bombardier shifted his aiming point, hitting the new one squarely.

(2) Squadron flew southwest of Chemnitz after bombing, and continued 40 miles south of course until intercepting the briefed route near Bonn. Return from there was as ordered.

(3) Over Torgau the low encountered some meager but accurate flak.

(4) Lead plane took off at 0656 hours and landed at 1545.

2. Aircraft Not Attacking:

a. The low Squadron was made up of 12 A/C including an H2X/Gee-H combination plane and an H2X plane. All A/C attacked the priority No. 1 target with good results.

3. Lost Aircraft:

a. No planes were lost.

40th "A" High

1. General Narrative:

a. Reference is made to narrative of the lead Squadron with the following additions:

(1) The high Squadron continued on the first bomb run, as interfering Group did not force them. Bombing was visual with bombfall square on the briefed MPI.

(2) Squadron rejoined the lead and returned with them. Lead plane took off at 0643 hours and landed at 1602.

2. Aircraft Not Attacking:

a. The high Squadron was made up of 13 A/C, including an H2X/Gee-H plane, an H2X plane, and a flying spare which completed the mission. All A/C attacked the priority No. 1 target with excellent results.

3. Lost Aircraft:

a. No planes were lost.

BILLY W. CASSEDAY,
Major, AC,
Deputy for Operations.

[redacted]

HEADQUARTERS
AAF STATION 111
APO 557

19 April 1945.

SUBJECT: Navigation Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

1. Group assembly was performed on the Podington buncher departing on time on course in Group formation. Division formation was accomplished on the cross-channel leg from Clacton.

2. Rendezvous weather was as briefed with about 5/10ths fog and haze. These conditions continued to the English Coast out and across the English Channel to approximately 0300E where 10/10ths cloud was encountered. These 10/10ths conditions prevailed to 0500E where clouds became 5/10ths and continuing to diminish until it was 3/10ths at 0700E and CAVU all the way from 0800E to the target. It was 2/10ths on the return route from the target to 0900E, increasing until it was 7/10ths coverage at 0700E, and 10/10ths at 0300E. 10/10ths conditions prevailed from this point to 0130E, suddenly breaking off. Remainder of trip over Channel and on the route over England was CAVU.

3. Metro winds were checked by Pilotage, Gee, Mickey, coordinated with the Air Position Indicator. Wind velocities were found to be much greater than briefed.

4. Route over England was as ordered departing the English Coast on course on time. The Dutch Coast was entered on course and the route to the IP at 5202 1347 flown in trail of the 401st Group. An unidentified Squadron overran the lead and low on the bomb run and forced the leaders to make a wide 360 turn to avoid having bombs dropped directly on the Squadrons. The high was able to make its bomb run on the first time over the target, Falkenberg, and turned right off the target, re-joining the lead at 5146 1330 which was the lead's IP for the second run. The lead bombed the target on the second time and made a wide turn to the right to avoid flak at Torgau and turned left again at 5138 1253, continuing the turn until re-joining the briefed withdrawal route at 5104 1242. From this point to 5040 0650, briefed route was flown as ordered slightly north of course. The Dutch Coast was departed nine miles south of course because pilot had difficulty with the AFCE and Group had drifted south of course. The briefed route across the English Channel was flown as ordered and the English Coast entered on course at Clacton. Watford was made good and all aircraft returned to base via stand-off areas. The low Squadron was unable to drop on the first run because of collision course with an unidentified Squadron. The bombs were held after the first 360 because run was too short and a second 360 initiated. The visual primary, Falkenberg, was bombed on the third try. Squadron flew south of the briefed rally point to avoid possible flak at Chemnitz, staying south of the briefed route and re-entering ordered route at 5040 0650. Squadron remained on course to the coast, entered England as ordered and returned to base via standoff airfield.

