

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

APO 557
25 August, 1944

SUBJECT: Intelligence Narrative
Mission: Peenemunde and Parow

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

1. Narrative

34 a/c plus two PFF flew as 40th "A" Combat Wing. Route in was substantially as briefed; English coast 0949 hours, 5323N-0006E; enemy coast 1145 hours, 5431N-0910E; over primary with only the High group bombing at 1313; Parow bombed by Lead 1323½ and by Low at 1333 after latter had made second run. Lead and High reassembled and returned together, leaving enemy coast at 1414½, 5435N-0853E; English coast 1618 hours, 5320N-0006E; base 1711. Low group enemy coast 1424 hours, 5433N-0905E; Great Yarmouth 1619; base 1715.

Of the two PFF a/c, equipment of Lead did not function after reaching enemy coast. The other PFF was used as navigational aid and was especially helpful in view of 10/10 undercast until far side of Danish peninsula.

2. Fighter Opposition and Fighter Support

No enemy aircraft seen. P-51 escort first picked up at 1159 hours southeast of Flensburg, was described as thin and intermittent to target, but in considerable numbers over target. Strong P-51 support present on way out. A/C 087-F, pilot Evans, returning alone on three engines from target area, was escorted over enemy territory first by four P-51s and then by four P-47s.

3. A.A. Gun Fire

All three groups were over primary although only one bombed. Tracking A.A. gun fire moderate and inaccurate on Lead - 1 damaged. Moderate and accurate on Low - 6 damaged, 4 severe. Inaccurate on High - 2 damaged, 1 severe. No A.A. gun fire at secondary or en route.

4. Bombing

Lead bombardier had general target area in view throughout bomb run, but due to smoke did not pick up actual M.P.I. until too late to bomb accurately. Rather than miss he proceeded to briefed secondary, Parow A/D. Pictures show pattern directly on briefed M.P.I.

Low group bombardier had no difficulty in picking up primary M.P.I. but bombs failed to release. Immediately after lead a/c was hit by A.A. gun fire, and could not retain lead. Deputy took over and led group to secondary which was bombed with unobserved results, no pictures being available. Damaged lead a/c pulled out of formation and bombed T.O.

High group bombardier was oriented throughout bomb run. Killed drift by visual references, put cross hairs on primary I.P.I. as soon as picked up and made direct hits on building, confirmed by pictures.

5. Weather

10/10 undercast until west coast of Danish peninsula, then rapidly clearing to 3/10 at east coast, clear over target, slight haze.

6. Nickels

None carried.

7. Observations

Marshalling yard at Stralsund filled. Several large oil tanks S.E. of marshalling yard.

8. A/C Returning Early

A/c 575-X, pilot Patton, turned back 0845, Mt. Farm, due to mechanical failure; brought back 5 x 1000 HE. A/c 297-N, pilot Schneider, turned back 1022 hours, 5343N-0238E, mechanical failure; brought back 5 x 1000 HE. A/c 633-Z, pilot Allen, turned back 1130 hours, 5427N-0830E; jettisoned 5 x 1000 HE at 5427N-0820E. A/c 053-U, pilot Conlin, turned back 1203 hours, 5438N-0915E, due to mechanical failure; jettisoned 5 x 1000 HE west of Sylt Island.

9. A/C in Distress

B-17 from Wing behind, 1335 hours, on fire, blew up; no chutes seen.

1343 hours, B-17, blew up, no chutes.

1352 hours, probable fighter, 1100 degrees east, blew up; no chutes.

