

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Group Bombardier  
APO 557

20 February 1945.

SUBJECT: Bombing Narrative Report.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.  
40th "A" Group

1. The 306th Group furnished 12 A/C to fly lead, 12 A/C to fly low and 12 A/C to fly high squadrons of the 40th "A" Group. Because of several layers of clouds between 12,000' and 22,000' "A" Group formation could not be maintained and squadrons went in separately. 8 A/C of the lead squadron bombed the PFF secondary on the smoke bomb of the 381st Bomb Group when the lead plane's PFF equipment failed to function. 2 A/C of the lead squadron bombed with the 305th Bomb Group and 2 A/C returned early. Twelve A/C of the high squadron made a separate run on the PFF secondary. 10 A/C of the low squadron made a separate run on the PFF secondary and 2 A/C returned early. Turn off the I.P. was normal. Moderate and accurate flak was encountered on the bomb run. Cloud coverage was 9/10ths to 10/10ths. Run's were made on A.F.C.E.

2. A/C failing to bomb.

a. A/C 143, A/C 287, A/C 924, A/C 711 returned early, returning all bombs.

3. Bombing results were unobserved.

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 all lead A/C were operative.

7. Type of release.

a. 3 A/C salvoed, 29 A/C 30' train.

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

10

40th "A" LEAD

20 February, 1945

1724 Hansen #7100 179 Lt. Col. Chalfant

Format

10/10 No visual contact

1 down on target in group ahead early

**KEARNEY**  
143-P

**Strode**  
765-M

**Ryder**  
359-S Pff

**Morris**  
512-A

**Carakostas**  
287-V

**Flakhan**  
619-S

**Chancey**  
198-D

**Law**  
916-S

**Aitchuler**  
BX 928-L

**Lamar**  
713-K

**Christiansen**  
297-W

Demerol + penicillin  
all day  
Layers of clouds + haze up to 4000

**Haas**  
Bombed with 8

Assembly OK - went into camp leaving by Coast - broke out at 2000 - over France - N of course 15 miles. Contact lost with men - had 5 ships.

3 ships of 3000 fliers on Ridgeview  
at 27000  
not working - not used

Came back with  
Class broke off at 20000 ft  
could see the runway -  
at 5 open to 20000  
2000  
Base 7500  
6/8/10 had over head target.

40th "A" LGW

Planned contact  
at 20000  
at 20000  
at 20000

Planned contact  
at 20000  
at 20000  
at 20000

**Trease**  
549-D

**Hedley**  
585-K

**Blackshaw**  
376-F

**Brown**  
916-B

**Hallam**  
598-Q

**Leigh**  
516-M

**Kirby**  
397-O

**Evans**  
802-F

**Whitcomb**  
711-D

10 ships

**Mullen**  
683-Q

**MacDonald**  
418-K

Bombed with 306 H1

15 minutes late mission

with Red Smith one other had information

Made over with visual contact very slight change in rate 3 per.

40th "A" HIG.