5. The target was identified and bombed visually by all three Squadrons.

6. Navigational aids used were the Air Position Indicator, the Astro Compass, Radio Compass, Gee and PFF equipment.

A. The most easterly reported Gee fix was at 1125, 5117-1325, at an altitude of 24,000 feet.

B. There was no reported Gee jamming and interference consisted of grass.

7. A. Formation check points were as ordered.
B. Two Squadrons of 1 B, 3 miles, 1100. (1st. CBW flew through 40th CBW at K, cutting 305th off so that they had to do a 360.)
C. 4 miles, 0600, 500 feet higher.
D. High Squadron, 0830, 200 yards.
Low Squadron, 0530, 200 yards.
E. None.

8. Command navigator was 1st Lt. H. D. Wolffe. Lead navigators were 1st Lt. J. M. Jaeger and F/O R. Kane. Group deputy navigator was F/O J. Reich.

John D. MacPherson
JOHN D. MACPHERSON,
Captain, AC,
Group Navigator.

CONFIDENTIAL
21 APR 1945

SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT NO. K. 4302

LOCALITY: FALKENBERG Railway Centre
(G.S.G.S. 4416/Q-7 - 815460)

PERIOD COVERED: Between 1330B hours on 19 APR 1945 and 1230B hours on 20 APR 1945.

ATTACK:

	Date	S.A.	Reported Weather
U.S. 8TH AIR FORCE	19 APR 1945	3603	Clear

PROVISIONAL STATEMENT ON DAMAGE:

Smoke-free photographs confirm the severe damage to the target indicated in Immediate Interpretation Report No. K. 4302.

It can now be seen that a heavy explosion occurred in the North Marshalling Yard, as a result of which many tracks in the area were obliterated and great damage to rolling stock done. Several fires are still burning among rakes of damaged wagons standing in the Yard, and the Loco. Depot is seen to be severely damaged. In one semi-roundhouse, eight locomotives are seen stabled in the portion where the roof has been destroyed, and the turntable has been destroyed by a direct hit.

In the East Yard, many hits are seen among the sidings, many tracks are cut and wagons damaged. All main lines passing through the Yard are cut by groups of craters.

Repairs to through tracks are in progress on the Dresden/Berlin line; some craters have already been filled and tracks relaid, but there is no sign of activity in the vicinity of the wrecked flyover bridge on the Cottbus/Leipzig line, portions of which are blocking the North/South tracks.

Details of additional damage are as follows:

LOCOMOTIVE AND REPAIR FACILITIES:

North Loco. Depot	Both semi-roundhouses severely damaged. One turntable is wrecked by a direct hit.

TERMINAL FACILITIES:

No additional damage visible beyond that already reported.

MARSHALLING YARDS:

North Yard	Many tracks obliterated in the centre of the yard by a heavy explosion.
East Yard	Many hits among sidings have cut nearly all tracks and many damaged wagons are seen.

LOCOMOTIVES AND ROLLING STOCK:

North Yard	Eight locomotives are probably damaged in the Northernmost roundhouse. One locomotive is seen on its side near the turntable. Some fires are seen still burning among the many damaged wagons on the sidings.
East Yard	Many wagons are damaged or derailed, and some fires are still burning.

/THROUGH RUNNING LINES:

THROUGH RUNNING LINES:

East/West Tracks : All lines cut by groups of craters at a point passing the East Yard.

REPAIRS:

Repairs in progress to the Berlin/Dresden through lines. No signs of activity on the East/West lines. No sign of clearance of the wrecked flyover bridge.

LOADING:

Moderate - North Yard.

Heavy - East Yard.

The following assessment of unserviceability (contributed by 'F' Section) is based upon total damage to the rail facilities:

NORTH YARD:

Loco. Depot	65%
Reception Sidings	50% (100% Through Working)
Sorting Sidings	100%
Storage Sidings	100%
Holding Sidings	100%
Through Running Lines	100%
Station (Low Level)	100%
Goods Depot	40%
Transhipment Sheds	100%

Totals:

Loco Depot	65%
Marshalling Sidings	100%
Through Running Lines	100%
Servicing Facilities	--
Terminal Facilities	70%

EAST YARD:

Loco. Depot	10%
Reception & Forwarding Sidings	East not covered. North 50%.
Sorting Sidings	100%
Holding Sidings	100%
Through Running Lines	100%
Carriage and Wagon Shops	40% (access cut)
Station (High Level)	100%
Station (Ubigau)	75%

Totals:

Loco Depot	10%
Marshalling Sidings	85%
Through Running Lines	100%
Servicing Facilities	40%
Terminal Facilities	85%

(Prints: 3223/9, 4224/31)

This report is subject to correction and amplification from a more detailed assessment.

