

306th BG

General narrative

SUBJECT: Report of operations officer - mission of 24 December 1944 -
Giessen,
and, Nidda, Germany.

TO: Commanding officer, 306th bombardment group (H), APO 557.

40th "B" Lead

1. General narrative:

a. Lead plane of the 40th "B" group took off at 1006 hours to bomb a target at Giessen, Germany. Take-off was on instruments due to heavy fog. The squadron and group assembly was SOP over Mt. Farm which was departed four minutes late. Point "N" was omitted to make good time. The air division assembly was accomplished and the squadron departed the English coast 5 minutes late.

b. Route to the target was as ordered although late at all turning points due to change in the winds from those forecast. Bombing was visual on the primary target with good observed results confirmed by strike photos. Weather in target area was CAVU.

c. After bombing the group did not turn off the target as planned, going wide and intercepting the briefed course 35 minutes later. From this point return to England was as ordered. Message was received indicating diversion airdromes as base was closed in, and lead plane landed at Debach at 1816 hours. 40th "B" group was number 6 in the first air division.

d. Friendly fighter support was very good throughout and no enemy aircraft were observed. Flak was meager generally inaccurate.

2. Aircraft not attacking:

a. The lead squadron was made up of 2 PFF planes plus 8 A/C, two planes having failed to take-off due to mechanical failure. The 10 A/C attacked the primary target, Giessen, visually with good results.

3. Lost aircraft:

a. No planes were lost.

40th "B" Low

1. General narrative:

a. Reference is made to narrative of the lead squadron with no additions. Lead plane took off at 1028 hours and landed at 1844 at Framlingham.

2. Aircraft not attacking:

a. The low squadron was made up of 11 A/C plus one PFF, all of which attacked the primary target visually with good results.

3. Lost aircraft:

- a. No planes were lost.

40th "B" High

1. General narrative:

- a. Reference is made to narrative of the lead squadron with no additions. Lead plane took off at 1016 hours and landed at 1802 at Debach.

2. Aircraft not attacking:

- a. The high squadron was made up of 11 A/C plus one PFF plane, all of which attacked the primary target visually with good results.

3. Lost aircraft:

- a. No planes were lost.

40th "D" lead

1. General narrative:

- a. Lead squadron of "D" group began taking off at 0948 $\frac{1}{2}$ hours to bomb a target at Nidda, Germany. Assembly of the lead and low squadrons was accomplished over fixed buncher 12 but with the exception of the high flight, the high squadron failed to assemble. Message was received that "A" group was late and "D" group made a 360° turn north of London, joined air division formation, and departed the English coast eight minutes late.

- b. Route to the target was about as ordered with some deviations to maintain division formation. A visual run was made on the primary target but leader's bombs failed to release. Deputy took over for the second run and bombs were dropped on his smoke markers with good results. Although smoke markers of deputy A/C released, his bomb load hung up and was subsequently dropped on a T/O. weather in the target area was CAVU.

- c. Return to England was considerably south of the briefed course. Message of diversion was received and lead plane landed at 1735 hours at Bury St. Edmunds. 40th "D" group was number 8 in the first air division.

- d. Friendly support was excellent and no enemy aircraft were observed. Meager accurate flak was encountered on the way in but none at the target.

2. Aircraft not attacking:

- a. The lead squadron was made up of 10 A/C plus 2 PFF planes, all of which bombed the primary target visually with good results. Although the deputy lead's plane's bomb load did not release, the formation bombed on his smoke markers and therefore the A/C is carried as attacking the primary target. This plane later dropped its load on Linz.

3. Lost aircraft:

- a. No planes were lost.

40th "D" high (high flight)

1. General narrative:

a. reference is made to narrative of the lead squadron with the following additions.

(1) high squadron failed to rendezvous as ordered. The 306th high flight, with two stragglers of other group, formed a high squadron and flew the mission as such.

(2) high flight landed at Bury St. Edmunds with lead squadron.

2. Aircraft not attacking:

a. high flight of high squadron was made up of 3 A/C, all of which attacked the primary target visually with good results.

3. Lost aircraft:

a. No planes were lost.

Statistical summary

	<u>"B" Ld.</u>	<u>"B" Low</u>	<u>"B" High</u>	<u>"D" Ld.</u>	<u>"D" High</u>	<u>Total</u>
No. of A/C dispatched	10	12	12	12	3	49
Unused spares	0	0	0	0	0	0
A/C dispatched less unused spares	10	12	12	12	3	49
No. of PFF planes	2	1	1	2	0	6
No. of sorties	10	12	12	12	3	49
No. of A/C attacking	10	12	12	12	3	49
No. of A/C Not attacking	0	0	0	0	0	0
No. of A/C lost	0	0	0	0	0	0