**Smith, I.D.**  
908-J

**Turner**  
IXLH 804-S

**Brasch**  
133-W

**McGahan**  
429-W

12-13 lead

**Christensen**  
604-A

**Bowley**  
515-O

**Higginbotham**  
578-D

**Carder**  
466-Q

**Bartshera**  
028-O (NICKELS)  
1-WQ30  
5-WQ 33  
6 x 250

about 13 Bombed alone

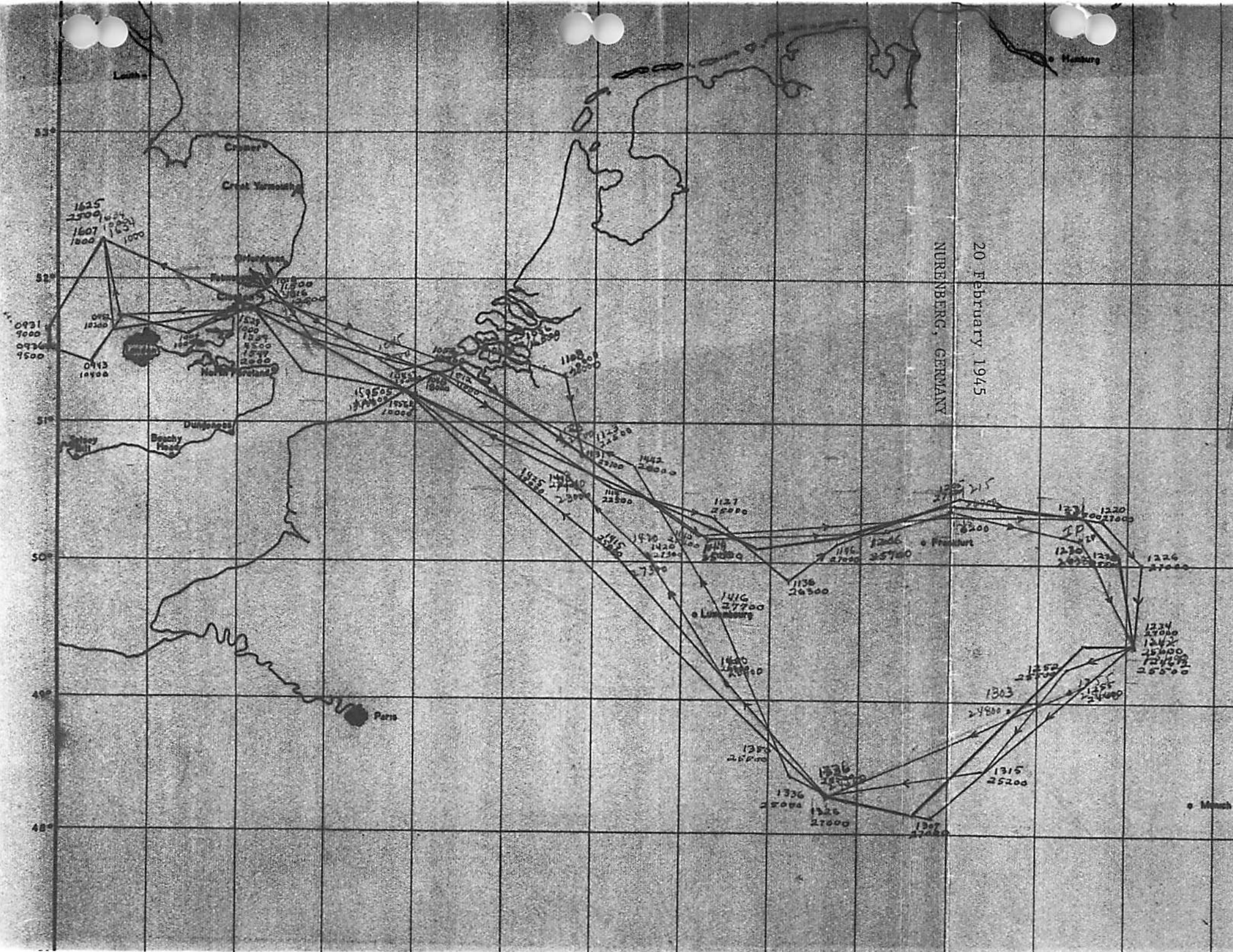
**Pawelka**  
412-F

**Fields**  
718-F

12

More or less than just a little behind anyway straightening formation

More or less than just a little behind anyway straightening formation



20 February 1945  
NUREMBERG, GERMANY

V.D.  
 A.C. FORM  
 12E Modified  
 25/9/43 8th AC APO557.

**40th "A" Lead**  
**COMBAT BOMBING FLIGHT RECORD**

BOMBARDIER Ross, D.S. Capt. DATE 20 Feb. 1945  
 PILOT Chalfant, J. Lt. Col. TAKE OFF 08:22  
 NAVIGATOR Cabourne, Capt. LANDED 16:09  
 ORGANIZATION 367 306 AIRPLANE B-17C 772  
 Squadron Group Type Number

OBJECTIVE Ramberg  
 AIMING POINT (MEL) Marshalling Yards  
 INITIAL POINT 50021-10521

METHOD OF ATTACK X  
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 8 COMPOSITE GROUP 0  
 NUMBER OPA/C DROPPING BOMBS BY GUN SIGHTING OPERATION: 1  
 DEFLECTION AND RANGE SIGHTING GROUP 1 COMPOSITE GROUP 0  
 RANGE SIGHTING ONLY GROUP 0 COMPOSITE GROUP 0