PHOTOGRAPHS TAKEN BY: 542 Squadron.

SORTIE: 106G/5394.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1230B hours on 20 APR 1945.

SCALE: 1/8,600 (F.L.36").

/COVER AND QUALITY:

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

19 April 1945

19-4-45

MEMORANDUM:

TO : COMMANDING GENERAL, EIGHTH AIR FORCE

DIV.	G.P.	UNIT	PRIORITY	TARGET	METHOD	RESULTS	TIME
1st	41A	379	I	KISTERVIERDA M/Y	Vis	Exc	1050
	41B	384	I	" "	Vis	Fair	1053
	1A	398	I	" "	Vis	Exc	1103
	1B	381	I	" "	Vis	Poor	1136
	40A	306	I	FALKENSEURG M/Y	Vis	Exc	1115
	40B	305	I	" "	Vis	Fair	1037
	94A	401	I	" "	Vis	Good	1054
	94B	457	I	" "	Vis	Good	1102
3rd	45A	388	I	KARLSBAD RR YAC & JCT.	Vis	Fair	1206
	45B	452	I	" "	Vis	Excel	1212
	45C	96	I	" "	Vis	Good	1217
	93A	493	I	AUSSIG M/Y	Vis	Fair	1219
	93B	34	I	"	Vis	Fair	1212
	93C	490	I	"	Vis	Fair	1214
	93D	385	I	"	Vis	Fair	1242
	4A	487	III	DREYDEN M/Y	Vis	Good	1240
	4B	94	I	PIRNA RR YAC & BRIDGE	Vis	Exc	1202
	4C	337	I	" "	Vis	Good	1204
	4D	486	I	" "	Vis	Good	1208

SECRET

CONFIDENTIAL
20 APR 1945

INTERPRETATION REPORT S.A. 3603

ATTACK ON FALKENBERG RAILWAY CENTER ON 19 APR 1945

1. INFORMATION RECEIVED ON THE ATTACK:

(a)	No. of aircraft	:	143, fully escorted.
(b)	Command	:	U.S. 8TH AIR FORCE.
(c)	Time	:	1056-1136 B hours.
(d)	Bombs	:	316 x 1000 lb. G.P.
			603 x 500 lb. G.P.
			72 x 500 lb. I.B.
			85 x 100 lb. I.B.

2. DETAILS OF THE ATTACK:

(a) Six concentrations and one group, totalling more than 300 H.E. bursts, are seen blanketing the main junction and extending into adjacent business/residential sections and open fields. The junction was heavily hit and all lines were cut in an earlier attack by the U.S. 9TH AIR FORCE. Three concentrations and three groups, totalling more than 200 H.E. bursts, and an area of I.B. bursts are seen extending across the North marshalling yard into adjacent business/residential sections and open fields, with four fires and one explosion among goods wagons and a probable goods depot. Three concentrations, totalling more than 200 H.E. bursts, extend across the South Marshalling yard and into adjacent open fields and woods; one fire and one explosion is seen among the goods wagons.

(b) Bursts are seen on the Railway Center and its facilities as follows:- (Numbers refer to annotations on bomb plot).

(i) LOCOMOTIVE AND REPAIR FACILITIES:

Locomotive depot (1)	- 2; possibly 3 hits - 3 near hits.
Locomotive depot (2)	- 3; possibly 4 hits - 4 near hits.
Locomotive depot (3)	- 1, possibly 2 hits - 2 near hits.
Turntable opposite (2)	- 1 hit.

(ii) TERMINAL FACILITIES:

Probable goods depot in North yard	- 1 hit - seen burning.

