

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

(D-A-4)

APO 557,
19th February, 1945

SUBJECT: Intelligence Narrative
Mission: BOCHUM, 19th February, 1945.

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

1. Narrative

306th flew 39 a/c including one GH-PFF a/c, three PFF a/c and three spares as 40 "C". Route of lead and high: Felixstowe, 1252; Dutch coast 5244N-0438E, 1332; slightly south of course to 5236N-0640E, 1350; turned south to briefed I.P. at 5207N 0650E, 1401; target, Bochum, 1409 1/2; cut west of briefed point after target to 5143N-0729E, 1420; 5209N-0609E, 1436; 5225N-0626E, 1442; 5240N-0611E, 1451; Dutch coast 5244N-0438E, 1511; English coast 5258N-0100E, 1602; base, 1724. Low squadron took I.P. at 5148N-0657E, 1407 hours, and bombed Munster at 1415; turned left to heading of 290 degrees, and after intersecting bomber stream, returned on briefed route; base 1820.

A/c 807-P, pilot Mullen, with 3 engines, was unable to keep with 40 "C", and falling back from Group to Group in the bomber stream, finally bombed with 303rd Group at 1414.

Buckeye Red reported 10/10 at target.

PFF: Mickey equipment in deputy lead and in low PFF a/c worked satisfactorily. Equipment in 652-A, lead of High went out at 1307 hours, giving only intermittent returns thereafter. Lead PFF equipment failed 3 1/2 minutes before bombs away due to inverter failing, but was restored after bombs away, by switching invertors.

2. Fighter Opposition and Fighter Support

This group encountered no fighter opposition.

P-51s picked up first at Dutch coast, 1335, were meager, in elements of fours or sixes on way to target; more plentiful on way out.

3. A.A. Gun Fire

Moderate but very inaccurate at primary, some tracking but mainly barrage, in chaff trail below. At Munster, meager, and inaccurate tracking after bombs away for approximately one minute. Total damage, all a/c, two slight. Crews say chaff worked perfectly.

4. Bombing

Lead and high made a Gee-H run on primary, Bochum. Photos show no ground detail, 10/10 cloud. Leader states bombs away at practically same point as preceding two groups. Low too far behind to drop on Lead Gee-H equipment, made PFF run on briefed secondary, Munster, with five second visual assist. Pictures show strikes across canal at northwest corner of airfield, with possible damage to airfield installations and tracks at southern end of marshalling yard, south of briefed aiming point, at 037038/8.

5. Leaflets

A/c 585-K dropped three WG-34, two WG-27 and five WG30 on Bochum.

6. Weather

Over channel, 7 to 8/10 tops 10 to 14,000 feet, patchy cirrus above 23,000 feet. 10/10 over continent. Primary 10/10 except for small break after target. Secondary, 10/10 with break over target. Light non persistent contrails.

7. Aircraft in Distress

None.

8. Aircraft Returning Early

A/c 611-G, pilot Higginbotham, turned back at 5235N-0400E, due to engine failure; jettisoned 12 x 500, 1400 hours, at 5255N-0240E.

A/c 323-X, pilot Hartshorn, landed at Ridgewell, 1245 hours; brought back 12 x 500.

JOHN A. BAIRNSFATHER,
Major, Air Corps,
Group S-2.

1. TARGET... **BOCHUM AND MUNSTER** DATE OF MISSION... **19 February, 1945**

2. ROUTE AS FLOWN:- Lead and High approximately as briefed. Low as briefed to I.P. at Munster, heading of 290degrees back to bomber stream and out as briefed.

3. Weather Conditions (a) At Target. **Bochum 10/10ths - break at Munster**
(b) En Route **10/10ths**

4. Were our A/C "Seen" or "Unseen" Targets? (a) At Target. **Bochum - unseen**
Munster - unseen
(b) En Route... **unseen** target areas.

Any Condensation Trails? **dense persistent over Channel at 22,000 ft. - none in**

5. Description of Flak at Target, including METHOD OF FIRE CONTROL, if possible.
Bochum - moderate inaccurate tracking and barrage - observed for 7 minutes but on this Group for about 3 minutes. Most bursts low in chaff trail from about 30 seconds before bombs away.

