

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

APO 557
22 March, 1944

SUBJECT: Intelligence Narrative
Mission: Berlin, 22 March, 1944.

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

1. Narrative

306th flew 35 A/C plus 2 PFF as Lead and Low Groups of 40th Combat Wing, leading 1st Division. Briefed course was followed, except for deviation 5 to 10 miles north en route back, both to avoid A.A. gun fire areas and to keep clouds between formation and A.A. guns below. Following take-off at 0740² hours, rendezvous was made 3,000 feet lower than briefed - as instructed. CBW assembly was good. Left English coast at 5324N - 0012E at 0940 hours, crossed German coast at 5425N - 0804E (5 miles north of course) at 1158 hours. Target at 1305 hours, Dutch coast at 5238N - 0438E at 1451² hours, English coast 2 miles north of Lowestoft at 1532 hours, Base at 1620 hours.

2. Fighter Opposition and Fighter Support

No enemy fighters were seen. With the exception of P-47s briefed to pick up formation at the German coast, which did not appear, escort was reported by crews as the best yet. P-51s met the formation at 1225 hours south of Lubeck and from that time until crossing the Dutch coast on the way out some P-51s were always in sight. P-38s were first met at 1313 hours north-west of Berlin and escorted all the way out. P-47s were met at 1358 hours north-west of Hannover and from that time were close and in great numbers. We make no claims.

3. A.A. Gun Fire

Both barrage and tracking A.A. gun fire was encountered from three minutes before target until four minutes after bombs away. Both methods of fire control were intense and accurate, damaging 25 A/C, 14 of which received serious damage. The lead Group and PFF plowed into the middle of the A.A. gun fire, the low Group on the right being in the edge of it. Accurate tracking fire was also experienced from Nienburg, Dummer Lake, Vechta, and Quackenbruck. The A.A. gun fire from Dummer Lake was the heaviest yet encountered, the lead navigator, an experienced observer, reporting A.A. gun fire from many points not marked on the map and stating that he believes enemy is attempting to set up a "flak belt" from Dummer Lake to Bremen through which it will be impossible to pass without coming into range. Experienced crew members felt that the maneuvers of the escort in the Dummer Lake district tended to confuse and throw off A.A. guns under the overcast condition.

4. Bombing

9/10ths cloud cover, top about 15,000 feet, made visual bombing at primary impossible. Run was made on secondary by PFF, lead Group on heading of 225 degrees, low on heading of 242 degrees; low Group

being to the right of Lead Group. At least some crews in Low Group dropped two or three minutes early. Pictures from second element leader, lead squadron, Low Group show about 40 bursts in open at Mullersfelde, just north of Blankensfeld, 7 miles north of briefed MPI at Freidrichstrasse Station. Since Lead Group was on left and dropped later it is felt that bombing of Lead Group was good. Bombing if A/C of Low Group which dropped at same time as Lead Group was probably much better than pictures above referred to indicate.

5. Leaflets

A/C 663-V dropped 50 parcels of U.S.G. 31's over secondary.

6. Weather

Clear, with only slight haze at target, 9/10ths undercast, tops about 15,000 feet.

7. Observations

Through a hole in the cloud at approximately 1430 hours one crew reports observing two lights, about like headlamps in appearance, light up, then merge into rectangular mirror-like appearance. Approximate location 5251N-0542E. A.A. gun fire in area but apparently aimed at another Wing. Crew claims to have taken picture. Supplemental report to follow if photograph reveals information.

8. Aircraft in Distress

Our A/C 836-P, pilot Reeder, which sent out distress calls as reported by 1st Division around 1500 hours, landed in England at Leeson.

Message received around 1500 hours at 1st Division regarding B-17, Group unknown, making forced landing at 5238N-0425E at 1455 was sent by 306th Lead A/C and acknowledged. Crew saw B-17 ditch about 6 miles off coast due west of briefed point of exit. Saw some one climb out on wing. Fighters went down to B-17 which was still floating when observing A/C passed out of sight. Our A/C at 17,000 feet.

9. Airborne Aircraft Returning Early

A/C 776, pilot Coughlin, turned back at 0947 hours at 5240N-0000E. Trouble with bomb bay doors. Brought back 10x500.