(iii) MARSHALLING YARDS

North yard sidings	- At least 80 hits in sidings and among goods wagons - North ½ blanketed by I.B. bursts - 3 fires and 1 explosion seen among goods wagons
South yard sidings	- At least 50 hits on sidings and among goods wagons - 1 explosion and 1 fire seen among goods wagons.

(iv) THROUGH RUNNING LINES:

Main junction between North and South yard	- All lines cut prior to attack blanketed by more than 320 H.E. bursts.

(c) Other bursts:

(i) One group of approximately 18 seen in a business/residential section, 1000 yards West of the main junction.

(ii) One group of approximately six seen in open fields, 2800 yards East of the main junction.

(iii) Seven scattered bursts seen in woods and open fields, within a radius of 3000 yards North, East and South of the main junction.

/3. ACTIVITY:

INT. REPORT S.A. 3603 (cont'd)

3. ACTIVITY:

(a) FALKENBERG RAILWAY CENTER

The sidings are heavily loaded.

(b) ALT/LONNEWITZ AIRFIELD

(i) The Northern portion of the airfield is covered on poor quality photographs.

(ii) Ten aircraft are visible as follows:-

Types	L/G	Hangar Area	North Dispersal
Large	1	1	2
Medium	1	2	-
Small	2	-	1
	4	3	3

(iii) Numerous dispersals are visible but poor quality precludes a statement as to aircraft in them.

(iv) The landing ground and runways are serviceable.

4. ANNOTATED PRINT: (SAV 306/1639-9)

Shows fires in North marshalling yard and a concentration of bursts extending across the South marshalling yard.

5. BOMB PLOT: A bomb plot has been prepared and will be issued.

6. PHOTOGRAPHS RECEIVED:

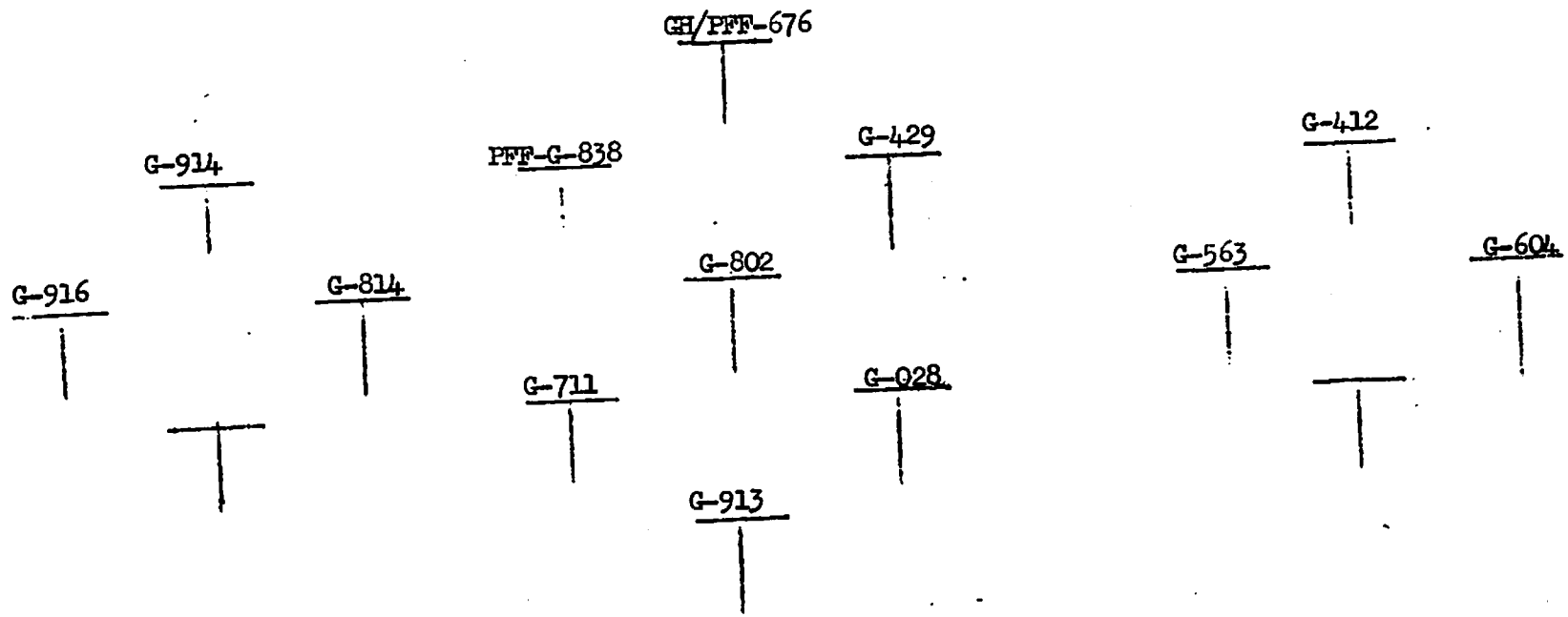
SAV 305/1418-1420	19 APR 45	1059B hrs.	1/42,800	(F.L. 7")	25,000'	'A'
" 306/1639,1641,1642	"	1058-1118B hrs.	1/42,800	(F.L.7")	25,000'	'A'
" 381/1393	"	1136B hrs.	1/42,800	(F.L. 7")	25,000'	'A'
" 401/1386,1387,1389	"	1056B "	1/25,000	(F.L.12")	25,000'	"
" 457/1217-1218	"	1102B "	1/42,800	(F.L. 7")	25,000'	"
" 457/1220	"	1102B "	1/24,400	(F.L.12")	24,400'	"