Munster - meager tracking for one minute after bombs away - inaccurate.

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

One A/C bombing with 303rd reported intense inaccurate barrage and tracking from 2 minutes before bombs away and lasting for seven minutes in vicinity of Gelsenkirchen.

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

..... **27** A/C carried..... **54** carpet sets.
6 A/C had spot carpet sets.

33 A/C dispersed 16730 units of type X-E chaff.

8. Position of Group and Combat Wing... **40th "C"**

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	13	1	0	0	0	0	0	180	045	1409 1/2	26,000
low	11	1	0	0	0	0	0	057	290	1415	25,500
high	12	0	0	0	0	0	0	181	041	1410	27,500
with 303rd	1	0	0	0	0	0	0	170	024	1414	25,400
TOTALS	37	2	0	0	0	0	0				

10. OBSERVATIONS:

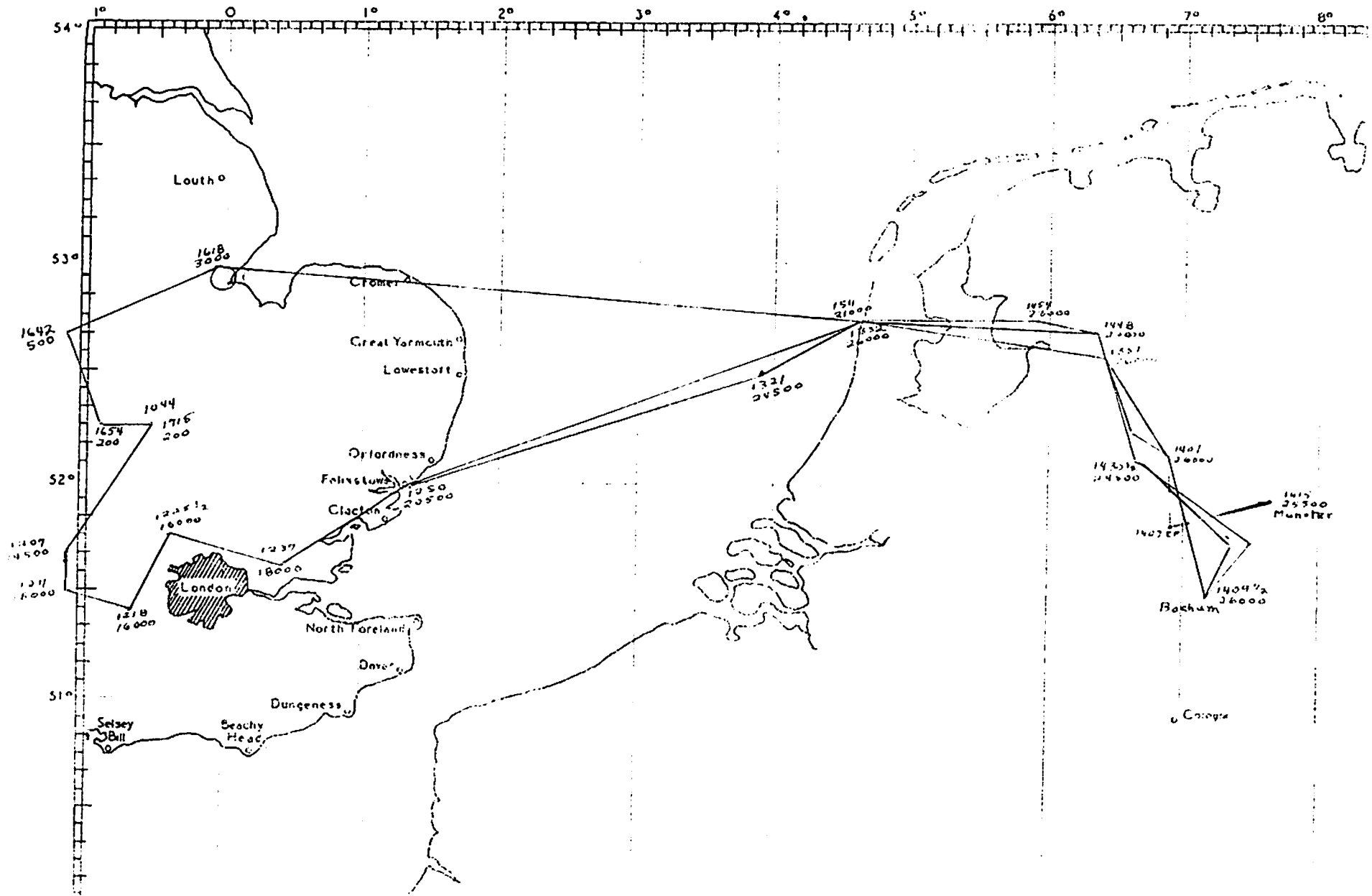
TRACK CHART

19 February 1945

TARGETS

PRIMARY	Bochum, Germany
Secondary	Munster, Germany

ROUTE FOLLOWED	



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

E-A-7

19 February 1945.

SUBJECT: Report of Operations Officer - Mission of 19 February 1945 - Bochum.

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

40th "C" Lead

1. General Narrative:

a. Lead plane of the 306th Group, flying 40th "C" Group, took off at 1044 hours to bomb a target at Bochum, Germany. Assembly of the Squadron and Group was SOP over Mount Farm, a thousand feet higher than briefed due to cloud. The ordered route was flown over England, departing the coast on time, and assembling the Division on the leg over the channel.

b. Route to the target was as briefed. Buckeye Red reported 10/10 cover over the primary target and a G-H run was made. Bombs were away with unobserved results through 10/10 cloud.

c. Return to base was as ordered, remaining in the Bomber Stream. Lead plane landed at Bassingbourne at 1735 hours. 40th "C" Group was number 6 in the First Air Division formation.

d. Friendly fighter support was meager on route in and in more abundance on the withdrawal. No enemy aircraft were observed. Flak was moderate and inaccurate over the target.