BOMBS, TYPES AND SIZES 250 lb. M-57GP + 500 lb. M-171B + 2 smoke  
 NUMBER OF BOMBS LOADED 12 + 4 + 2 RELEASED 12 + 4 + 2  
 FUZING, NOSE 1/10 TAIL 1/10

SYNCHRONIZATION On lead plane of 381st Bomb Group  
 ON Fast Slow

INFORMATION AT RELEASE POINT 10/10ths clouds

Altitude of Target	<u>1020</u>	Mag. Heed. Order	<u>166</u>	Actual	<u>179</u>
True Altitude above target	<u>27,200</u>	True Heading	<u>175</u>		
Ind. Altitude	<u>27,200</u>	Drift, Est.	<u>78.5</u>	Actual	<u>22</u>
Pressure Altitude of target	<u>+ 500</u>	True Track	<u>173</u>		
Altimeter setting	<u>29.92</u>	Actual Range	<u>25,705</u>		
I.I.A.S.	<u>150</u>	P.S. Type	<u>11-11</u>		
I.A.S.	<u>216</u>	Time of release	<u>12:31.1</u>		
I.S., Est.	<u>263</u>	Actual	<u>280</u>	Length of bombing run	<u>2 minutes</u>
Wind Direction, Metro	<u>10</u>	Actual	<u>315</u>	Intervalometer setting	<u>Min. train</u>
Wind Velocity, Metro	<u>45</u>	Actual	<u>40</u>		
D.S. Trail	<u>99</u>	Actual	<u>44.5</u>	C-1 Pilot	<u>100</u>
Man. D.A. Est.	<u>110</u>	Actual	<u>none</u>	A-5 Pilot	<u>100</u>
				Manual Pilot	<u>100</u>