DISTRIBUTION NO. 11-C
243 Copies.

FORMATION DIAGRAM

Date 19 April 1945

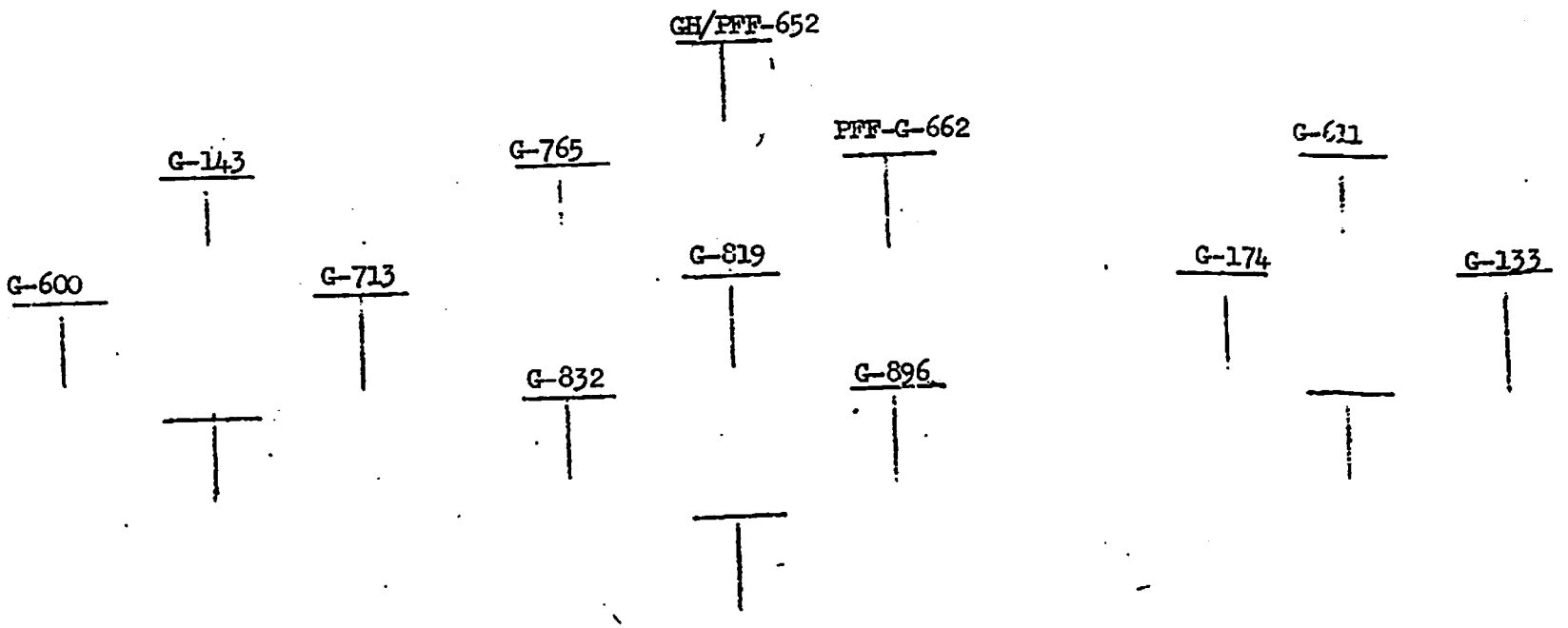
40th "A" Group HIGH
306th Bombardment Group (H)
Formation at Assembly and Over Target