2. Aircraft Not Attacking:

a. The lead Squadron was made up of 14 A/C, including a PFF/GH, a PFF, and 2 flying spares. One A/C was abortive due to materiel failure and a spare filled in. The other spare completed the mission. The 13 A/C attacked the primary G-H target with unobserved 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) On route to target the low Squadron fell too far behind to release on leader's G-H markers, so bombed the secondary, Munster, on PFF with fair observed results.

(2) Squadron intercepted briefed route and returned to base alone.

(3) Lead plane took off at 1057 hours and landed at 1814.

2. Aircraft Not Attacking:

a. Low Squadron was made up of 12 A/C, including one PFF plane. One A/C was abortive due to materiel failure and the remaining 11 A/C attacked the secondary PFF target with fair observed results.

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 no additions submitted. Lead A/C took off at 1051 hours and landed at 1803.

2. Aircraft Not Attacking:

a. The high Squadron was made up of 13 A/C including a PFF and a flying spare. One A/C lost an engine on the way to the target and fell behind in the bomber stream, bombing Gelsenkirchen with the 303rd Group. The spare filled in for this A/C and the 12 planes attacked Bochum, the primary target, dropping on lead Squadron with unobserved results.

3. Lost Aircraft:

a. No planes were lost.

STATISTICAL SUMMARY

	<u>"C" Lo</u>	<u>"C" Hi</u>	<u>Total</u>
No. of A/C Dispatched	14	12	39
Unused Spares	0	0	0
A/C Dispatched Less Unused Spares	14	12	39
No. of PFF/ON Planes (91st Bomb Gp)	1	0	1
No. of PFF Planes	1	1	3
No. of Sorties	13	11	37
No. of A/C Attacking	13	11	37
No. of A/C Not Attacking	1	0	2
No. of A/C Lost	0	0	0

Note: Flying spare of the low Squadron flew and bombed with lead and is carried there. 1 A/C in High Squadron bombed Gelsenkirchen with 303rd Group.

Thomas F. Witt

THOMAS F. WITT,
Major, AC,
Operations Officer.

SQUADRON ~~XXXX~~ 368 ~~XXXX~~ A/C Number 478 Letter G Date 19/2/45

Bomb Load 12 x 500

H.E.