A/C 521, pilot Sutton, turned back at 1000 hours at 5215N-0020E. Changed planes and took off thirty minutes late in new A/C. Was unable to overtake formation. Brought back 10x500.

A/C 730, pilot Jorgenson, turned back at 1019 hours at 5356N-0241E because of oxygen failure. Brought back 10x500.

10. Dispatched Aircraft Returning Early

A/C 726-O, pilot Fuessel, turned back at 1110 hours at 5422N-0552E Oxygen system out to the extent this A/C had lost two hundred pounds before reaching altitude. Returned 10x500.

A/C 840-Y, pilot Parks, turned back at 1150 hours at 5420N-0820E at 21,000 feet. Pilot felt plane using excessive gasoline.

A/C 042, pilot Raster, turned back at 1150 hours, 15 miles north of Heligoland with number 4 engine out. Jettisoned 10x500 at 5425N-0725E.

ORANIENBERG

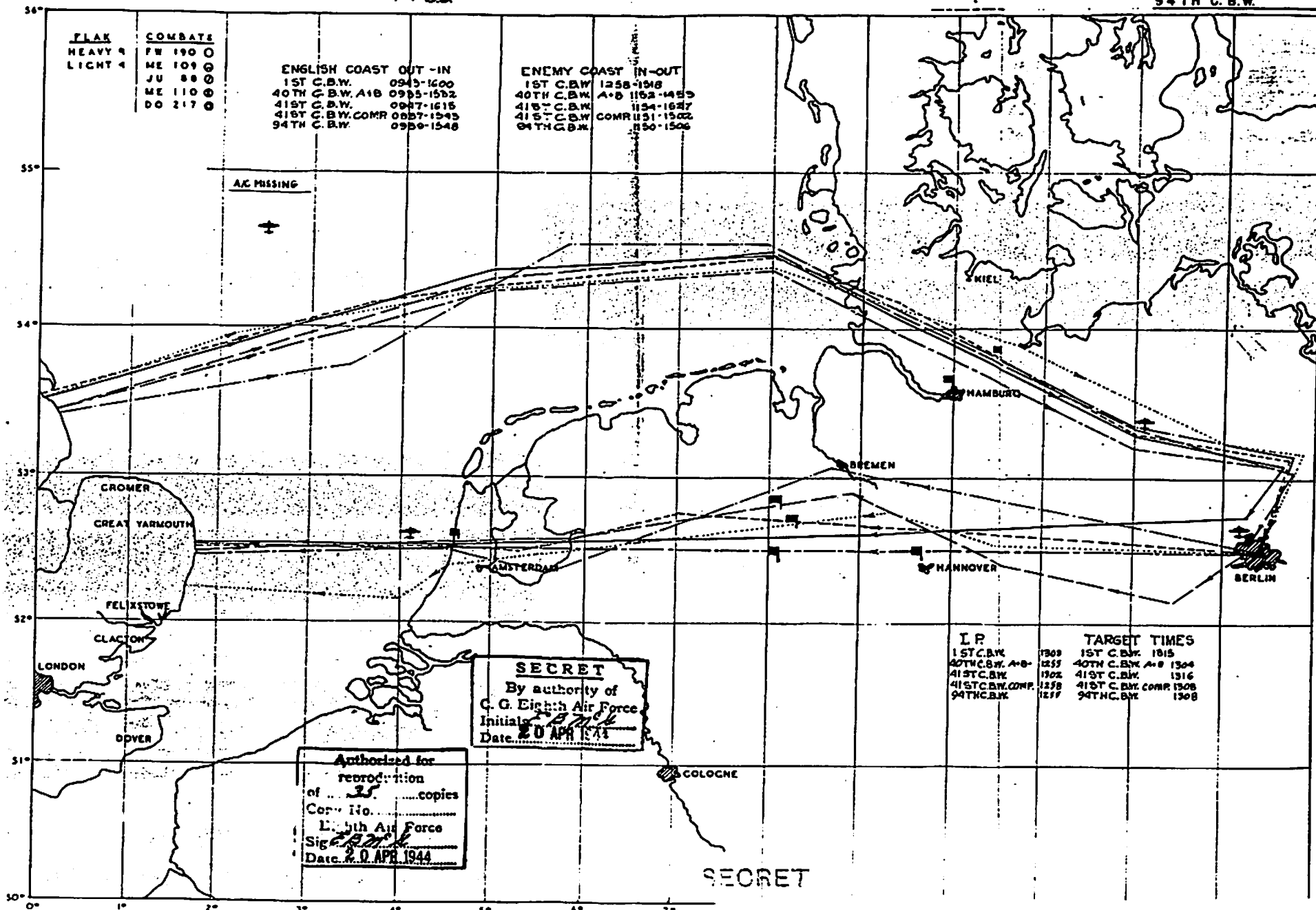
22 March 1944

Primary
Secondary BERLIN C. C.
Lost Resort _____

1ST B.D.

