

By

EP/mg

NARA, Date

9-91

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

AFO 557
17 April, 1945

SUBJECT: Intelligence Narrative
Mission: Dresden, Germany

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

1. Narrative

The 306th Group flew 39 A/C, including 4 PFF and 3 spares, as 40 "C". Assembly was as briefed. Left Chalgrove Buncher 1029, 5,000 feet; English Coast 5154N x 0115E, 1116, 5,000 feet; Ostend, 1143, 5,000 feet. On course to briefed turning point 5012N x 1211E; continued on same heading, following 40 "B" to 5023N x 1318E, 1404, 21,000 feet, but saw that 40 "B" was heading over Brux, so turned left to 5032N x 1312E, 1408, 21,000 feet. Took I.P. 5039N x 1323E, 1412 hours, 21,000 feet. There was considerable confusion in the area of the I.P. due to heavy haze and cloud and contrails plus the fact that 3rd Division A/C were in the area at the same time; other formations flew various courses which interfered with the bomb run of at least one of our squadrons. Lead made visual run and bombed at 1421½, 21,000 feet. High made PFF run with visual correction. Low started PFF run, but was forced to change course twice to avoid other formations, then got into prop-wash which tumbled gyro. Turned off to make second run; in confusion, deputy, thinking that leader's bombs had dropped and seeing that he was still in target area, released his bombs, and 7 other A/C of squadron dropped bombs on him. When low leader found that most of his squadron had bombed the first time, he decided not to complete second run. 5 of low squadron brought bombs back. Withdrew on briefed course; left French coast 5047N x 0137E, 1740, 6,000 feet; Dungeness 1750, 6,000 feet; Base 1853.

Buckeye Black's report was not heard by group leader but was heard by other A/C in formation. Cowboy Scouter advised bombing at Reference Plus one because air to air visibility at briefed altitude was very bad; air to ground visibility O.K. 40 "A" leader reported that he was going to bomb as advised. Near the I.P. the following breach of security was heard over VHF: "We will bomb at Reference Plus One; that's 21,000 feet." This was heard twice.

All PFF equipment functioned satisfactorily.

2. Fighter Opposition and Fighter Support

There were no E/A opposition on this Group. Shortly before I.P. Buckeye Black and Swordfish each reported jets in area. One crew observed one jet A/C in contrails below formation in target area.

P-51's appeared in strength about 1300 hours near Koblenz and gave good support to target. Weather conditions prevented close support in target area. P-47's of 56th Fighter Group near Koblenz; P-51's of 359th and 364th Fighter Groups identified. Many crews also reported white-nosed P-51's.

3. A.A. Gun Fire

At target, moderate tracking from 2 minutes before bombs away till one minute after on high squadron. Observed on another formation at Brux on way in. Damage: Lead, none; Low, 1 slight; High, 2 slight, 1 severe.

By

AB/mG

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4. Bombing
306th as 40 "C" attacked Dresden. Lead, on visual run, bombed target #1. Pictures show lead hits on aiming point with most of pattern obscured by previous bombing. Dense persistent contrails and haze forced high to start PFF run. Just before bombs away, bombardier made visual course correction. Pictures do not show strikes, but bombs away photo indicates hits on M/Y to north of river. Low, having initiated visual run, encountered excessive propwash, tumbling gyro. Low leader discontinued run. Because of poor visibility deputy, thinking low leader had dropped, released his bombs. 7 A/C dropped with deputy. 5 remaining A/C brought bombs back. Smoke prevents identification of low strikes. Photos from A/C 713-K, flying with 388th Bomb Group, 3rd Division, "H" in square, show that group's pattern on M/Y north of river.
5. Nickels
A/C 814-G dropped ten VG-6 on #1 target, Dresden.
6. Weather
Except for haze, clear from takeoff to vicinity of I.P., where dense persistent contrails at 20,000 feet made air to air visibility extremely poor. 10/10 cirrostratus base 22,000 feet in target area. Same on route out.
7. A/C In Distress
At approximately 1421 hours, in target area, an unidentified formation came through 92nd Group on collision course in bad visibility. One B-17 from former group collided with 2 B-17's from 92nd. One A/C blew up, one went down with wing off and third was observed going down in dive. Four chutes reported.
8. A/C Returning Early
None.
9. Observations
Vessel at 5119N x 0242E, reported yesterday, still burning, with small boats standing by.
Freiberg M/Y, SW of Dresden, full of traffic.

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

17 April 1945 - DRESDEN

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. Donald Kingsley	44-8197-K
Lt. Roy Hoffman	
Lt. John Pinchback	
Lt. John Gooch	
Lt. Leonard Smith	
Lt. Frederick Mitchell	
Lt. Roy Marks	
Lt. Shelby Scott	
Lt. Joseph Hahn	

368th :

Lt. James Burgess	
Lt. Harold Altshuler	
Lt. Herbert Cohn	
Lt. Easton Effland	
Lt. Wilfred Forsyth	
Lt. Richard Hartshorn	
Lt. Delbert McGinnis	
Lt. Richard Weiser	
Lt. Charles Witcomb	

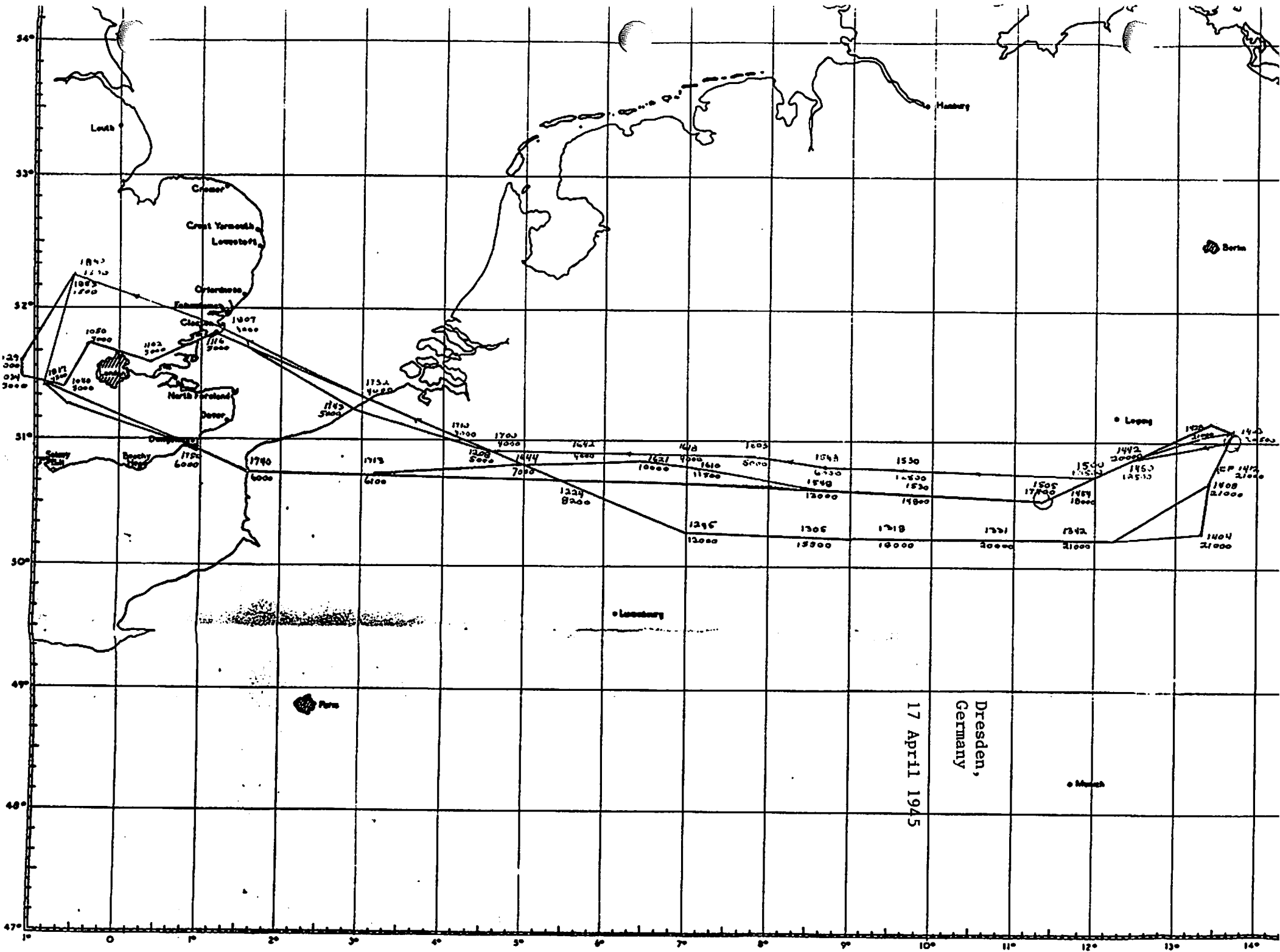
369th

Capt. William Haase	44-8772-0
Lt. Lester Kearney	44-8652-A
Lt. Robert Collins	
Lt. Benjamin Grumbles	
Lt. Donald Hansen	
Lt. John McDonald	
Lt. Lowell Mikles	
Lt. Clarence Fisher	
Lt. Edward Sandini	
Lt. Ray Schieb	
Lt. Donald Snook	

423rd

Lt. Thomas Hedley
Lt. Donald Cheney
Lt. Joseph Clark
Lt. Kenyon Devaney
Lt. Arthur Dorsey
Lt. John Endicott
Lt. Russell Haring
Lt. Warren Hiney
Lt. Francis Leigh
Lt. Clifford Steiger

44-8724-V



17 April 1945

Dresden,
Germany

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

(E-A-8)

17 April 1945

SUBJECT: Navigation Narrative - Dresden.