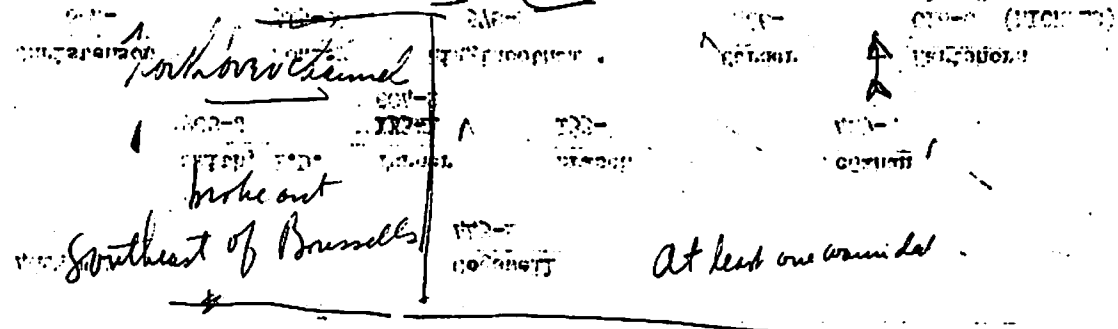
Feb. 2-20-45

20 February 1945

Duncan

303-1  
 91-1  
 398-1  
 457-1  
 374-1

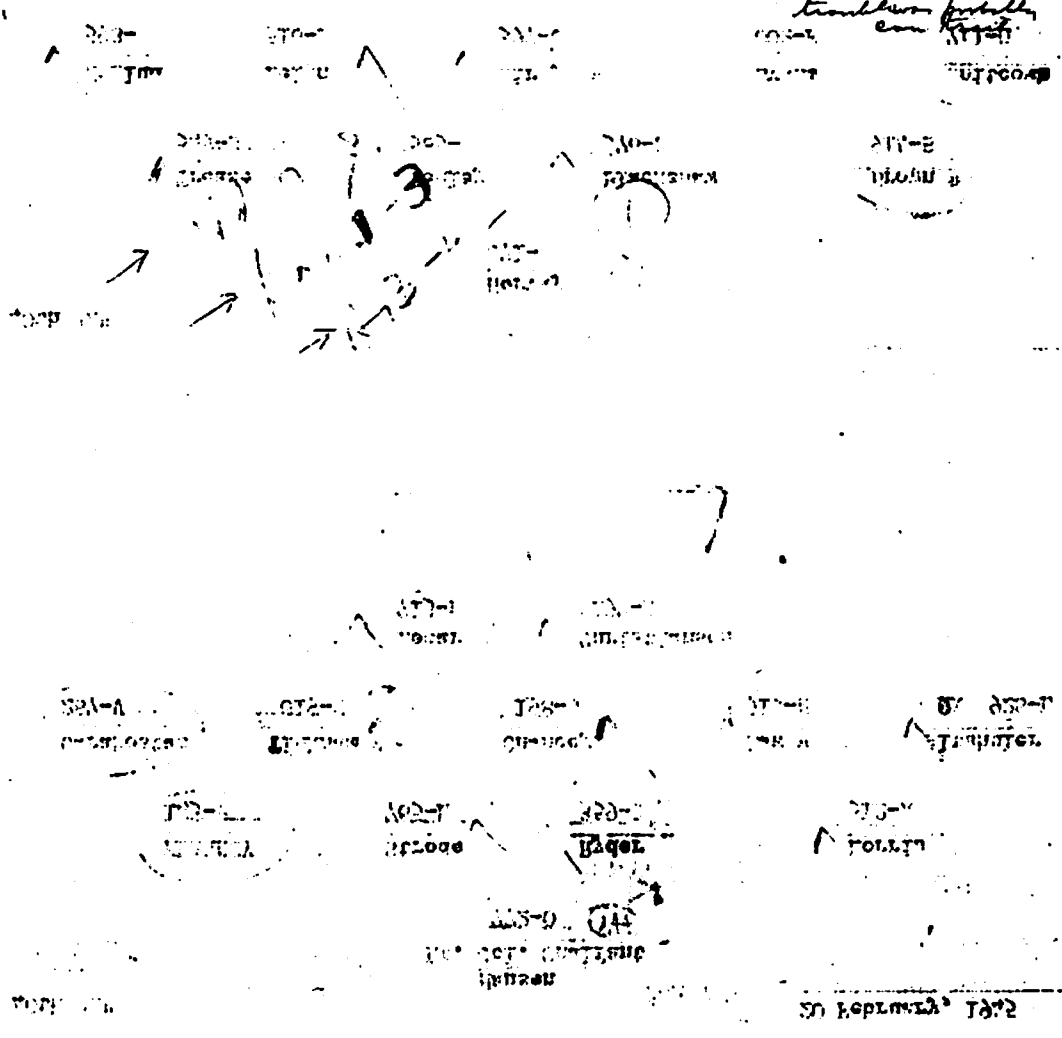
6 out - {  
 2nd - aborted  
 3rd - no word



clouds at 18,000 ft  
 multi by clouds plus  
 com tracks

Suckey could not help  
 in recording weather  
 from Control pt 1+ to Control ✓

No weather  
 information  
 available  
 at most time  
 of trip except from  
 leader, whose real  
 troubles probably  
 can't be



TYPE OF RELEASE

Individual Train Jettison Salvo Returned

POINT OF IMPACT IF SEEN

Observed

NAVIGATION DATA:

MEAN TEMP.

METRO

- 10

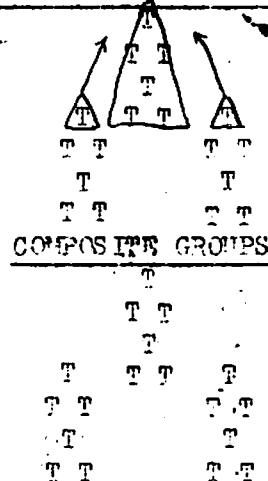
ACTUAL

- 12

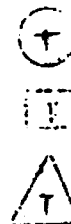
WINDS

ALTI TUDE	DIRECTION		VELOCITY		TEMP. C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
SURFACE	220		10		+ 20	+ 10
1000						
3000						
4000						
5000	100		15		+ 3	+ 4
6000						
10000	010		20		- 4	- 3
15000	010		30		- 14	- 13
20000	010		35		- 26	- 22
22000						
24000						
25000	010		45		- 38	- 32
26000						
28000						- 38
30000	300		50		- 50	

METHODS OF ROPEING



Bombardier making complete sighting operation-----  
 Bombardier making range operation only-----  
 Bombardier dropping on leader with arrow-----  
 Indicating leaders position-----



U.D.  
 A.C. FORM  
 12E Modified  
 15/9/43 8th AC APO557.