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

VII BOMBER COMMAND - PROPOSED OVERALL PLAN

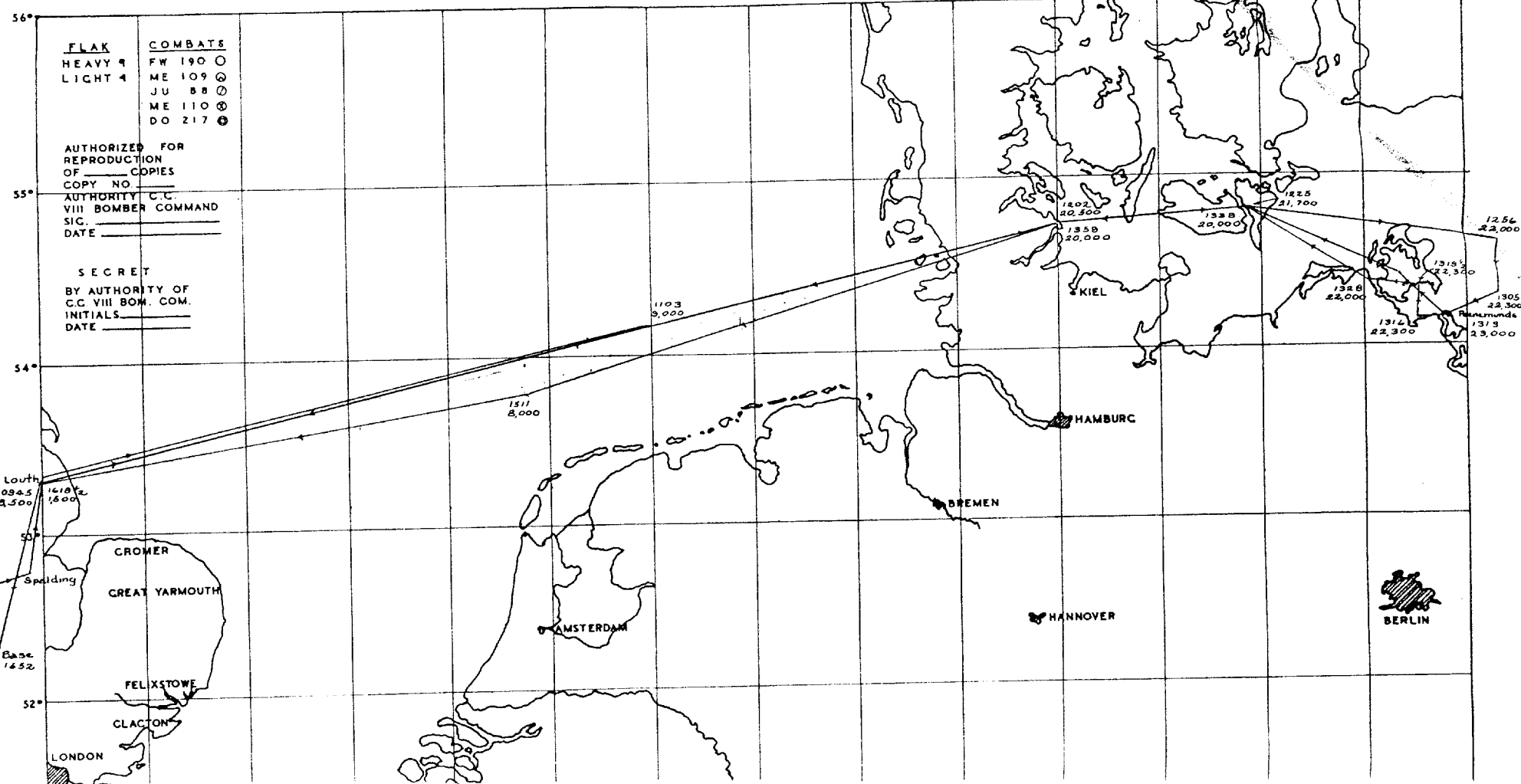
TRACK CHART

DATE 25 August 1944

Planned	Route followed by	306th Bomb Group (H)
Actual		306th Bomb Group (H)

TARGET

Primary Peenemunde, Germany
 Secondary Parow, Germany
 Last Resort _____



FLAK
 HEAVY 9
 LIGHT 4

COMBATS
 FW 190 ○
 ME 109 ⊙
 JU 88 ⊙
 ME 110 ⊙
 DO 217 ⊙

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Louth
 0845
 2,500

1610z
 1,600

Spalding

Base
 1452

CROMER
 GREAT YARMOUTH
 FELIXSTOWE
 CLACTON
 LONDON

AMSTERDAM

BREMEN

HAMBURG

HANNOVER

BERLIN

KIEL

Peenemunde
 1315
 23,000

1. Breakfast Briefing

"A" Group	Time	Code	Flares	"B" Group	Time	Code	Flares
Start Eng.	0803		YY	Start Eng.			
Taxi	0818		RY	Taxi			
Take-Off	0828		GG	Take-Off			
Scrub			RR	Scrub			
Standby			GY	Standby			

2. Take-Off and Assembly Plan Runway **06**

"A" Group	Mag. for	min.	"B" Group	Mag. for	min.
245	25				
220	21				

Homing on **Fixed Beacon 8** at **6:00** ft. Homing on _____ at _____ ft.

3. Friendly Activities: **2nd DIV 10 CW's on Rostock, Schwerin, Wismar, Gromer zero plus 45. 3rd DIV 8 CW's on Bremen and Hamburg Lowestoft zero hour. 3rd DIV 2 CW's (R-24) on NoBall target Lowestoft zero plus 84**

4. 1st Division Formation: **34A, 41A, 40A, 41B, 34B, 41C, 40B, 1A, 40C, 1B, 1C**
 "A" CB7 Lead **308** Lo **308** "B" CB7 Lead _____ Lo _____

Fighters	Call Signs	Type	Rv Coordinates	Time
BALANCE 2-1	P-51's		5432-0800	1240-1240
2-2			5432-0800	1242
2-3			5433-1108	1240
2-4			Target	1411
2-5			Target	1418

FIGHTER REF POINTS:

- W - Bremen
- H - Hamburg
- I - Flensburg
- S - Kiel
- K - Schweriner Lake
- R - Rostock
- Y - Stralsund

Route: "A" Group				"B" Group			
	at	at	ft		at	at	ft
Z Fixed Beacon 8	at 0929	at 6:00	ft		at	at	ft
T Basinstoke	at 0935	at	ft		at	at	ft
U Henley on Thame	at 0944	at	ft		at	at	ft
J 5210-0110 W	at 1002	at	ft		at	at	ft
K Leicester	at 1014	at	ft		at	at	ft
Q Spalding	at 1081	at	ft		at	at	ft
I Louth	at 1088 4/6	at	ft		at	at	ft
5400-0400	at 1157	at	ft	1158	at	at	ft
5420-0800	at 1200	at 12:00	ft	1224	at	at	ft
2 5435-0830	at 1225	at 12:00	ft	1259	at	at	ft
5440-1022	at 1307	at	ft	1323	at	at	ft
5448-1340	at 1349	at	ft	1408	at	at	ft
5440-1422	at 1358	at	ft	1414	at	at	ft
5425-1430	at 1408	at	ft	1419	at	at	ft
3 Target	at 1418	at	ft	1434	at	at	ft
5400-1330	at 1427	at	ft	1438	at	at	ft
5425-1228	at 1427	at	ft	1441	at	at	ft
5445-1132	at 1428	at	ft	1508	at	at	ft
5440-1022	at 1428	at	ft	1520	at	at	ft
5435-0830	at 1428	at	ft	1548	at	at	ft
5420-0800	at 1428	at	ft	1612	at	at	ft
Gromer	at 1428	at 6:00	ft	1724	at	at	ft
Base	at 1500	at	ft	1750	at	at	ft
	at	at	ft		at	at	ft
	at	at	ft		at	at	ft
	at	at	ft		at	at	ft