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

40th "G" Group

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

2. Weather was clear over England, hazy cross channel, and generally clear until 10 degrees East, with a high layer of clouds just above bomber stream. In target area, clouds, contrails, and haze restricted visibility, weather improving on return route.

3. Metro winds were checked by pilotage, Gee, and PFF equipment, coordinated with Air Position Indicator.

4. Route over England was as ordered, departing the coast on time on course, the Belgian coast was entered six miles south of Ostend, in trail of 40th "B" Force. The briefed route was followed to 5012N 1148E, Division leader overshooting his point on turn. Group then turned into the North to avoid flak from Brux, making an IP at 5039 1825E, and bombing the primary, Dresden, visually by the lead Squadron. The high Squadron could not pick up the aiming point because of contrails and bombed by PFF equipment. The leader of the low Squadron did not drop so made a 360 degree turn and came in again. While on the run, he learned that most of his Squadron had already dropped, so turned off the target in an attempt to pick up the lead and high. The leader made one 360 degree turn around CP No. 5, 5031 1123E, picked up the high Squadron and started for base. The ordered route was followed to 5037 0830E, then getting about ten miles north of course in trail. France was departed on course and England entered as briefed, flying the ordered route to base via stand-off areas. The low Squadron could not make visual contact with the lead and high so flew about twelve miles north of the ordered route on the north edge of the bomber stream to 5055 0443. Because of serious fuel shortage, lead pilot decided to return directly to base. Low Squadron departed Belgium at Ostend, entered England three miles north of Clacton and came directly to base.

5. Target was identified and bombed visually by the lead Squadron. Target was identified and bombed PFF by the high Squadron. Seven ships of the low Squadron dropped on a smoke marker.

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

7. A. Formation check points were as ordered. B. 0130 - 4 miles - 40 B Force. C. Last in Division line. D. High Sqdn - 0830 o'clock - 200 yards until target. Low Squadron - 0430 o'clock - 200 yards until target. E. None.

8. A. Deepest Gee fix on today's mission was 5015N 1215E, 21000 feet, Mets chain. B. Jamming today consisted of heavy grass.

9. Command navigator was 1/Lt S.W. Barkwill. Group deputy was 1/Lt Flanagan, Squadrons leaders being 1/Lt A.A. Atherton, 2/Lt I.M. Baron.

JOHN D. MAC PHERSON
Captain, AC
Group Navigator.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745002
BY SP/MLG NARA, Date 9-21

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 15005

By AB/mg NARA, Date 9-21

8-4 Combat Mission Report on Mission of 17 April 1944

3. Fuel Consumption:

<u>AIRCRAFT NO.</u>	<u>TOTAL FLIGHT TIME</u>	<u>TOTAL GAS USED</u>	<u>AVERAGE PER HOUR</u>
44-6928	9:27	Not Serviced-	Battle Damaged
43-38429	9:28	2220	237
43-38802	9:11	2240	244
44-8772	9:30	2200	231
44-8652	9:29	2170	229
43-38765	9:28	2315	244
42-97896	9:24	2465 ✓	262
43-38887	9:23	Not Serviced-	Damaged by Another
43-38713	9:11	2100	230
43-38832	9:22	2190	235
44-6819	9:20	2105	226
42-97301	9:18	2140	230
43-37600	9:19	1890	202
43-38711	9:03	2340 ✓	258
43-38914	9:00	2160	240
43-38916	9:03	2195	242
44-8724	0:04	2335	257
43-38910	9:03	2090	230
42-31418	9:02	2220	247
43-37616	8:57	2580 ✓	289
43-38876	8:49	2380 ✓	270
43-37598	8:55	2190	246
44-8516	8:54	2230	250
43-38153	8:54	Not Serviced-	Engine change
43-38116	8:53	2130	236
44-6585	9:00	2330	259
44-8197	9:40	2395 ✓	248
43-37611	8:52	2210	250
44-6951	9:39	2315	240
43-38412	9:34	2580 ✓	269
44-6908	9:36	2350 ✓	246
44-8604	9:33	2405 ✓	252
43-38683	9:30	2390 ✓	252
42-97133	9:29	2230	235
43-38913	9:28	2250	237
42-31474	9:07	Not Serviced-	Damaged in Landing
44-6814	9:39	2240	232
43-39028	9:37	2270	237
44-6563	9:34	2355 ✓	246

All aircraft carried 14 X 500/G.P. Bombs except 44-6814 (368) which carried Nickels.
All aircraft carried 2780 gallons gasoline.

Ave. 10 highest 2424 gals. for 9:22 - 259 gal/hr. Highest 2580 - 289 gal/hr.

Report on AIA: Gunfire
306th Bomb Group (H)

1. TARGET: Dresden DATE OF MISSION: 17 April, 1945
2. ROUTE AS FLOWN:- over.
3. Weather Conditions (a) At Target: Heavy
(b) En Route: Clear
4. Were our A/C "Seen" or "Unseen" Targets? (a) At Target: seen
(b) En Route: seen
Any Condensation Trails? Dense persistent above 20,000 at target area.
5. Description of Flak at Target, including METHOD OF FIRE CONTROL, if possible.
Moderate fairly accurate from 2 minutes before B.A. until 1 minute after on the high squadron. Accurate on the lead and low.
- 6: Flak encountered or observed en route. (In order experienced if possible.)
Meagre, tracking, inaccurate at I.P. from the Brux area.

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

.....29.....A/C carried.....5B.....carpet sets.
6 A/C " spot jamming sets.
35 A/C dispersed 12,900 units of chaff.

8: Position of Group and Combat Wing...40th FCB.....

9: Details:-

Group	A/C over			A/C Lost				Axis of		T.O.T	Height
	E/Terr	Sli	Ser	Flak	E/A	Acc	Unkn	Attack	Withdrawal		
Lead	12	0	0	0	0	0	0	80	293	1424	21,000
Low	13	1	0	0	0	0	0	50	250	1424	19,500
High	13	2	1	0	0	0	0	10	330	1422	21,600
W/388	1	0	0	0	0	0	0	015	?	1422	19,100
TOTAL	39	3	1	0	0	0	0				

74500
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 9.2
By: AB/mg NARA, Date 9/2/

SECRET

SECRET
BY AUTHORITY OF
CG
D: 270M 45

HEADQUARTERS
1ST AIR DIVISION
AFO 557

DOSO/V/3

25 April 1945

373.1

SUBJECT: Report of Operations, DRESDEN, 17 April 1945.

TO: Commanding General, Eighth Air Force, AAF Station 101, AFO 634.

1. Data:

a. Date of Mission - 17 April 1945.

b. Target Priority, Units Participating and Order of Battle:

381st Group	}	1.	DRESDEN (Central M/Y) - Visual.
398th Group			
91st Group			
401st Group			
351st Group			
457th Group			

Hauptbahnhof

379th Group	}	1.	DRESDEN (West M/Y) - Visual.
384th Group			
303rd Group			
92nd Group			
305th Group			
306th Group			

ind.

All Units - 2. DRESDEN (West M/Y) - H2X.

c. Scouting and Screening Forces.

Six F-51 aircraft furnished target weather information for 381st Group twenty minutes before target time.

Five Mosquito aircraft rendezvoused with 381st Group Leader at the I.P. and discharged "chaff" to the target area in advance of the bombers.

A total of 448 aircraft were scheduled of which 3 returned early, 428 bombed and 6 failed to return.

2. Narrative.

a. Assembly.

Groups and Wings assembled as briefed with little or no difficulty.

b. Flight to and from the Target.

Flight to the target was as briefed but groups were forced to fly lower than planned, due to high cloud and haze at briefed altitude. All groups bombed by squadrons with most squadrons bombing the Priority One target assigned to them, either visually or H2X with visual assistance. Contrils, haze and clouds forced some squadrons to make as many as three runs on the target. Only two aircraft bombed in the 457th Group low squadron and the remaining aircraft returned their bombs. The 306th Group low squadron's deputy leader released when the lead aircraft closed the bomb bay doors for another run and six aircraft dropped on their release. The remaining five aircraft returned bombs to base.