Position - Formation

40-C

Bombing 1735

Lead

Time Took Off 1044 Time Landed

(X)

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

X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X

CREW: 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)

1st Lt. H.E. Underwood F
Major. T.M. Hulings CP
1st Lt. P.C. Wagner N
~~1st~~ Lt. J.G. Weber B

T/Cgt. H. Leventhal RO
T/Cgt. F.A. Davelli E
Capt. R.J. Curran RN EX

S/Cgt. N.J. Tanno WG
2nd Lt. H.M. Campbell TG

1st Lt Richardson (GH)

- 2. TARGET ATTACKED: (PFF or Visual)

Primary: Time:

Secondary: Heading:

Last Resort: Height:

T.O.
(Circle One)
Turn off target:

- 3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

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

Own Bombs: An. Nickels: Yes No

Other Bombing: Number and type

Any PHOTOGRAPHS taken: Vertical? Was camera turned on
Hand Movie

WEATHER: *as briefed - overcast from 800' to 4000 ft. cloud from 20-23000 ft over channel. 10/100000 until coast - 10/10 low cloud - 4-6000 ft tops occasional breaks but not enough for check points.*

WHAT MESSAGES REC'D FROM BUCKEYE?
10/10 - instruction

CONDENSATION TRAILS:

dense persistent at 21-23000 ft below cirrus cloud

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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target - moderate barrage + tracking - 7 minutes - 2 1/2 minutes before bombs away - more after turn

Bomb Load 12 x 500 H.E. Position in Formation

Time Took Off 1044 Time Landed

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

	X	X	X	X	
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

40' CV
LEAD

CITE: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether by A.A., E/A action, accident or undetermined cause)

- 1st Lt. R.H. Claeys P
- 2nd Lt. G.B. Howe CP
- 1st Lt. C.R. Rubenstein N
- 1st Lt. R. Wilson B
- Sgt. L.J. McDonald RO

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1409
Secondary: Heading: 194 M
Last Resort: Height: 26000

- Sgt. A. Tonsing E
- Sgt. E.C. Kuhn RN

T.O. (Circle One)
Turn off target: Did 180° left
then rolled up 285° on briefed course

- Sgt. R. Litka WG
- Sgt. R.A. Frigg TG

3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:

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

Own Bombs: an. Hickeys: Yes No
Other Bombing: Number and type

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on None
Hand Movie

6. WEATHER: 15/10 at target. 1/2 min after target in sun
it became slightly mist with increased THAT MESSAGES REC'D FROM
cloud - heavy with about 7/100 after BUCKEYE? Never heard
 Buckeye.

7. CONDENSATION TRAILS:
that was 10/100 all way back.

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy
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Target Target: Two bursts Regime Regime Regime Regime Regime Regime

SQUADRON ~~XXXX368XXGP-00X~~ A/C Number 028 Letter 02 Date 19/2/45 3

Bomb Load 12 x 500 H.E.

Position in Formation

Time Took Off 1044 Time Landed 1225

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

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

40th "C"
LEAD

CREW: Give Rank and Initials

Friendly A/C in Distress:
 (Give position, time, altitude, full details)
 If lost, state whether by A.A., E/A action,
 accident or undetermined cause)

- D.M.
2nd Lt. W.A. Candercock ✓ P
2nd Lt. H.B. Cohn ✓ CP
2nd Lt. W.E. Bloufsh ✓ N
2nd Lt. J.W. Long ✓ B
Sgt. C.N. Kuharich ✓ RO
S/Sgt. M. Popivchak ✓ E
Sgt. P.L. Swift ✓ BT
S/Sgt. E.J. Feeney ✓ WG
 _____ WG
Sgt. G.G. Olsen ✓ TG
S/Sgt. R.W. Maphis ✓ SJ

2. TARGET ATTACHED: (PFV or Visual)

Primary: I Time: 1410
 Secondary: Heading: 175
 Last Resort: Height: 20,000

T.O.
 (Circle One)
 Turn off target:

3. Number of BOMBS att dropped on target; Jettisoned: Returned: Abortive:

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

Own Bombs: _____ An. Nickels: Yes No
 Other Bombing: _____ Number and type 172500

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on none
 Hand _____ Movie _____

6. WEATHER: 10/10ths WHAT MESSAGES REC'D FROM BUCKEYE? _____
Sunny - Cumulus

7. CONDENSATION TRAILS: none

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

SQUADRON ~~XXX~~ 368 ~~OF~~ ~~XXXX~~ A/C Number 429 Letter W Date 19/2/45

4

Bomb Load 12 x 500 H.S.

