

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

17 July, 1943

SUBJECT: Intelligence Report

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

1. Hot News

At 1020 a tail gunner was seen to bail out over Amsterdam from B-17 at 25,000 feet. A/C had blue letter B in triangle, yellow letter P underneath. One engine smoking. Fire put out and B-17 seemed OK thereafter.

At 1030, at 52° 33'N, 03° 00'E, a B-17, under fighter attack, possibly same as above, at about 5,000 feet. B-17 disappeared into clouds.

2. Narrative

28 A/C took off at 0745 hours, to bomb the synthetic rubber plant at Hannover, Germany. Crossed English Coast at Splasher #5 at 0856 hours. Crossed enemy coast at 52° 50'N, 04° 41'E, at 0946 hours. Route was 5 to 15 miles south of course as briefed. Formation was recalled before target was reached and turned back 5 miles SE of Zwolle at 1003 hours. 8 A/C returned early; 6 failed to find formation after taking off through ground haze and turned back near Dutch Coast at 0946 hours. A/C were sighted far away, in the distance, but they could not hope to catch them. Each of the 6 A/C brought back 40 x 100 incendiaries. 1 A/C turned back at 0904 hours, 25 miles off English Coast. Door blew off ball turret and pilot felt that his position in formation demanded ball turret. Brought back 40 x 100 incendiaries. 1 A/C turned back 20 minutes from Dutch Coast at 0915 hours. #3 engine had oil leak, lost oil pressure. Brought back 40 x 100 incendiaries.

3. Fighter Opposition

About 30 E/A, mostly ME 109's, some FW 190's, first seen at 1000 hours after formation turned back over Zuider Zee. Attacks continued until Mid-Channel at 1025, some few hanging on almost to English coast. 3 or 4 JU 88's seen tracking formation but did not attack. One ME 110. ME 109's mostly Blue - Gray. FW 190 were red nosed. Attacks were simultaneous from both sides of nose, attacks being by groups of two to four. Most attacks seemed to be concentrated on 92nd. rather than on 300th. Conspicuous lack of tail attack. We claim 3-0-0.

4. Flak

At 1020 hours, at IJmuiden, on way out, 15 to 20 bursts, inaccurate and low. Some pilots felt fire might have been directed at B17 in distress at lower level. Formation at 24,900. Heavy - Black Bursts.

5. Bombing

Did not bomb.

DECLASSIFIED PER I NUTIVE ORDER 12356, Section 3.3, 145002
BY RLB/JAC MABA Date 1/8/91

6. Observations

Pill boxes and defense installations observed on Dutch Coast north of the Hague. Barrage balloons seen at the Hague. 6 big "shells" seen from one FW 190. Not observed to explode. Might have seen rockets. At 10:20 a tail gunner was seen to bail out over Amsterdam from Bl7 at 25,000 feet. A/O had blue letter B in Triangle, yellow letter P underneath. One engine smoking. Fire put out and Bl7 seemed O.K. thereafter. At 10:30 at 52° 33' N, 03° 00' E., a Bl7, under fighter attack, possibly same as above, at about 5,000 Ft. Bl7 disappeared into clouds.

JOHN B. WRIGHT,
Major, AC,
Group 8-2.

By RLB/JHC MARA Date 1/8/41
UTLIVE ORDER 12356, Section 3.3, 11200

Hq. 306th Bomb Group (H)

FLAK REPORT

Date 17 July, 1943

Target Hanover, Germany.

- Route followed. Crossed Dutch Coast at Zandvoort, to Amsterdam, to Harderwijk, turned back at Zutphen. Returned North of Amsterdam, to IJmuiden, to Yarmouth, England.
- Visibility at Target (Any condensation trails?)
Some condensation trails - 10/10 clouds and getting worse towards Germany.

3. No. of A/C over Target.
None.

4. Formation over target, with height of each A/C. Those A/C damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:-

	<u>426</u>		<u>823</u>		
	<u>23000</u>			<u>142</u>	<u>793</u>
<u>4629</u>		<u>824</u>			<u>971</u>
	<u>826</u>		<u>428</u>		<u>557</u>
			<u>487</u>		<u>841</u>
<u>086</u>		<u>9629</u>			<u>221</u>
Aborted at 0946 hours. Could not catch Group.					<u>779</u>

5. General Axis of attack (from Lead A/C if possible)
Nil.

6. How long did formation fly straight and level before bombing?
Nil.

7. Turn after bombing.
Nil.

8. Position of Group in relation to other Groups. High Group, last Wing.

9. What evasive action was taken? Moderate

10. A short description of Flak en route (if any) and at the Target, including if possible a suggestion as to type of fire control employed - i.e. Continuous following predicted concentrations, predicted barrages, or fixed barrages. 1020 hours, IJmuiden, 24,900', Black, meager, Heavy, Low inaccurate, cont. following. 1031 - off coast - one A/C reports flak boats, meager, inaccurate.