All groups rallied and returned as briefed with the exception of the 303rd, 92nd, 305th and 306th Groups which could not effect a rally due to the number of second and third runs which some squadrons were forced to make.

c. Fighter Support.

Fighter support was reported as good.

SECRET

SQUADRON 367th
 A/C Number 44-6604
 Total Flying Time 9:40

A/C Number 42-97133
 Total Flying Time 9:40

- X (P) SMITH, L.J. 2nd Lieut
- X (CP) WALSH, W. P/O
- X (N) RIDGEWAY, R.F. 2nd Lieut
- X (B) MEDRANO, J.T. S/Sgt.
- X (E) HELLENBART, P. Sgt.
- X (RO) LOWREY, J.F. Sgt.
- X (G) ALEWITZ, S. Sgt.
- X (G) JENSEN, D.R. Sgt.
- X (G) DUNN, J.L. T/Sgt.
- (G)

- X (P) MARKS, R. 2nd Lieut
- X (CP) GARY, E.R. 2nd Lieut
- X (N) PURDY, J.S. 2nd Lieut
- X (B) HERNANDEZ, H. Sgt.
- X (E) DOLINICH, J. T/Sgt.
- X (RO) PHILLIPS, R. Sgt.
- X (G) NUNNERY, H. S/Sgt.
- X (G) ALLRED, C.M. S/Sgt.
- (G)

A/C Number 44-8197
 Total Flying Time 10:00

A/C Number 44-6951
 Total Flying Time 9:45

- X (P) KINGSLEY, D.G. 2nd Lieut
- X (CP) KORNEGAY, H.J. Captain
- X (N) BARGN, I.R. 2nd Lieut
- X (B) GEARTY, J.T. 2nd Lieut
- X (E) DURAN, E.H. 1st Lieut
- X (G) KENNEDY, W.H. S/Sgt.
- X (G) WESNER, K.E. S/Sgt.
- X (G) GILBERT, A.L. S/Sgt.
- X (G) NORQUIST, N.R. S/Sgt.
- (G)

- X (P) HOFFMAN, R.S. 2nd Lieut
- X (CP) KOSEK, K. 2nd Lieut
- X (N) BEECHER, M. 1st Lieut
- X (B) STREETER, T.E. P/O
- X (E) SCHUSTER, T.C. S/Sgt.
- X (RO) MC CARTHY, V.D. S/Sgt.
- X (G) ELDER, M. S/Sgt.
- X (G) BRESSLER, E.L. S/Sgt.
- (G)

A/C Number 43-38412
 Total Flying Time 9:40

A/C Number 44-6908
 Total Flying Time 9:40

- X (P) PINCHBACK, J.A. 2nd Lieut
- X (CP) HARTMAN, E.L. 2nd Lieut
- X (N) BURKE, W.T. P/O
- X (B) GANNETT, R.W. 2nd Lieut
- X (E) STOUT, R.L. Sgt.
- X (RO) STEHLE, J.M. Sgt.
- X (G) DOOLEY, W.A. Sgt.
- X (G) RONDE, B.J. Sgt.
- X (G) KIRKPATRICK, E.A. Sgt.
- (G)

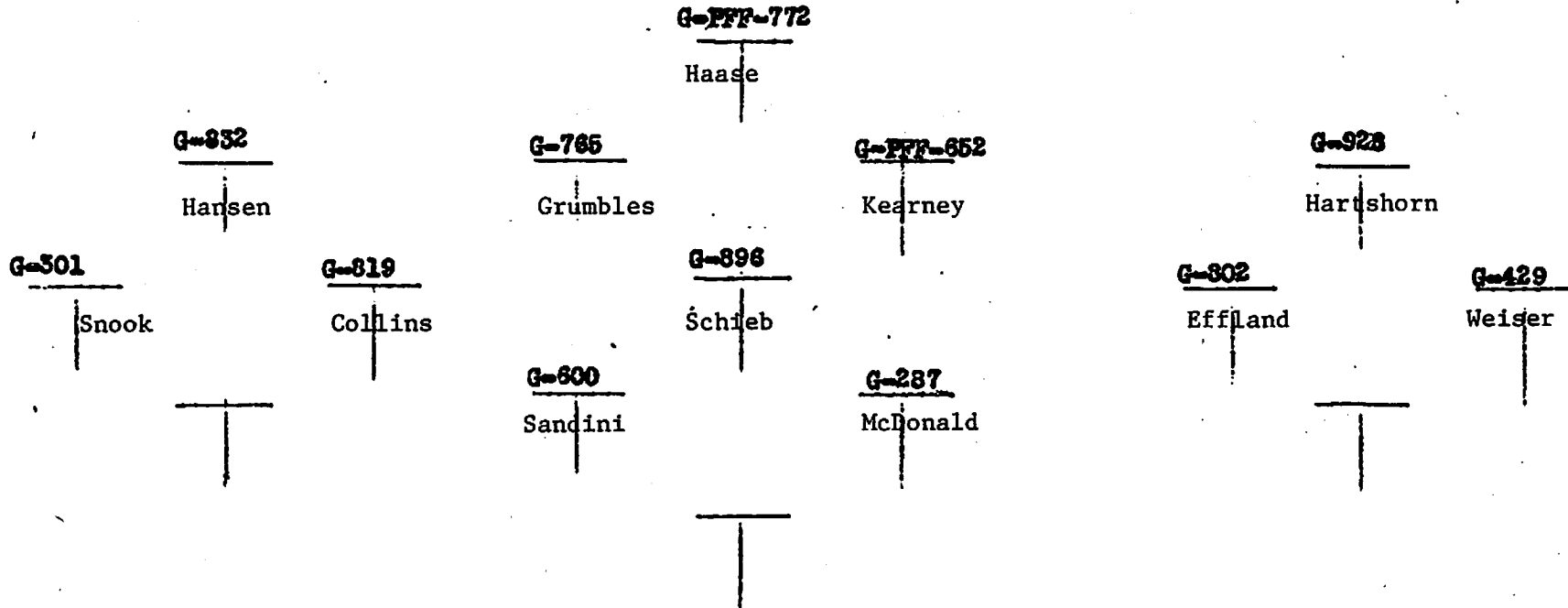
- X (P) GOOCH, J.E. 2nd Lieut
- X (CP) VICK, V.A. 2nd Lieut
- X (N) OSCHERWITZ, M.S. 2nd Lieut
- X (B) WERTZ, H.W. S/Sgt.
- X (E) BOLTON, V.E. Sgt.
- X (RO) HOWARD, G.P. Sgt.
- X (G) POWELL, J.R. Sgt.
- X (G) TRAEGER, J.A. Sgt.
- (G)

FORMATION DIAGRAM

40th ^{"G"} Group **LEAD**

Date 17 April 1945.

306th Bombardment Group (H)
Formation at Assembly and Over Target



NOTE: A/C 713 did not assemble and joined the 388th Bomb Gp, bombing with them.
Mikles

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
BY SP/MLG NARA, Date 7-6-91

40 "C"

LD

Bowloy (Brandt)
B-O-8772-PFF

17 April 1945

Hansen
B-Y-8832

Grumbles
B-M-8765

Kearney (Blair)
B-A-8652-PFF

Hartshorn
N-L-6928

Snook
B-U-7301

Collins
B-Q-6819

Schieb
B-X-7896

Effland
N-F-8302

Weiser
N-W-8429

Miles
B-K-8713

McDonald
B-V-8287

High

Kingsley (Gearity)
M-K-8197-PFF

Mitchell
M-Q-8683

Hoffman
M-F-6951

Shepard
M-G-7611

Cohn
N-V-1474

Scott
M-P-8913

Marks
M-W-7133

Pinchback
M-T-8412

Forsyth
N-O-9028

Burgess
N-G-5814
(Nickels)