Position in Formation

Time Took Off 1044 Time Landed 1720

		X			
X	X	X	X	X	X
X	X	(X)	X	X	X
X	X	X	X	X	X
X	X			X	X

40u "C"
LEAD

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

Crew: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether b, a.a., E/A action, accident or undetermined cause)

<u>2nd Lt. H.R. McGahan</u>	P
<u>Capt. L.B. Dorich</u>	CP
<u>2nd Lt. M.F. Hepple</u>	N
<u>2nd Lt. S.O. Briggs</u>	B
<u>S/Sgt. J.J. Reilly</u>	RO
<u>S/Sgt. W.T. Dugard</u>	E
<u>Sgt. A.P. Dumenigo</u>	BT
<u>Sgt. J.E. O'Brien</u>	WG
	WG
<u>Sgt. J.L. Minnucci</u>	TG

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1410

Secondary: Heading: 176

Last Resort: Height: 26,400

<u>Sgt. A.P. Dumenigo</u>	BT
<u>Sgt. J.E. O'Brien</u>	WG
	WG
<u>Sgt. J.L. Minnucci</u>	TG

T.O.
(Circle One)
Turn off target: 045

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

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

Own Bombs: 15/10 Any Nickels: Yes No

Other Bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
Hand _____ Movie Yes

6. WEATHER: WHAT MESSAGES REC'D FROM BUCKEYE? _____

9/10 - 7,8,000 feet.
Clouds 6-8,000 at rendezvous.

7. CONDENSATION TRAILS:
At 25,000'

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of Bursts	Location Bursts in relation to A/C	Accuracy
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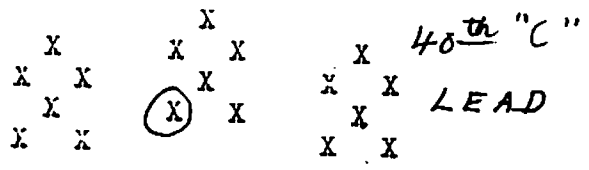
<u>target</u>	<u>mod</u>	<u>at</u>	<u>at</u>	<u>at</u>	<u>at</u>	<u>at</u>
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Bomb Load 12 x 500 H.E.

Position in Formation

Time Took Off 1044 Time Landed 1119

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



CITE: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether U, N.A., E/A action, accident or undetermined cause)

- 2nd Lt. H.P. Altshuler / P
- 2nd Lt. R.J. Forsyth / CP
- P/O A.J. Remal / N
- Sgt. F.F. Alston / B
- Sgt. S. Leon / RO
- Sgt. C.D. Stewart / E
- Sgt. H.J. Mullen / BT
- Sgt. A.J. Riedel / WG
- Sgt. R. F. Dickson / TG
- S/Sgt. R.K. Zach / SJ

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1410
Secondary: Heading: 168°
Last Resort: Height: 26500'

T.O. (Circle One)
Turn off target: Primary

3. Number of EGGS dropped on target: All Attisoned: Returned: abortive:

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

Own Bombs: 10/10 hits an, Nickels: Yes No

Other Bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on Yes
Hand _____ Movie _____

6. WEATHER: few breaks over
Contract - Route almost
totally overcast
HAT MESSAGES REC'D FROM BUCKEYE? Not heard

7. CONDENSATION TRAILS: Cirrus - low stratus - some high
Contrails in way - but did not interfere.

8. FLAK: Encountered on wa. (out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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Very much flak, but low, inaccurate.
Some tracking in way - but did not interfere.

SQUADRON ~~XXXXXXXXXX~~ 23 #/4 Number 397 Letter 0 Date 19/2/45 7

Bomb Load 12 x 500 H.E.