FORMATION DIAGRAM

40th "A" Group LOW
306th Bombardment Group (H)
Formation at Assembly and Over Target

Date 19 April, 1945.



HEADQUARTERS
AAF STATION 111
APO 557

19 April 1945.

SUBJECT: Bombing Narrative Report.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

40th "A" Group

1. The 306th Group furnished 13 A/C to fly lead, 12 A/C to fly low, and 13 A/C to fly high Squadrons of the 40th "A" Group. Turn off the IP was 3 miles south of course. Lead Squadron started their first run but because of another Squadron directly over them on the run, a 270° turn was made and a second run started. Target was picked up about 2 minutes before the bomb release line and a visual run was made on the assigned aiming point. Low Squadron was crowded out on the first run by another Squadron from another Group. A second run was started but not finished because the 360° turn left them almost on top of the target. On the third run smoke obscured the assigned aiming point so it was shifted to another portion of the marshalling yards. A one minute visual run was made on A/P 045 062/3 (Illus. 6 (d) (vi) 183/3). High Squadron made a one minute visual run on the assigned A.P. on the first run. Flak was meager and inaccurate at the target. All runs were made on A.F.C.E.

2. All A/C bombed.

3. Bombing results were good to excellent.

4. Complete Combat Bombing Flight Records enclosed.

5. Bombing Accountability Report, by number and type enclosed.

6. A.F.C.E. Report.
   a. A.F.C.E. in lead planes O.K.

7. Type of Release.
   a. 2 A/C salvoed, (rack failure)
   b. 36 A/C min. train.

Donald R. Ross
DONALD R. ROSS,
Captain, AC,
Group Bombardier.

SECRET

HEADQUARTERS 306TH BOMBARDMENT GROUP (H) J-A-4
Office of the Communications Officer
APO 557

20 April 1945.

SUBJECT: Communications Report for the Mission of 19 April 1945.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557, U. S. Army.

1. Thirty-six (36) navigators reported using the Buncher at Podington for L.C.P.'s and homing with fair results .

2. No MF fixed beacons were used.

3. Thirty-eight (38) aircraft were equipped with "Gee" and the navigators reported fixes to 51 35N - 13 15E.

4. The VHF was used for control of the formations. The group leader reported the reception as being fair. Control points were transmitted as briefed. Difficulty was experienced in sending bomb strike message because of difficulty in contacting "Cycle" and "Colgate" VHF stations.

5. 368th (H) received one (1) "DX" from base HF/DF station.

6. No security violations were reported.

7. a. The group lead operator (WUCW) transmitted four (4) control points and the bomb strike message. Low squadron leader (WDBA) transmitted bomb strike and number four (4) control point. Low squadron was 39 minutes behind group. High squadron lead operator (UUPS) transmitted bomb strike message.

b. Twenty-four (24) aircraft were equipped with "Carpet" and the radio operators reported that the equipment functioned properly the entire route. Six (6) aircraft were equipped for Spot Jamming.

c. Thirty-two (32) aircraft dispersed 11,600 units of "Chaff" at the briefed time and place on orders of the Group Commander.

d. Six (6) aircraft were equipped with H2X. All "Mickey" operators reported the equipment working satisfactorily.