Smith, L.J. Gatch
M-A-6604 M-J-6908

Low

Hedley (Pope)
E-W-8724-PFF

Leigh
E-M-8516

Endicott
E-J-1418

Choney
E-R-2910

Witcomb
N-D-8711

Clark
E-T-9116

Haring
E-G-8153

Hiney
E-X-7616

McGinnis
M-N-8916

Altshuler
N-3-8914

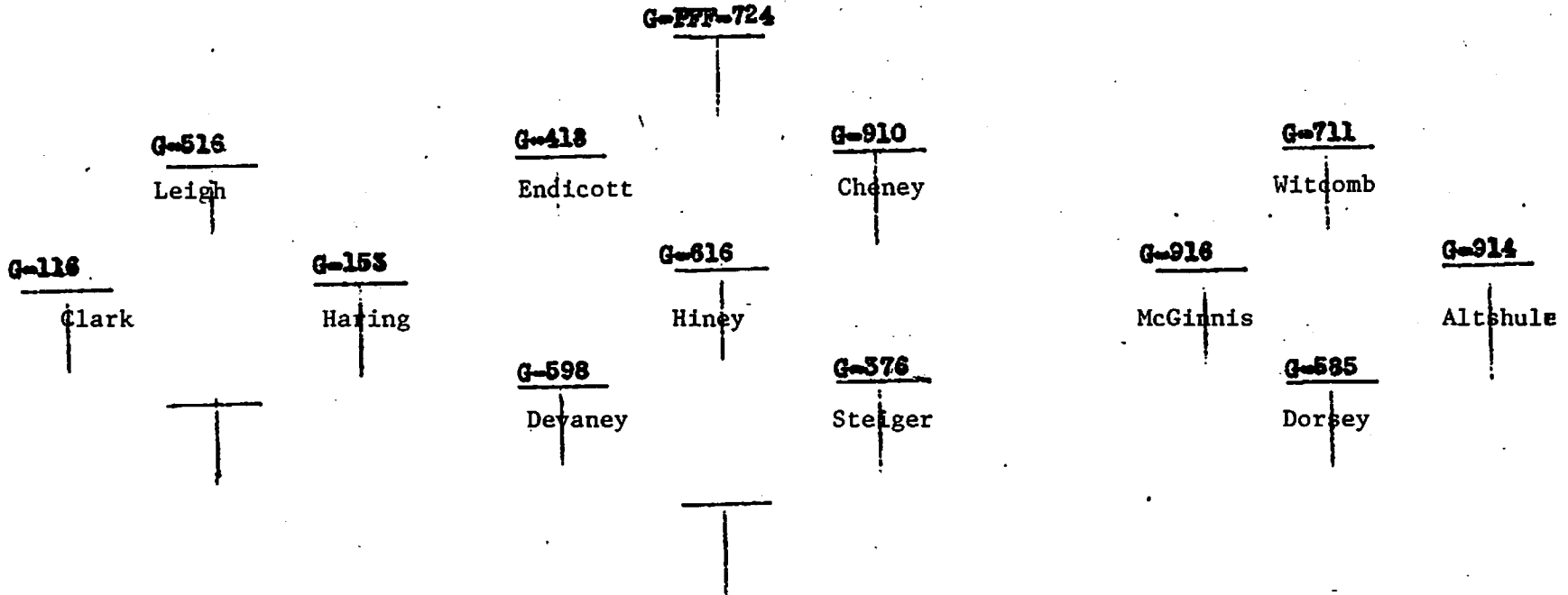
DeVaney
E-Q-7598

Steiger
E-W-8576

FORMATION DIAGRAM

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

Date 17 April 1945.



BY EP/176 NARA, Date 9-6

SQUADRON

367th

MISSION NUMBER

339

DATE

April, 1945

A/C Number

43-38913

Total Flying Time

9:30

A/C Number

43-37611

Total Flying Time

9:00

X(P) SCOTT, S.W. 2nd Lieut
 X(CP) NELSON, N.G. P/O
 X(N) PARKER, H.W. 2nd Lieut
 X(B) VALE, J.A. Sgt.
 X(E) SWARTZ, P.E. S/Sgt.
 X(RO) NYE, D.E. Sgt.
 X(G) BLANCHARD, J.A. Sgt.
 X(G) BROWN, E. Sgt.
 (G)
 (G)
 (G)

X(P) SHEPARD, F.K. 1st Lieut
 X(CP) JENKINS, R.B. 2nd Lieut
 X(N) LEVINSTONE, L. P/O
 X(B) DAVIS, W.A. T/Sgt.
 X(E) SPERLING, J.E. Sgt.
 X(RO) GREGG, W.J. Sgt.
 X(G) STELLER, R.F. S/Sgt.
 X(G) HAUCK, R.T. S/Sgt.
 (G)
 (G)
 (G)

A/C Number

44-6563

Total Flying Time

9:35

A/C Number

Total Flying Time

X(P) HANN, J. 2nd Lieut
 X(CP) BOZICH, R. 2nd Lieut
 X(N) CONNALLY, R. 2nd Lieut
 X(B) BURR, H. 2nd Lieut
 X(E) RIVA, H. 2nd Lieut
 X(RO) BALL, E. Sgt.
 X(G) BROWN, H. Sgt.
 X(G) YOUNG, J. Sgt.
 (G)
 (G)
 (G)

(P)
 (CP)
 (N)
 (B)
 (E)
 (RO)
 (G)
 (G)
 (G)
 (G)
 (G)

A/C Number

43-38683

Total Flying Time

9:40

A/C Number

Total Flying Time

X(P) MITCHELL, F.W. 2nd Lieut
 X(CP) BURTON, D.W. 2nd Lieut
 X(N) NEILSON, W.R. 2nd Lieut
 X(B) BOWEN, V.F. 2nd Lieut
 X(E) SCHNEIDER, R. Sgt.
 X(RO) HALL, H.R. S/Sgt.
 X(G) PIERCE, S.F. Sgt.
 X(G) KEIZER, J.W. Sgt.
 (G)
 (G)
 (G)

(P)
 (CP)
 (N)
 (B)
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SQUADRON 368th

MISSION LOADING LIST

MISSION NUMBER 339

DATE

April 17, 1945

A/C Number 44-5928
Total Flying Time 9:35

- (P) 1st Lt. Hartshorn, R.T.
- (CP) 2nd Lt. Sykes, A.D.
- (N) 2nd Lt. Grimes, T.C.
- (B) Sgt. Jacobson, W.O.
- (E) S/Sgt. Blakey, M.L.
- (RO) S/Sgt. Oppen, J.J.
- (G) Sgt. Hoots, H.G.
- (G) S/Sgt. Bratecher, H.E.
- (G)
- (G)

A/C Number 43-33914
Total Flying Time 9:00

- (P) 2nd Lt. Altshuler, H.P.
- (CP) 2nd Lt. Lett, J.S.
- (N) 2nd Lt. Nebelker, H.G.
- (B) Sgt. Fullerton, R.E.
- (E) Sgt. Morhous, E.L.
- (RO) Sgt. Meyer, H.J.
- (G) Sgt. Rodriguez, R.C.
- (G) Sgt. Poehlman, D.D.
- (G)
- (G)

A/C Number 43-38802
Total Flying Time 9:15

- (P) F/O Effland, E.
- (CP) 2nd Lt. Lowe, F.E.
- (N) F/O Sheppard, R.O.
- (B) Sgt. Bradley, J.M.
- (E) Sgt. Wzier, B.H.
- (RO) Sgt. Konarski, C.J.
- (G) Sgt. Snider, C.A.
- (G) Sgt. Litka, R.W.
- (G)
- (G)

A/C Number 43-38916
Total Flying Time 9:05

- (P) 2nd Lt. McGinnis, D.J.
- (CP) 2nd Lt. Valentine, C.L.
- (N) 2nd Lt. Kuesel, D.C.
- (B) Sgt. Garrison, G.T.
- (E) T/Sgt. John, R.F.
- (RO) S/Sgt. Williams, W.M.
- (G) Sgt. Conroy, A.J.
- (G) Sgt. Olson, G.G.
- (G)
- (G)

A/C Number 42-31474
Total Flying Time 9:20

- (P) 1st Lt. Cohn, H.B.
- (CP) 2nd Lt. Campbell, H.M.
- (N) 2nd Lt. Blouch, W.F.
- (B) S/Sgt. Dusenberry, F.C.
- (E) Sgt. Gibson, K.J.
- (RO) Sgt. Martin, C.F.
- (G) Sgt. Leantrot, G.G.
- (G) Sgt. Bohannon, P.J.
- (G)
- (G)

A/C Number 43-38711
Total Flying Time 9:05

- (P) 1st Lt. Witcomb, C.
- (CP) 2nd Lt. Marks, L.E.
- (N) 1st Lt. Gillaspie, W.L.
- (B) T/Sgt. Ible, L.A.
- (E) S/Sgt. Nelson, F.E.
- (RO) S/Sgt. Ringwald, J.M.
- (G) Sgt. Dinger, R.O.
- (G) Sgt. Dorenbusch, L.F.
- (G)
- (G)

SQUADRON 368th

MISSION LOADING LIST
MISSION NUMBER 339

DATE April 17, 1945

A/C Number 44-6814

Total Flying Time 9:40

- (P) 2nd Lt. Burgess, J.A.
- (CP) 2nd Lt. Bodenhamer, R.A.
- (N) F/O Dembowski, J.J.
- (B) Sgt. Thomas, P.B.
- (E) Sgt. Miller, R.K.
- (RO) Sgt. Sullivan, H.D.
- (G) S/Sgt. Payette, R.R.
- (G) Sgt. Schuberg, R.E.
- (G)
- (G)