Position on Formation

Time Took Off: 1044 Time Landed 1724

with 'C' Lead

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

	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

NAME: 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)

- Capt. N.G. Kirby P
- 2nd Lt. D.C. Paisley CP
- 2nd Lt. L.F. Finnell N
- 2nd Lt. H.G. Holcher B
- S/sgt. R.E. Burkhardt RO
- S/sgt. H.A. Kelso E
- S/sgt. J.S. Adams BT
- S/sgt. J.L. Harper, Jr. WG
- S/Sgt. S.H. Counts, Jr. TG

No

G.H.

TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1404 1/2
 Secondary: Heading: 182°
 Last Resort: Height: 26,000

T.O. (Circle One) Turn off target: 160°

Number of BOMBS dropped on target: 12 x 500 Jettisoned: Returned: abortive:

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

Own Bombs: None 10/10 An. Methods: Yes No

Other Bombing: Number and type _____

any PHOTOGRAPHS taken: Vertical? Was camera turned on Yes
Hand _____ Movie X

WEATHER: As briefed.

WHAT MESSAGES REC'D FROM BUCKEYE?
✓

CONDENSATION TRAILS: Slight, non-persistent.

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of Bursts	Location Bursts in relation to A/C	Accuracy
<u>1405</u>	<u>Target</u>	<u>26,000</u>	<u>Heavy-Moderate</u>	<u>Black</u>	<u>Low</u>	<u>Inaccurate</u>
<u>1417</u>	<u>Area</u>					

SQUADRON ~~XXX~~ 368 ~~PROB~~ A/C Number 323 Lett M Date 19/2/45 5

Bomb Load 12 x 500 H.E.

Position in Formation

Time Took Off 1044 Time Landed _____

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

			X						
	X		X	X		X			40 th "C"
X	X		X	X		X	X		
	X		X	(X)		X	X		LEAD
X	X					X	X		

CHIEF: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether b, n.a., E/A action,
accident or undetermined cause)

Landed Ridgewell

<u>2nd Lt. R.T. Hartshorn</u>	<u>P</u>
<u>2nd Lt. E.E. Hunt</u>	<u>CP</u>
<u>2nd Lt. H.W. Haining</u>	<u>N</u>
<u>Sgt. J. Panels</u>	<u>B</u>
<u>Sgt. W.M. Williams</u>	<u>RO</u>
<u>Sgt. M.L. Blakey</u>	<u>E</u>
<u>Sgt. E.P. Conrad</u>	<u>BT</u>
<u>Sgt. W.B. Jacobson</u>	<u>WG</u>
<u>Sgt. A.B. Leavell</u>	<u>TG</u>

2. TARGET ATTACKED: (PFV or Visual)

Primary: Time:

Secondary: Heading:

Last Resort: Height:

T.O.
(Circle One)
Turn off target:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

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

Own Bombs: An. Nickels: Yes No

Other Bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
Hand _____ Movie _____

6. WEATHER: WHAT MESSAGES REC'D FROM
BUCKEYE? _____

7. CONDENSATION TRAILS:

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of Bursts	Location of Bursts in re- lation to A/C	Accuracy

Bomb Load 12 x 1000 H.E.

Position - Formation 32

Time Took Off _____ Time Landed 1330

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

		X			
	X	X	X	X	
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

Landed Ridge well on instructions from Tower

CODR: Give rank and initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether b, A.A., E/A action,
accident or undetermined cause)

2nd Lt. H. H. H. H. H. P

2nd Lt. E. E. E. E. E. CP

R. W. H. H. H. N

? B

Williams RO

M. L. Blaker E

E. P. Conner BT

W. J. Jacobson WG

Bombes removed at WG

Ridgewell TG

A. B. LEAVELL

Turned back because of #1 engine out

Turned back at

2. TARGET ATTACKED: (PFF or Visual)

Primary: _____ Time: _____

Secondary: _____ Heading: _____

Last Resort: _____ Height: _____

T.O. (Circle One)

Turn off target: _____

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

ALL

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

Own Bombs:

an, Nickols: Yes No

Other Bombing: *Com back to*

Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? *was camera turned on*
Hand _____ Movie _____

6. WEATHER:

Com back to

WHAT MESSAGES REC'D FROM BUCKEYE?

7. CONDENSATION TRAILS:

8. FLAK: encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak: _____