**40th "D" Low**  
**COMBAT BOMBING FLIGHT RECORD**

BOMBARDIER Outcalt, N.L. Lt. DATE 20 Feb. 1945  
 PILOT Norvag, Capt. TAKE OFF 08:54  
 NAVIGATOR Wolf, Lt. LANDED 26:30  
 ORGANIZATION 423 306 AIRPLANE B-17G 671  
 Squadron Group Type Number

OBJECTIVE Hamburg  
 AIMING POINT (REFL) R.R. Yards

INITIAL POINT 900M - 1052E

METHOD OF ATTACK X  
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 10 COMPOSITE GROUP 0

NUMBER OF A/C DROPPING BOMBS BY COM-SIGHTING OPERATION: 1

DEFLECTION AND RANGE SIGHTING GROUP 1 COMPOSITE GROUP 0

RANGE SIGHTING ONLY GROUP 0 COMPOSITE GROUP 0

BOMBS, TYPES AND SIZES 13x250M-570P + 4x500M-171B + 1 smoke

NUMBER OF BOMBS LOADED 13 + 4 + 1 RELEASED All

FUZING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION FW  
 ON Fast Slow

INFORMATION AT RELEASE POINT 10' 10" clouds

Altitude of Target	<u>1020</u>	Mag. Head, Order	<u>166</u>	Actual	<u>165</u>
True Altitude above target	<u>25,300</u>	True Heading	<u>161</u>		
End. Altitude	<u>25,500</u>	Drift, Est.	<u>78 R</u>	Actual	<u>1 R</u>
Pressure Altitude of target	<u>+ 300</u>	True Track	<u>162</u>		
Altimeter setting	<u>29.92</u>	Actual Range	<u>36,444</u>		
C.I.A.S.	<u>350</u>	P.S. Type	<u>M-11</u>		
P.A.S.	<u>226</u>	Time of release	<u>22:42</u>		
P.S., Est.	<u>277</u> Actual	Length of bombing run	<u>6 minutes</u>		
Wind Direction, Metro	<u>15</u> Actual	Intervalometer setting	<u>Salvo</u>		
Wind Velocity, Metro	<u>52</u> Actual	C-1 Pilot	<u>No</u>		
D.S. Trail	<u>56</u> ATP	A-5 Pilot	<u>No</u>		
Tan. D.A. Est.	<u>56</u> Actual	Manual Pilot	<u>No</u>		

7.5.  
A.C. FORM  
12E Modified  
25/9/43 8th AC APO557.

**40th "A" High**  
**COMBAT BOMBING FLIGHT RECORD**

BOMBARDIER Kelly, P.R. Lt. DATE 20 Feb. 1945  
PILOT Cogswell - Winslow, Lt. TAKE OFF 08:30  
NAVIGATOR Patt, C.R. Lt. LANDED 16:35  
ORGANIZATION 367 306 AIRPLANE B-17G 443  
Spr Iron Group Type Number

OBJECTIVE Humberg

MINING POINT (MPL) Marshalling Yards

INITIAL POINT 509M-2052B

METHOD OF ATTACK X

	Individual	Flight	Squadron	Group	Wing
NUMBER OF ATTACKING A/C IN GROUP		<u>12</u>		<u>COMPOSITE GROUP</u>	<u>0</u>
NUMBER OF A/C DROPPING BOMBS BY ONE SIGHTING OPERATION:					<u>2</u>
DEFLECTION AND RANGE SIGHTING GROUP		<u>1</u>		<u>COMPOSITE GROUP</u>	<u>0</u>
RANGE SIGHTING ONLY GROUP		<u>0</u>		<u>COMPOSITE GROUP</u>	<u>0</u>

BOMBS, TYPES AND SIZES 13x250M-57UP + 4x500M-171B + 1 snake

NUMBER OF BOMBS LOADED 13 + 4 + 1 RELEASED 13 + 4 + 1

FUZZING, NOSE 2/10 TAIL 2/10

SYNCHRONIZATION Drifting right - slowly  
ON Past Slow

INFORMATION AT RELEASE POINT Made last second visual correction on what appeared to be Marshalling Yards