A/C Number 42-38429

Total Flying Time 9:30

- (P) 2nd Lt. Weiser, R.M.
- (CP) 2nd Lt. Wiley, G.A.
- (N) 2nd Lt. Latcha, W.V.
- (B) Sgt. Ranck, E.J.
- (E) Sgt. McGrorie, W.C.
- (RO) Sgt. Mundy, R.R.
- (G) Sgt. DeCesare, V.M.
- (G) Sgt. Daniels, I.D.
- (G)
- (G)

A/C Number _____

Total Flying Time _____

- (P) _____
- (CP) _____
- (N) _____
- (B) _____
- (E) _____
- (RO) _____
- (G) _____
- (G) _____
- (G) _____
- (G) _____

A/C Number 43-39028

Total Flying Time 9:10

- (P) 2nd Lt. Forsyth, W.J.
- (CP) 2nd Lt. Curtis, R.H.
- (N) F/O Zalusky, I.
- (B) Sgt. Dickson, R.F.
- (E) Sgt. Tonsing, A.R.
- (RO) Sgt. Leon, S.
- (G) Sgt. Mullen, H.J.
- (G) Sgt. Prigg, R.A.
- (G)
- (G)

A/C Number _____

Total Flying Time _____

- (P) _____
- (CP) _____
- (N) _____
- (B) _____
- (E) _____
- (RO) _____
- (G) _____
- (G) _____
- (G) _____
- (G) _____

A/C Number _____

Total Flying Time _____

- (P) _____
- (CP) _____
- (N) _____
- (B) _____
- (E) _____
- (RO) _____
- (G) _____
- (G) _____
- (G) _____
- (G) _____

----- MISSION LOADING LIST -----

SQUADRON 423rd

MISSION NUMBER 339

DATE 17 April 1945

A/C Number 44-8724
Total Flying Time 9:15

(P)	Hedley, T. D.	1st Lt.
(CP)	Baker, W. H.	2nd Lt.
(N)	Atherton, R. A.	1st Lt.
(B)	LeRoy, M. W.	2nd Lt.
(E)	Butz, J.	S/Sgt
(RO)	Masters, A. F.	T/Sgt
(G)	Shafer, R. C.	S/Sgt
(G)	Anderson, J. L.	S/Sgt
RN (G)	Pope, R. J.	2nd Lt.
(G)		
()		

A/C Number 45-38910
Total Flying Time 9:10

(P)	Cheney, D. C.	2nd Lt.
(CP)	Kutchins, R. O.	2nd Lt.
(N)	Reich, J. E.	F/O
(B)	Flora, F. L.	2nd Lt.
(E)	Cory, R. E.	S/Sgt
(RO)	Furlong, T. V.	S/Sgt
(G)	Lindsay, R. W.	Sgt
(G)	Blucher, E. L.	Sgt
(G)		
(G)		
()		

A/C Number 43-37616
Total Flying Time 9:25

(P)	Hiney, W. H.	1st Lt.
(CP)	Campbell, C. G.	2nd Lt.
(N)	Hildebrand, F. B.	2nd Lt.
(B)	Cooper, K.	2nd Lt.
(E)	Anderson, H. E.	S/Sgt
(RO)	Chestnut, N. R.	S/Sgt
(G)	Sherman, D. J.	Sgt
(G)	Olson, W. H.	Sgt
(G)		
(G)		
()		

A/C Number 43-37598
Total Flying Time 9:35

(P)	Devaney, K. O.	2nd Lt.
(CP)	Goff, L. B.	2nd Lt.
(N)	Gehrlein, E. F.	F/O
(B)	Figone, A. D.	Sgt
(E)	Sibley, R. L.	Sgt
(RO)	Griffiths, T. J.	Sgt
(G)	Dixon, W. J.	Sgt
(G)	WEN Wehrman, B. K.	Sgt
(G)		
(G)		
()		

A/C Number 44-8516
Total Flying Time 9:05

(P)	Leigh, F. B.	1st Lt.
(CP)	Ribble, J. C.	2nd Lt.
(N)	Elrod, L. A.	2nd Lt.
(B)	Cangelose, S. J.	2nd Lt.
(E)	O'Neill, D. L.	Sgt
(RO)	Staniorski, J. A.	Sgt
(G)	Swire, A. L.	S/Sgt
(G)	Moreland, H. S.	Sgt
(G)	Maphis, R. W.	S/Sgt
(G)		
()		

A/C Number 153
Total Flying Time 8:55

(P)	Haring, R. G.	2nd Lt.
(CP)	Dickens, J. E.	F/O
(N)	Neighmond, J. C.	F/O
(B)	Freeman, L. L.	S/Sgt
(E)	Leavitt, S. R.	S/Sgt
(RO)	Freeborn, W. A.	T/Sgt
(G)	Upthegrove, E.	Sgt
(G)	Rogers, G. (368th)	S/Sgt
(G)	Seegar, R. C.	S/Sgt
(G)		
()		

D R E S D E N, G E R M A N Y

SQUADRON 423rd

MISSION LOADING LIST

MISSION NUMBER 339

DATE 17 April 1945

A/C Number 43-38376
Total Flying Time 8:50

- (P) Steiger, C. L. 2nd Lt.
- (CP) Roberts, D. K. F/O
- (N) Hayes, G. W. 2nd Lt.
- (B) Scott, M. C. Sgt
- (E) Roth, C. A. Sgt
- (RO) Forgy, J. F. Sgt
- (G) Hay, H. F. Sgt
- (G) Tucker, R. S. Sgt
- (G)
- (G)

A/C Number 44-6585
Total Flying Time 9:00

- (P) Dorsey, A. W. 2nd Lt.
- (CP) Mallory, C. A. 2nd Lt.
- (N) Entrekein, O. L. 2nd Lt.
- (B) Bell, C. G. Sgt
- (E) Anderson, O. G. Sgt
- (RO) Hitchcock, R. H. S/Sgt
- (G) Simpson, B. J. Sgt
- (G) Ulman, B. P. Sgt
- (G)
- (G)

A/C Number 42-31418
Total Flying Time 9:00

- (P) Endicott, J. J. 2nd Lt.
- (CP) Jacobson, K. E. 2nd Lt.
- (N) Zelniser, P. N. 2nd Lt.
- (B) Kirkaldie, R. C. S/Sgt
- (E) Panchot, D. A. Sgt
- (G) Jung, W. G. Sgt
- (G) Stankus, J. C. Sgt
- (G) Tanklenberg, J. Sgt
- (G)
- (G)

A/C Number 43-39118
Total Flying Time 8:55

- (P) Clark, J. R. 2nd Lt.
- (CP) Carnicom, W. M. 2nd Lt.
- (N) Ross, W. F. 2nd Lt.
- (B) Fawcett, R. B. S/Sgt
- (E) Hatton, A. E. S/Sgt
- (RO) McGuire, A. G. S/Sgt
- (G) Dryden, R. W. Sgt
- (G) Diffendaffer, C. A. Sgt
- (G)
- (G)

A/C Number
Total Flying Time

- (P)
- (CP)
- (N)
- (B)
- (E)
- (RO)
- (G)
- (G)
- (G)
- (G)

A/C Number
Total Flying Time

- (P)
- (CP)
- (N)
- (B)
- (E)
- (RO)
- (G)
- (G)
- (G)
- (G)

D R E S D E N , G E R M A N Y

SQUADRON 369th.

MISSION LOADING LIST
MISSION NUMBER 339 DATE

17 April 1945
43-38765

A/C Number 43-38765
Total Flying Time 9:30

A/C Number 44-8652
Total Flying Time 9:30

- X(P) Grumbles, B. H. 2nd. Lt.
- X(CP) Holve, D. G. F/O
- X(N) Hoeker, F. C. "
- X(B) Gilmore, M. F. S/Sgt.
- X(E) Roth, L. F. Sgt.
- X(RO) Melin, E. L. "
- X(B) Vickroy, J. G. S/Sgt.
- X(G) Flemming, H. C. Sgt.
- (G)
- (G)
- ()

- X(P) Kearney, L. T. 1st. Lt.
- X(CP) Peckham, W. T. 2nd. Lt.
- X(B) Cook, D. L. "
- X(B) Flanagan, W. W. "
- X(E) Pomykal, W. A. S/Sgt.
- X(RO) Thixton, E. C. "
- X(G) Wiley, C. W. "
- X(G) Odstrcil, C. E. "
- X(G) BLAIR, A. B. 2nd Lt
- (G)
- ()

A/C Number 43-38287
Total Flying Time 9:30

A/C Number
Total Flying Time

- X(P) McDonald, J. G. 1st. Lt.
- X(CP) Canell, W. J. 2nd. Lt.
- X(N) Cochran, W. C. "
- X(B) Beede, V. C. Sgt.
- X(E) Haynes, G. Sgt.
- X(RO) Lipkin, S. "
- X(G) Hennig, D. H. "
- X(G) Coffey, L. "
- (G)
- (G)
- ()