SECRET

41ST C. B.W. AFB
41ST C. B.W.
41ST C. B.W. COMP.
94TH C. B.W.



FLAK	
HEAVY 9	
LIGHT 4	

COMBATS	
FW 190	0
ME 109	0
JU 88	0
ME 110	0
DO 217	0

ENGLISH COAST OUT-IN
 1ST C.B.W. 0943-1600
 40TH C.B.W. AFB 0955-1552
 41ST C.B.W. 0957-1615
 41ST C.B.W. COMP 0957-1543
 94TH C.B.W. 0959-1548

ENEMY COAST IN-OUT
 1ST C.B.W. 1258-1918
 40TH C.B.W. AFB 1152-1453
 41ST C.B.W. 1154-1627
 41ST C.B.W. COMP 1151-1502
 94TH C.B.W. 1150-1506

A/C MISSING

I/R		TARGET TIMES	
1ST C.B.W.	1303	1ST C.B.W.	1315
40TH C.B.W. AFB	1255	40TH C.B.W. AFB	1304
41ST C.B.W.	1302	41ST C.B.W.	1316
41ST C.B.W. COMP.	1258	41ST C.B.W. COMP.	1308
94TH C.B.W.	1277	94TH C.B.W.	1308

SECRET
 By authority of
 C. G. Eighth Air Force
 Initials: *[Signature]*
 Date: 20 APR 1944

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SECRET

FORMATION - MISSION - MARCH 22, 1944

"A" FORCE

Col. TURNER
PFF 561-F

HEAP
444-Y

PFF
729-V

GRENDLIG *
690-W

KELLY *
093-V

BALDWIN
588-D

FRAZER
850-B

RUTHERFORD *
129-L

CHLENT
113-G

COUGHLIN
776-F

ADAMS *
418-J

RASTER
042-P

PETERS
099-S

REHN *
155-J

CARLSON
524-G

SUTTON
521-A

KELT
556-D

THOMPSON
700-U

REEDER * 53:50-05:30
836-P 3 p.m.

* INDICATES CAMERA IN AIRCRAFT

REMARKS: _____

another A/c 52:38-04:25

"B" FORCE

OPDYKE *
385-U

SMITH *
163-N

TARR
894-Z

DOWELL
382-S

LOVE *
950-K

FUESSEL
726-O

SCHVEDOCK
942-A

OLSON *
901-V

WELTER
505-V

KOCH
737-U

SOMERVILLE *
469-K

FORGENSEN
730-B

ALHSTROM
019-Q

CASSEDAY
558-N

PARKS
840-Y

HANSON
445-G

OLIVER *
897-C

HAYWOOD
663-V
(Nickels)