One A/C reported flak north of Amsterdam, Heavy, black, inaccurate, meager, 8 bursts at a time. In all probability this was at IJmuiden. Another A/C reported meager flak at Alkmaar. The formation did not fly this far south. This also must have been at IJmuiden.

DECLASSIFIED PER I JUTIVE ORDER 12356, Section 3.3, 74500
 BY RLB/JAC MABA Date 1/8/91

COMPOSITE

High

Low

	<u>305</u>		<u>305</u>		<u>306</u>
<u>305</u>		<u>305</u>		<u>974</u>	<u>766</u>
<u>076</u>				<u>894</u>	
<u>777</u>				<u>554</u>	<u>175</u>

	<u>305</u>		<u>305</u>		
<u>305</u>		<u>305</u>			
		<u>507</u>			
		<u>26000</u>			
	<u>052</u>		<u>305</u>		

Low should have been on left.

A/C #052 returned to Base and took off again. Could not catch 306th. Group so joined composite Group.

UTLIVE ORDER 12356, Section 3.3, 14500
By RIB/JHC MABA Date 1/8/41

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office Of The Materiel Officer
United States Forces
APO 634

17 July 1943.

SUBJECT: S-4 Summarized Battle Damage Report.

TO : Group S-2 Officer, 306th Bombardment Group (H).

1. The following is a summarized battle damage report on Mission of 17, July 1943.

(1) Flack Damages:
None

(2) 303. Damages:

B-17F 41-24487, 368th Squadron.

- (a) Bombay door limit switch screw rod shot out.
- (b) Top of plexiglass nose hit.
- (c) Damages serious.

B-17F 42-29779, 423rd Squadron.

- (a) Top turret ring gear hit.
- (b) Damages serious.

(3) 20MM Damages:

B-17F 42-5428, 368th Squadron.

- (a) #2 engine cowling hit.
- (b) Damages slight.

B-17F 42-29779, 423rd Squadron.

- (a) Exhaust tail pipe on #2 engine hit.
- (b) Nose section hit.
- (c) #2 prop. hit by fragments.
- (d) Damages serious.

(4) 50 Cal Damages-Self Inflicted:

B-17F 41-24557, 423rd Squadron.

- (a) Top of dorsal fin hit.
- (b) Damage slight.

(5) 50 Cal Empty Shell Case Damages-Self Inflicted:

B-17F 42-29793, 368th Squadron.

- (a) Left elevator hit.
- (b) Slight Damage.

B-17F 41-24487, 368th Squadron.

- (a) Left stabilizer, leading edge hit.
- (b) Slight damage.

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By RLB/JAC NARA Date 1/18/91

gm

FORM 1
By RLB/BAC MABA Date 1/8/41 14500

B-17F 42-30221, 423 Squadron.
(a) Leading edge left wing hit.
(b) Right elevator hit.
(c) Right stabilizer hit.
(d) Damages slight.

B-17F 42-29777, 423 Squadron.
(a) Fuselage hit in several places.
(b) Damage is slight.

For The Commanding Officer:

HENRY J. SCHMIDT,
Major, Air Corps,
Material Officer.

7.

INTERROGATION FORM

Composite

SQUADRON 367 368 369 (423)

A/C Number 777

Letter H

Date 17 Feb 42
no 3 second element, high

Bomb Load 10x500 H.E. Incendi

Position in Formation

Time Took Off 335 Time Landed 1845

		λ			
X		X	X		X
X	X	X		X	X
X		X	X		X
X	X	X		X	X
X					X

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

- Lt S. W. Peck Pilot
- Lt. J. A. Bartlett CO-P
- Lt R. J. Elkwood Nav
- Lt W. R. Wick Bomb.
- Sgt W. G. Dayton Radio
- Lt L. Bamforth Top T.
- Sgt L. L. Lord Ball T.
- Sgt H. R. Shutt's R. Maist
- Sgt E. D. Walters L. Maist
- Sgt Winkler Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

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

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

Own Bombs: returned bombs due to overcast

Other bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY CONFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

off to right about 25 miles

8. WEATHER: (If it affected mission) overcast

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

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

None, very light, inaccurate at Dutch coast

Crew observations about flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450a

By RLB/JAC MARA Date 1/18/91