8. The following Communications Malfunctions were reported:

368th Squadron - 570 - Navigators interphone out. Broken wire in headset cord. Repaired and checked.

SECRET

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Armament Officer
United States Forces

F-D-7

A P O 557,
19, April, 1945.

SUBJECT: Ammunition and Bomb Expenditure for Mission 19, April, 1945.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

1. The following is the report of ammunition expended per individual gun positions.

76	UPPER TURRET GUNS	380 rds
64	LOWER TURRET GUNS	320 rds
74	TAIL GUNS	380 rds
76	CHIN TURRET GUNS	380 rds

2. A total of 290 .50 Caliber guns expended a total of 1,460 rds of API ammunition.

3. 444 - 500 pound, M64 RDX bombs, ten (10) Nickels and eight (8) Skymarkers were expended on this mission.

William R. Cain
WILLIAM R. CAIN,
Capt., Air Corps,
Armament Officer.

HILLS'

---- MISSION LOADING LIST ----

SQUADRON 367th MISSION NUMBER 341 DATE 19 April, 1945

A/C Number 44-6563
Total Flying Time 09:00

X(P) Hahn, J. 2nd Lt.
X(CP) Alford, L.D. F/O
X(N) Parker, H. 2nd. Lt.
X(B) Wajcs, F.F. Sgt.
X(E) Berman, Wm. T/Sgt.
X(RO) Ball, E.H. Sgt.
X(G) Brown, H.M. Sgt.
X(G) Young, J. Sgt.
(G)
(G)
( )

A/C Number 43-38412
Total Flying Time 9:15

X(P) Shepard, F.J. 1st Lt.
X(CP) Burton, D.W. 2nd Lt.
X(N) Burke, W.T. F/O
X(B) Gannett, R. 2nd Lt.
X(E) Davis, Wm. A. T/Sgt.
X(RO) Moore, S.G. Sgt.
X(G) Roberts, E.F. S/Sgt.
X(G) Hauck, R.T. S/Sgt.
(G)
(G)
( )

A/C Number 44-6515
Total Flying Time 8:40

X(P) Mitchell, F.W. 2nd Lt.
X(CP) Starks, C.K. 2nd Lt.
X(N) Neilson, W.R. 2nd Lt.
X(B) Anguilano, S.R. Sgt.
X(E) Schneider, R.G. Sgt.
X(RO) Savino, J.N. Sgt.
X(G) Pierce, S.F. Sgt.
X(G) Keizer, J.W. Sgt.
(G)
(G)
( )

A/C Number 43-39174
Total Flying Time 8:50

X(P) Gooch, J.E. 2nd Lt.
X(CP) Vick, V.A. 2nd Lt.
X(N) Oscherwitz, M.S. 2nd Lt.
X(B) Kwiatniewski, S.T. Sgt.
X(E) Bolton, V.E. Sgt.
X(RO) Howard, G.P. Sgt.
X(G) Powell, J.R. Sgt.
X(G) Traeger, J.A. Sgt.
(G)
(G)
( )

A/C Number 42-97133
Total Flying Time 8:35

X(P) Hills, C.Q. 2nd Lt.
X(CP) Kidwell, J.W. 1st Lt.
X(N) Sensenbrenner, R.F. F/O
X(B) Dunn, J.L. T/Sgt.
X(E) Hansen, N.C. T/Sgt.
X(RO) Bradley, R.V. S/Sgt.
X(G) Stetler, R.F. S/Sgt.
X(G) Arlidge, R.R. S/Sgt.
(G)
(G)
( )

A/C Number 43-38683
Total Flying Time 8:40

X(P) Smith, G.L. 2nd Lt.
X(CP) Nesbitt, A.L. 2nd Lt.
X(N) Purdy, J.S. 2nd Lt.
X(B) Hernandez, H. Cpl.
X(E) Petitjean, C.D. S/Sgt.
X(RO) Phillips, R. Sgt.
X(G) Rile, S.B. Sgt.
X(G) Miller, D.A. Sgt.
(G)
(G)
( )