* INDICATES CAMERA IN AIRCRAFT

REMARKS: _____

AIRCRAFT COMBAT MISSION REPORT

SQDN.	TYPE A/C	SERIAL NO.	FLAK	20MM	.303	50CAL FIRE	50CAL SHELL CASES	22 March, 1944		DAYS EST IN-OP	
								(DATE)			
367th	B 17G	42-38129	SEV	0	0	0	0	A/C LANDED AT RETTLESSEN			
367th	B 17G	42-32099	SEV	0	0	0	0				
367th	B 17G	42-38042	ABORTED: Internal failure of No. 4 engine								
367th	B 17G	42-38163	NOT DAMAGED								
367th	B 17G	42-37942	SEV	0	0	0	0	A/C LANDED AT RETTLESSEN			
367th	B17G	42-31726	ABORTED: Oxygen pressure dropped from 400 to 125 lbs.								
367th	B 17G	42-31469	NOT DAMAGED								
367th	B 17G	42-31445	NOT DAMAGED								
367th	B 17G	42-37840	ABORTED: Pilot reported plane to be using excessive gasoline. On refueling found to have averaged only 289 gal per hour.								
368th	B 17G	42-37836	SEV. AIRCRAFT LANDED AT LEISTON								
368th	B 17G	42-39776	ABORTED: Pilot reported that bomb doors were partly opened and would not close. Ground checked OK.								
368th	B 17G	42-32113	SLI	0	0	0	0				
368th	B 17G	42-38155	SEV	0	0	0	0				
368th	B 17G	42-31700	SEV	0	0	0	0				
368th	B 17G	42-38093	SEV	0	0	0	0				
368th	B 17G	42-31556	SLI	0	0	0	0				
368th	B 17G	42-31690	SLI	0	0	0	0				
369th	B 17G	42-31385	SLI	0	0	0	0				
369th	B 17G	42-31894	SLI	0	0	0	0				
369th	B 17F	42-3382	SEV	0	0	0	0				
369th	B 17G	42-31901	SEV	0	0	0	0				
369th	B 17G	42-38019	SLI	0	0	0	0				
369th	B 17F	42-30730	ABORTED: Co-pilot's oxygen regulator leaking.								
369th	B 17G	42-31558	SLI	0	0	SLI	0				
369th	B 17G	42-97663	SLI	0	0	0	0				
423rd	B 17G	42-31444	SEV	0	0	0	0				
423rd	B 17G	42-39850	SEV	0	0	0	0				
423rd	B 17G	42-97588	SEV	0	0	0	0				
423rd	B 17G	42-31418	SEV	0	0	0	0				

TOTAL DAMAGED	SEVERE	SLIGHT	FLAK	20MM	.303	50CAL Fire	50CAL Shell Cases
25	17	11	25	0	0	1	2
* MISSING	ABORTIONS						
0	6						

INTERROGATION FORM

4

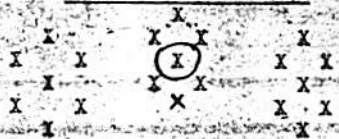
SQUADRON 367 ~~XXXXXXXXXX~~ A/C Number 129 Letter L Date March 22, 19

Bomb Load 10 x 500 H.E. ~~XXXXX~~

Position in Formation

Time Took off 0740 Time Landed _____

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)

- 2nd Lt. E. H. Rutherford Pilot ✓
- 2nd Lt. P. G. Griswold CC-P
- 2nd Lt. J. C. Fowler Nav. ✓
- 2nd Lt. S. F. Tanella Bomb
- T/Sgt. T. P. Piechowski Radio ✓
- T/Sgt. R. G. Rockwell Top T ✓
- S/Sgt. R. K. Tully Ball T ✓
- S/Sgt. D. F. Offord R. Waist ✓
- S/Sgt. B. Marginau L. Waist ✓
- S/Sgt. H. E. Masle Tail G. ✓

*Landed at
Rattlesden*

2. TARGET ATTACKED:

Primary Time: 13:15
Alternate Height: 25000
Last Resort Heading:
(circle)
Duration Bomb Run:

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

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

Own Bombs: Results unclear

Other Bombing:

10/10

Any Nickels: Yes No
Number Boxes dropped _____
Number Boxes returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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 of Bursts	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak: _____

10. ENEMY FIGHTER OR POSITION:

None

(Estimated total number of E/A seen) _____ (Types) _____

At least on my out the dot 20 mm stuff at us. We shot back at them & they quit firing. When out of sight we had had thought of shells out over barrel but decided to try against

(Tactics of E/A)

Low sign points on coast on my out at regular intervals - perhaps mine running

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

*Attacks. Just 25000 ft
20000 ft
Hammerson 4000 ft
Our defensive action
Grote 100 ft
Dyke 200-300 ft
Shannon*

CLAIMS	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

P-51 pilot at large above us looked good target but good. Saw big fire & black falling smoke under clouds. First witness center of town.

12. 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, *shipped Nelson from coast to last positions. & Nelson released at 4000 ft Holland*

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, FLCS and TLE.)

15. *Radio location tower 2 step tower 150 ft. high. 5 miles*

15. DAMAGE TO A/C: (Briefly) *mouth of Bremer*

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?) *Called Mandy 3 times & immediately answered. 2 Miss's towers & described to crew. Saw Hudson's patrol with 400 ft. ball on even channel.*