Altitude of Target	<u>20,000</u>	Mag. Head, Order	<u>266</u>	Actual	<u>204</u>
True Altitude above target	<u>19,500</u>	True Heading	<u>100</u>		
Ind. Altitude	<u>20,000</u>	Drift, Est.	<u>7 1/2</u>	Actual	<u>2 1/2</u>
Pressure Altitude of target	<u>19,500</u>	True Track	<u>170</u>		
Altimeter setting	<u>29.92</u>	Actual Range	<u>24,840</u>		
I.A.S.	<u>250</u>	P.S. Type	<u>H-21</u>		
A.S.	<u>227</u>	Time of release	<u>12:46</u>		
I.S., Est.	<u>20</u>	Actual	<u>265</u>	Length of bombing run	<u>2190 8 minutes</u>
Wind Direction, Metro	<u>10</u>	Actual	<u>245</u>	Intervalometer setting	<u>2190</u>
Wind Velocity, Metro	<u>15</u>	Actual	<u>10</u>		
P.S. Trail	<u>92</u>	ATF	<u>12.9</u>	C-1 Pilot	<u>Yes</u>
Man. D.A. Est.	<u>15</u>	Actual	<u>17</u>	A-5 Pilot	<u>No</u>
				Manual Pilot	<u>No</u>



TYPE OF RELEASE

Individual Train Jettison Salvo Returned

POINT OF IMPACT IF SEEN

10/10ths at release point

NAVIGATION DATA:

MEAN TEMP.

METRO

- 10

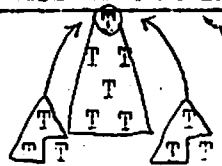
ACTUAL

- 10

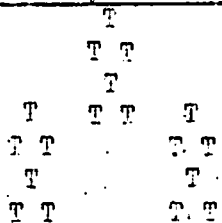
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
SURFACE	210		10		- 10	- 10
1000						
3000						
4000						
5000	250		15		- 5	- 5
6000						
10000	080		10		- 4	- 4
15000	020		20		- 15	- 15
20000	010		35		- 25	- 25
22000						
24000						
25000	010		45		- 30	- 30
26000						
28000						
30000	150		50			

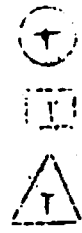
METHODS OF BOMBING



COMPOSITE GROUPS



- Bombardier making complete sighting operation-----
- Bombardier making range operation only-----
- Bombardier dropping on leader with arrow-----
- Indicating leaders position-----



TYPE OF RELEASE

Individual Train Jettison X Salvo Returned

POINT OF IMPACT IF SEEN

Unobserved

NAVIGATION DATA:

MEAN TEMP.

METRO

- 10

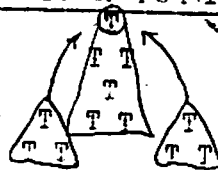
ACTUAL

- 10

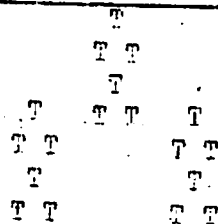
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
SURFACE	230		10		+ 10	+ 9
1000						
3000						
4000						
5000	150		15		+ 5	+ 3
6000						
10000	050		15		+ 6	+ 3
15000	070		15		+ 14	+ 12
20000	080		15		+ 26	+ 23
22000						
24000						
25000	080		15		+ 30	+ 24
26000						
28000						
30000	350		50		- 50	

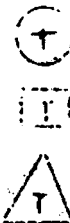
METHODS OF FORMING



COMPOSITE GROUPS



- Bombardier making complete sighting operation-----
- Bombardier making range operation only-----
- Bombardier dropping on leader with arrow-----
- Indicating leaders position-----



DATE: 20 February 1945.