- (P)
- (CP)
- (N)
- (B)
- (E)
- (RO)
- (G)
- (G)
- (G)
- (G)
- ()

A/C Number 44-8772
Total Flying Time 9:25

A/C Number
Total Flying Time

- X(P) Haase, W. J. Capt.
- X(CP) Bowley, A. J. "
- X(N) Barkwill, J. W. 1st. Lt.
- X(B) Oldenburg, I. A. "
- X(E) Miller, W. T/Sgt.
- X(RO) Gibson, L. N. "
- X(G) Zimmerman, R. C. S/Sgt.
- X(G) Graham, R. A. 2nd. Lt.
- X(G) Brandt, H. R. "
- X(G) Olmstead, W. F. T/Sgt.
- ()

- (P)
- (CP)
- (N)
- (B)
- (E)
- (RO)
- (G)
- (G)
- (G)
- (G)
- ()

MISSION LOADING LIST

SQUADRON 369thMISSION NUMBER 339

DATE

Apr. 17, 1945A/C Number 42-97301Total Flying Time 9:25

X(P) Snook, D. L. 2nd. Lt.
 X(CP) Zingerli, J. J. 2nd. Lt.
 X(N) Woodruff, E. M. "
 X(B) Rollo, W. Sgt.
 X(E) Husby, I. V. "
 X(RO) Bateman, B. D. "
 X(G) Vansickle, A. L. "
 X(G) Cox, L. K. "
 X(G) _____
 X(G) _____

A/C Number 43-37600Total Flying Time 9:20

X(P) Sandini, E. J. 2nd. Lt.
 X(CP) Knowlton, J. W. F/O
 X(N) McDaniel, L. M. "
 X(B) Vandiver, H. D. Sgt.
 X(E) Solano, P. L. "
 X(RO) Tuttle, J. W. "
 X(G) Sarver, G. L. "
 X(G) Scherer, S. H. "
 X(G) _____
 X(G) _____

A/C Number 44-6819Total Flying Time 9:20

X(P) Collins, R. S. 2nd. Lt.
 X(CP) Mann, J. "
 X(N) Knight, R. F/O
 X(B) Knox, R. E. Sgt.
 X(E) Dobner, E. J. S/Sgt.
 X(RO) Rieder, A. A. Sgt.
 X(G) Paglow, L. E. "
 X(G) Clegg, R. J. Pvt.
 X(G) Tulcus, W. S/Sgt.
 X(G) _____
 X(G) _____

A/C Number 42-97896Total Flying Time 9:25

X(P) Schieb, R. K. 2nd. Lt.
 X(CP) Lyles, J. D. F/O
 X(N) Gallagher, A. F. F/O
 X(B) Slattery, E. J. S/Sgt.
 X(E) Trostle, R. A. "
 X(RO) Thach, J. O. "
 X(G) Sammons, C. L. Sgt.
 X(G) Wright, P. A. "
 X(G) _____
 X(G) _____

A/C Number 43-38832Total Flying Time 9:30

X(P) Hansen, D. R. 1st. Lt.
 X(CP) Walton, A. P. F/O
 X(N) Seckinger, C. L. 1st. Lt.
 X(B) Stokoe, J. S/Sgt.
 X(E) Lynch, W. L. "
 X(RO) Conner, L. D. "
 X(G) Weir, R. L. "
 X(G) Harkness, B. E. "
 X(G) _____
 X(G) _____

A/C Number 43-38713Total Flying Time 10:10

X(P) Mikles, L. 2nd. Lt.
 X(CP) Gaydosh, J. J. "
 X(N) Bremer, C. A. F/O
 X(E) Spradlin, H. V. S/Sgt.
 X(RO) Marciano, J. J. Sgt.
 X(G) Strong, L. M. "
 X(G) Brougham, J. J. "
 X(G) McDermott, "
 X(G) Gilliam, C. M. "
 X(G) _____
 X(G) _____

17 Apr 1945

FRIEDRICHSTADT

- a. Nine concentrations of general purpose and incendiary bombs could be seen bursting in the target area. Complete interpretation of all of the strikes was not possible because of haze and intense smoke.
- b. The wagon repair shop received at least nine direct hits and could be seen burning late in the attack.
- c. At least five direct hits were made on the locomotive depot.
- d. An engine roundhouse received one direct hit.
- e. Both the eastern and western choke points of this yard will be severely damaged. Rail over road bridges at both of these points received direct hits and rail lines could be seen out.
- f. The central portion of the marshalling yard received at least 220 hits. One explosion could be seen and photography taken late in the attack showed cars on fire in this area.
- g. A large road over rail bridge received two probable direct hits and many near misses.
- h. One concentration of bombs fell into a warehouse area, one half mile north of the target. Four large warehouses received direct hits and fires could be seen starting in the area.

GENERAL

- a. Three concentrations of general purpose bombs fell into the central city area. Fires were started and severe damage can be expected although most of the residential area had been damaged previously.
- b. One concentration of bombs fell into a wooded area approximately four and one-half miles northeast of the center of the city and a second concentration could be seen bursting approximately three and one-half miles southwest of the center of the city. Little damage will result.
- c. Although complete interpretation of all squadrons' bombs was impossible, from photography available it was apparent that severe damage can be expected to both of the marshalling yards.

3. Difficulties Encountered.

- a. All groups attacked their number one priority target, DRESDEN, visually or by H2K and in squadron formations.
- b. The 381st, 398th, 91st, (379th)⁷⁵¹ and (384th) Groups bombed visually.
- c. The 401st Group bombed by H2K with visual assistance.
- d. Because of extremely bad visibility, the 351st Group made an H2K approach but was able to complete the run visually.
- e. Lead squadron of 457th Group made an H2K run with visual corrections near the end of the run. Low squadron started an H2K run but the lead bombardier decided to make a second run visually. On the second run, clouds and contrails obscured the target completely and no sighting could be made due to H2K equipment failure. All bombs were returned to base with the exception of two aircraft which dropped on a smoke marker. High squadron made two unsuccessful attempts to bomb visually and then bombed by H2K on the third run.
- f. Lead squadron of 379th Group encountered rough air on the bomb run and the lead aircraft had to make a manual run. Lead aircraft of high squadron also made a manual run due to AFCS failure.

~~SECRET~~
~~SECRET~~

g. Lead squadron of 384th Group made an H2K approach due to extreme haze but was able to complete the run visually. Lead bombardier of high squadron had difficulty in identifying the aiming point because of extreme haze.

h. Lead squadron of 303rd Group bombed by H2K with visual assist on the third run. Haze made it impossible to pick up the aiming point on the first two runs. Low squadron bombed on the first run by H2K with visual assist near the end of the run. High squadron bombed on the third run by H2K because haze made it impossible to identify the aiming point on the first two runs.

i. The 92nd Group took interval at the briefed I.P. for a visual run but cloud cover necessitated an H2K run two minutes prior to reaching bomb release line. At this point, the lead aircraft of lead squadron relinquished the lead position to deputy lead aircraft due to H2K equipment failure. A 360 degree turn was made and the target was attacked by H2K on the second run. Low squadron bombed on the second run, using H2K, due to the position of another formation at the bomb release line on the first run. High squadron bombed by H2K on the first run.

j. Lead and high squadrons of 305th Group bombed by H2K with a visual assist. Low squadron was forced to make a second run due to flying a collision course with another formation on the first run. Bombing was done visually by low squadron.

k. Lead squadron of 306th Group bombed visually. Low squadron started a visual run but the AFGE in lead aircraft was inoperative causing the aircraft to fly off course. At this point, the lead bombardier decided on a second run, thinking he would miss the target on the first run. The bombardier in deputy lead aircraft, seeing the bomb bay doors closing in the lead aircraft, dropped his bombs. Six aircraft in low squadron dropped on the deputy aircraft and five aircraft returned bombs to base. High squadron bombed using H2K.

l. Dense haze and cloud forced all groups to bomb at a lower altitude than briefed.

17 Apr 1945

ANNEX I: Bombing Tactics and Results.

1. Bomb Run Data.

GROUP OF RUN	DIRECT OF RUN	LENGTH OF RUN	ALTITUDE	TIME OF RELEASE	FLEW AFCE	FLEW MANUAL	NO OF BOMBS	RANGE & DEFLECT	RANGE	DROPPED ON LDR.
<u>DRESDEN</u>										
381 A	24 ^o T	7 $\frac{1}{2}$ min	20,900	1347 $\frac{1}{2}$	X		(57x500ORDX) (83x500GP)	1 0	0	11
381 B	17 ^o T	8 min	20,300	1348	X		(58x500ORDX) (96x500GP)	1 0	0	12
381 C	14 ^o T	7 min	21,500	1349	X		(118x500ORDX) (24x500GP)	1 0	0	11
398 A	17 ^o T	11 min	21,000	1352	X		(56x500ORDX) (74x500GP)	1 0	0	10
398 B	30 ^o T	11 min	20,100	1353	X		(62x500ORDX) (69x500GP)	1 0	0	10
398 C	354 ^o T	12 min	22,200	1352 $\frac{1}{2}$	X		(99x500ORDX) (32x500GP)	1 0	0	10
91 A	7 ^o T	3 min	21,100	1353 $\frac{1}{2}$	X		144x500GP	1 0	0	11
91 B	15 ^o T	1 min	20,580	1354	X		144x500GP	1 0	0	11
91 C	13 ^o T	3 min	21,600	1355	X		(132x500GP) (1 LOAD NICKELS)	1 0	0	11
401 A	25 ^o T	3 min	21,100	1358	X		(143x250GP) (44x500ML7)	H2X 0	0	11
401 B	23 ^o T	3 min	20,400	1358	X		(144x250GP) (48x500ML7)	H2X 0	0	11
401 C	9 ^o T	3 min	21,900	1400	X		(143x250GP) (48x500ML7)	H2X 0	0	11
351 A	40 ^o T	3 min	20,400	1402	X		72x1000MK13	1 0	0	11
351 B	38 ^o T	3 min	20,400	1403 $\frac{1}{2}$	X		72x1000MK13	1 0	0	11
351 C	43 ^o T	3 min	21,400	1403 $\frac{1}{2}$	X		78x1000MK13	1 0	0	12
457 A	13 ^o T	3 min	21,000	1404	X		118x500GP	H2X 0	0	9
457 B	-----	-----	-----	-----			(12x500GP) (1 LOAD NICKELS)	0 0	0	2
457 C	24 ^o T	3 min	23,000	1455 $\frac{1}{2}$	X		131x500GP	H2X 0	0	10
379 A	27 ^o T	3 min	21,000	1402 $\frac{1}{2}$		X	154x500ORDX	1 0	0	12
379 B	23 ^o T	2 min	20,560	1400 $\frac{1}{2}$	X		154x500ORDX	1 0	0	12
379 C	25 ^o T	5 min	21,800	1402		X	130x500ORDX	1 0	0	10
384 A	19 ^o T	2 min	19,200	1408	X		(83x300GP) (48x250GP) (44x500ML7)	1 0	0	10
384 B	20 ^o T	4 min	18,600	1408 $\frac{1}{2}$	X		(48x300GP) (107x250GP) (52x500ML7)	1 0	0	12
384 C	22 ^o T	1 min	20,500	1408 $\frac{1}{2}$	X		(71x300GP) (84x250GP) (52x500ML7)	1 0	0	12
303 A	40 ^o T	9 min	18,900	1509	X		(166x250GP) (56x500ML7)	H2X 0	0	13
303 B	34 ^o T	10 min	20,850	1406	X		(156x250GP) (52x500ML7) (1 LOAD NICKELS)	H2X 0	0	13

GROUP	DIRECT OF RUN	LENGTH OF RUN	ALTITUDE	TIME OF RELEASE	ELEV FLEW	FLEW MANUAL	NO OF BOMBS	RANGE & DEFLECT	RANGE	DROPPED ON LDR.
<u>DRESDEN</u>										
303 C	328°T	9 min	20,200	1512	X		(144x250GP) (48x500M17)	H2K 0	0	11
92 A	59°T	5 min	21,400	1433	X		164x500RDX	H2K 0	0	11
92 B	30°T	5 min	20,900	1413½	X		206x500RDX	H2K 0	0	14
92 C	26°T	6 min	20,200	1426	X		166x500RDX	H2K 0	0	11
305 A	350°T	10 min	21,000	1420		X	(106x500RDX) (46x500GP) (52x500M17)	H2K 0	0	12
305 B	7°T	7½ min	20,750	1443	X		(60x500RDX) (94x500GP) (52x500M17)	H2K 0	0	12
305 C	324°T	10 min	22,000	1420	X		(95x500RDX) (47x500GP) (48x500M17)	1 0	0	11
306 A	5°T	90 sec	21,350	1421½	X		182x500GP	1 0	0	12
306 B	5°T	3 min	19,700	1424		X	112x500GP	0 0	0	8
306 C	7°T	8 min	22,000	1422	X		(168x500GP) (1 LOAD NICKELS)	H2K 0	0	12

2. Targets Attacked and Results of Bombing.

DRESDEN

The target was a complex of two RAILROAD MARSHALLING YARDS (HAUPTBAHNHOF and FRIEDRICHSTADT YARDS) situated in DRESDEN.

HAUPTBAHNHOF

a. At least fourteen concentrations of general purpose and incendiary bombs could be seen bursting in or partially in the target area. Ground haze combined with intense smoke in the target area made it impossible to plot all of the bombs dropped.

b. The main station received at least four direct hits from general purpose bombs.

c. Direct hits could be seen on four large engine roundhouses. These roundhouses had been previously hit. Combined with damage from this attack, all of these installations can now be considered as destroyed or badly damaged.

d. A road over rail bridge in the southeastern portion of the yards received at least two direct hits. Photography showed the bridge still standing with damage at the edges.

e. In the sidings area, at least 250 direct hits could be seen on rail lines and cars in the area. Damage to this part of the yard should be severe.

f. The easternmost choke point of the yards received at least fifty direct hits. All lines could be seen out with severe damage in an area of two rail over road bridges.

g. At least thirty direct hits could be seen on rail lines and installations of the storage depot.

h. Residential areas adjacent to this yard will be severely damaged from bombs which carried over the rail lines into built-up portions of the town.

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Operations Officer
APO 557

(E-A-8)

17 April 1945

SUBJECT: Report of Operations Officer - Mission of 17 April 1945 - Dresden.

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

40th "C" Lead

1. General Narrative:

a. Lead plane of the 306th Group, flying "C" Group in the 40th Combat Wing, took off at 0930 hours to bomb a target at Dresden, Germany. Assembly was performed over Chalgrove buncher without difficulty and the ordered route flown over England, departing on time and course. The Division assembly was affected by the cross-channel leg.

b. The route over the Continent was as ordered to 5012N 1146E, in trail of the 40th "B" Group. At this point the turn was overrun and the Group flew north of Brux to avoid flak. Message from Buckeye advised bombing a reference altitude plus one due to extremely poor air to air visibility. An IP was established and a visual run made on priority No. 1 target, Dresden, with excellent results. Bombfall is confirmed by photos as on the aiming point although smoke obscures most of the pattern. Weather in the target area was clear below 22000 feet but contrails were dense and persistent, and there was considerable haze.

c. After bombing the lead made a 360° turn near control point five, picking up the high Squadron but not the low. The withdrawal was uneventful and in trail of 40th "B" Group. Formation entered England at the briefed point and the lead plane landed at 1900 hours. 40th "C" Group was number 12 in the First Air Division.

d. Friendly fighter support was excellent, with P-51's picked up near Koblenz and rendering close and continuous support throughout. No encounters by E/A were sustained by the Group, although one jet A/C was observed in contrails below the formation. Flak was moderate and inaccurate.

2. Aircraft Not Attacking:

a. The lead Squadron was made up of 13 A/C, including two H2X planes and a flying spare. One A/C failed to assemble and flew with 388th Group, third Division. The spare filled in for this plane. All 13 A/C made effective sorties against the priority No. 1 target at Dresden, Germany with excellent results.

3. Lost Aircraft:

a. No planes were lost.

40th "C" Low

1. General Narrative:

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

(1) Low Squadron began an H2X run on the target in conditions of

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By SP/MLG NARA, Date 9-9

By AB/mg NARA, Date 9-9-21

very poor visibility. Due to interference twice on the run by other formations in the congested target area, and due to picking the target up visually just a little too late to bomb, the leader decided to make a second run. At the same time the deputy leader was hit by prop wash and in the confusion of poor visibility, and in regaining control of the plane, he saw leader's bomb bay doors beginning to close. Thinking it was bombs away, he dropped and 7 others toggled on his markers. As the leader began the second run, upon learning there were only five A/C with bomb loads he abandoned the run.

(2) Low leader could not locate the lead and high Squadrons to affect a rally so returned alone flying along the edge of the bomber stream. Due to shortage of fuel the stand-off route over England was not flown and the Squadron returned to base direct from the English coast.

(3) Lead plane took off at 0943 hours and landed at 1847.

2. Aircraft Not Attacking:

a. The low Squadron was made up of 13 A/C, including an H2X plane and a flying spare which completed the mission. As narrated above, 8 A/C released erroneously and five returned bombs to base on decision of the lead pilot. Thus 13 A/C sortied, 13 were credit sorties, and 8 were effective sorties on No. 1 target, Dresden.

3. Lost Aircraft:

a. No planes were lost.

40th "C" High

1. General Narrative:

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

(1) High Squadron made an H2X run with visual correction at last moment on No. 1 target. Results were unobserved.

(2) After bombing the high rallied with the lead near control point five, and returned with them.