GROUP 306th

## BOMBING ACCOUNTABILITY

FORM

	LEAD SQUADRON	LOW SQUADRON	HIGH SQUADRON
1. Total Bombs Carried	16x2501-57GP + 4 smoke + 40x5001-17 IB	167x2501-57GP + 1 smoke + 40x5001-17 IB	159x2501-57GP + 1 smoke + 44x5001-17IB + 6 nickels
2. Total Bombs on Primary	None	None	None
3. Total Bombs on Secondary	136x2501-57GP + 4 smoke + 40x5001-17 IB	139x2501-57GP + 1 smoke + 40x5001-17 IB	159x2501-57GP + 1 smoke + 44x5001-17IB + 6 nickels
4. Total Bombs on Last Resort	None	None	None
5. Total Bombs on T.O.'s	None	None	None
6. Total Bombs Returned from RE A/C	20x2501-57GP + 8x5001-17IB	20x2501-57GP + 8x5001-17IB	None
7. Total Bombs Jettisoned from RE A/C	None	None	None
8. Total Bombs Ret'd from A/C over Target	None	None	None
9. Total Bombs Jettisoned from A/C over Target	None	None	None
10. Total Bombs Unaccounted for due to Lost A/C	None	None	None

Explanation: No. 3, 2 A/C in lead squadron bombed with 305th Bomb Group. 6 A/C of lead squadron bombed with 301st Bomb Group. 6 A/C nos. 287, 91A, No. 6, A/Cs 2A3, 287, 91A, and 711 returned early, returning all bombs.

**COPY**

from

**THE NATIONAL ARCHIVES**

Box # 571  
Record Group No. 18

SQUADRON 361 ~~#####~~ a/c Number 133 Letter 7 Date 20/2/45 26

Engin Load 14/500 = 4/117 H.E. Position in Formation

Time Took Off 0823 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form in detail.

40th A High  
 X X X X X  
 X X X X X  
 X X X X X

CIG: Give Rank and Initials

- Friendly a/c in distress: (Give position, time, altitude, full details) If lost, state whether D, A.A., E/A action, accident or undetermined cause)
- 2nd Lt. Brasch, W.H. ✓ P
  - F/O. Grunska, R.W. ✓ CP
  - 2nd Lt. Ballish, F.E. ✓ N
  - S/Sgt. Dulli, A.E. ✓ B
  - Sgt. Rutledge, J.A. ✓ RO
  - Sgt. Kennedy, M.H. ✓ E
  - Sgt. Miznik, R.E. ✓ BT
  - Sgt. Clark, R.G. ✓ WG
  - S/Sgt. Donohoe, V.D. ✓ TG

.. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1247  
 Secondary: Heading: 200 Wounded  
 Last Resort: Height: 26,200 11/14 H  
 T.O. (Circle One)  
 Turn off target: 270

3. Number of ECMs dropped on target: Jettisoned: Returned: abortive:

.. Observed RESULTS OF BOMBING: (For this lane or others)

Own Bombs: \_\_\_\_\_ an, H.E. kills: Yes No  
 Other Bombing: \_\_\_\_\_ Number and type \_\_\_\_\_

5. any PHOTOGRAPHS taken: Vertical? Was camera turned on none  
 Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: Cloud layers - 25,000 80 E light MESSAGES REC'D FROM BUCKLE? \_\_\_\_\_

Photograph  
 CONDENSATION TAILS: \_\_\_\_\_

7. FLAK: Encountered on way out, at target and on way home.

Title	Place	Height of a/c	Type (light, heavy), intensity, moderate or slight	Color of Bursts	Location of Bursts in relation to a/c	Accuracy
-------	-------	---------------	--	-----------------	---------------------------------------	----------

accurate, Mogen mod, tracking (prob visually on this day). Most of flak behind

Crew observations about Flak: \_\_\_\_\_

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen) \_\_\_\_\_ (Times)

(Location and length of fight) \_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

(Color, markings, etc. of E/A) \_\_\_\_\_

10. FIGHTER SUPPORT: (include time, place, and color markings:)

*Pushed 0700E - 1145 hrs. not too good  
in way in - very close on way out.  
I seen at Clayton on way out.*

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

*W.G. injured by flak over the target*

13. DAMAGE TO A/C: (Briefly)

*Severe.*

14. TECHNICAL FAILURES:

15. CREW COMMENTS: (Any unusual incidents? Any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

-2 OFFICER Moore TIME COMPLETED \_\_\_\_\_