(3) Flak over the target was moderate and fairly accurate on the high Squadron.

(4) Lead plane took off at 0937 hours and landed at 1917.

2. Aircraft Not Attacking:

a. The high Squadron was made up of 13 A/C including an H2X plane and a flying spare which completed the mission. All planes attacked the No. 1 target on H2X with results unobserved.

By AB/mg

NARA, Date

9-91S E C R E T

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Communications Officer
APO 557

J-A-1

18 April 1945.

SUBJECT: Communications Report for the Mission of 17 April 1945.

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

1. Thirty-nine (39) navigators reported using one or more of the Bunchers at A-63, B-75 and Chalgrove for L.O.P.'s and homing.

2. ~~No HF fixed beacons were used.~~

3. Thirty-nine (39) aircraft were equipped with "Gee" and the navigators reported fixes to 50 15N - 12 15E.

4. The VHF was used for control of the formations. Reception was reported as being very good. Traffic was moderate. Five (5) control points and a bombstrike were transmitted as briefed. The group leader reported he was unable to reach either Colgate or Cycle Relay on control point number five.

5. 423rd (F) received one (1) QDM from the base HF/DF station. No bearings were obtained from the base VHF/DF station.

6. The group commander reported an aircraft gave reference altitude in the clear. He stated he thought it was part of a conversation with "Buckeye Black". Call sign of offender not known.

7. a. The group lead operator (TWCO) transmitted the bombstrike and six (6) progress reports as briefed. Receipts were obtained for all transmissions.

b. Thirty-five (35) aircraft were equipped with "Carpet" and the radio operators reported that the equipment functioned properly the entire route.

c. Thirty-five (35) aircraft dispersed 12,900 units of "Chaff" at the briefed time and place on orders of the Group Commander.

d. Four (4) aircraft were equipped with H2X. The operators reported the equipment as functioning perfectly the entire route.

8. The following Communications Malfunctions were reported:

368th Squadron - 814 - Navigator's mike switch broken. Repaired and checked.

Donald B. Smith
DONALD B. SMITH

745005
 DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 9-9-91
 BY AP/mg NARA, Date 9-9-91

DATE: 17 April 1945.
 GROUP 306th

40th "C" Group

BOMBING ACCOUNTABILITY

FORM _____

	<u>LEAD SQUADRON</u>	<u>LCW SQUADRON</u>	<u>HIGH SQUADRON</u>
1. Total Bombs Carried	182x500M-43GP + 4 smoke	182x500M-43GP + 2 smoke	168x500M-43GP + 2 smoke + 10 nickel
2. Total Bombs on Primary	168x500M-43GP + 4 smoke	112x500M-43GP + 1 smoke	168x500M-43GP + 2 smoke + 10 nickel
3. Total Bombs on Secondary	None	None	None
4. Total Bombs on Last Resort	None	None	None
5. Total Bombs on T.O.'s	14x500M-43GP	None	None
6. Total Bombs Returned from PE A/C	None	None	None
7. Total Bombs Jettisoned from RE A/C	None	None	None
8. Total Bombs Ret'd from A/C over Target	None	70x500M-43GP + 1 smoke	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. 8, A/Cs 724, 418, 616, and 585 did not drop because the lead aircraft didn't drop.
 No. 5, A/C 713 bombed with 388th Bomb Group (3rd Div.).

By AB/mg NARA, Date 9-91HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Group Bombardier
APO 557

17 April 1945.

SUBJECT: Bombing Narrative Report.

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

40th "C" Lead & High

1. The 306th Bomb Group furnished 13 A/C to fly lead and 13 A/C to fly high squadrons of the 40th "C" Group. The turn off the I.P. was as briefed. Dense contrails and ground haze hindered sighting operations and a PFF run was begun on the assigned target. The lead squadron's bombardier picked up the assigned target and started a visual run after only a few minutes down the bomb run. The high squadron's bombardier was unable to pick up the assigned target until the last few seconds of the run when he tried to make a few course corrections just before the bomb release point. Flak was meager and inaccurate. The runs were all made with A.F.C.E. A/C 713 bombed with the 388th Bomb Group.

2. All A/C bombed.

3. Bombing results were:
a. Lead - Excellent.
b. High - Unobserved.

4. Complete Combat Bombing Flight Records enclosed.

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

6. A.F.C.E. was O.K.

7. Type of release.
a. 20 A/C salvoed, 6 A/C in train.

40th "C" Low

1. The 306th Bomb Group furnished 13 A/C to fly low squadron of the 40th "C" Group. The I.P. turn off was as briefed. Flak was meager and inaccurate. The low squadron's bombardier started a PFF run but picked up the target a few minutes down the bomb run and began a visual run. The A.F.C.E. was not in working order and did not respond to the bombardiers corrections and therefore put him off course. After this was noted a manual run was made but by this time the target was too near and the lead bombardier decided to make a 360° when he saw that he would miss. During this time the formation was scattered due to the A.F.C.E. trouble in the lead A/C and dense contrails and there were times when the lead plane could not be seen by some of the wing planes. The deputy A/C was for a moment out of control and almost collided with the lead A/C when resuming its position in the formation noticed that the lead A/C was closing its bomb-bay doors, so thinking the lead had just dropped their bombs, dropped his. Six other A/C that could not see the lead A/C very well dropped bombs. The lead A/C seeing this decided not to make a second run but to return his bombs. A/Cs 724, 418, 616, 516 and 585 returned their bombs. All other A/C dropped their bombs.

By EB/mG NARA, Date 9-91

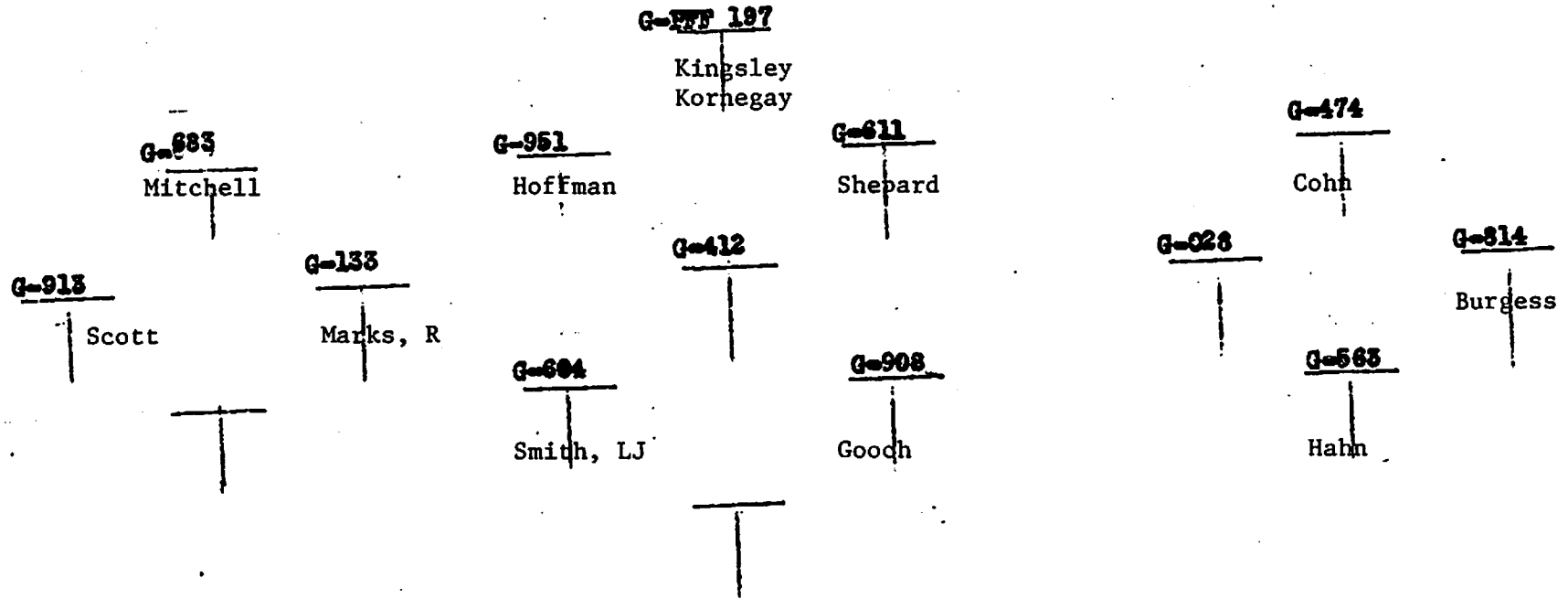
2. Eight A/C of the squadron bombed.
3. Results were poor.
4. Bombing accountability Report, by number and type enclosed.
5. A.F.C.E. was inoperative.
6. Type of release.
 - a. 8 A/C salvoed.

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

FORMATION DIAGRAM

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

Date 17 April 1945.



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
BY SP/MLG NARA, Date 9-16-16