

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

24 August, 1943

SUBJECT: Intelligence Report.

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

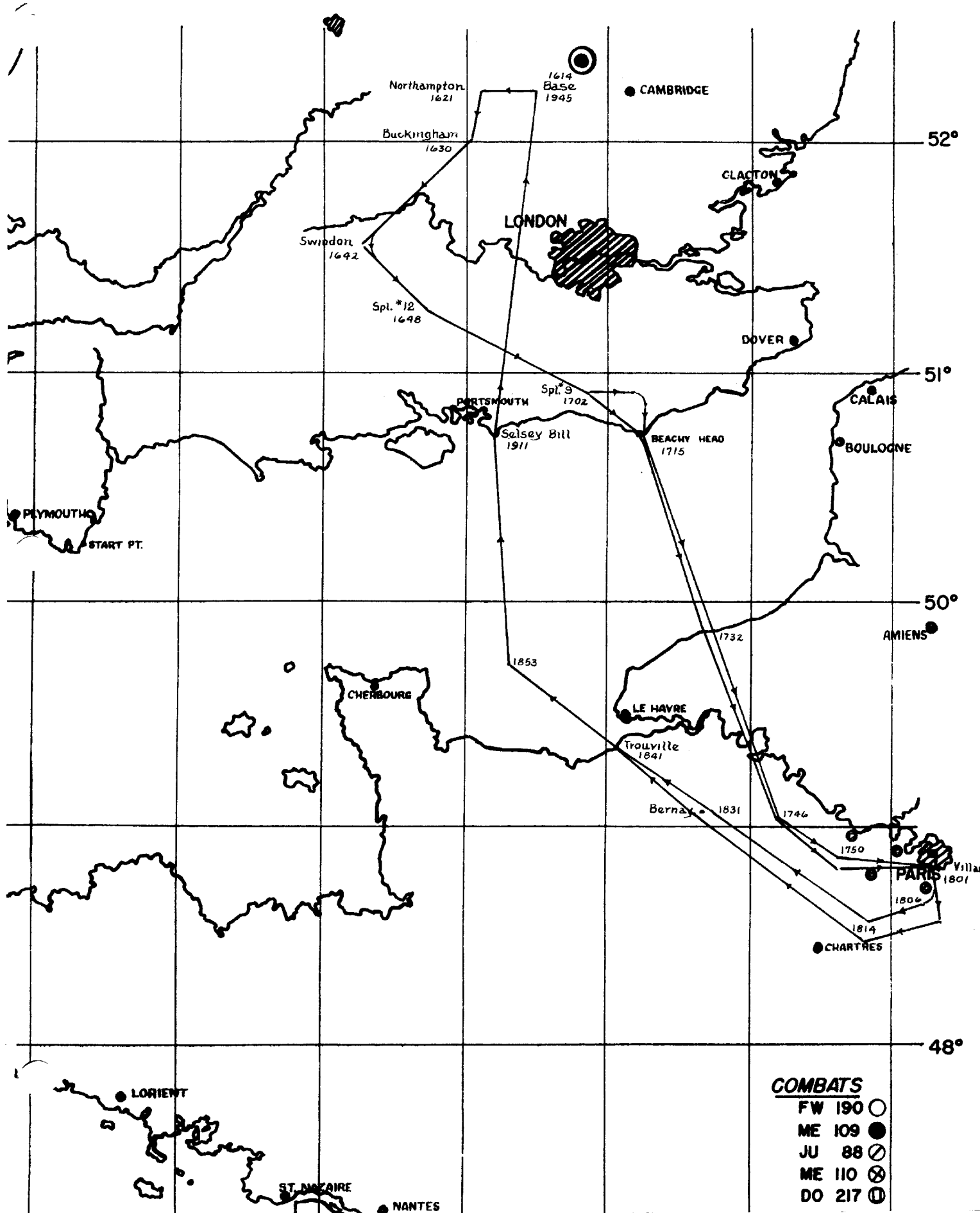
1. Hot news
B-17 reported ditched at 50° 30' N, 00° 20' W., 15 miles southeast of Selsey Bill. Several radio operators reported position at 1902. Plane stayed afloat one minute. Phoned to Wing at 2015. One B-17 seen to turn back into French Coast at Point De Barfleur.
2. Narrative
Route as briefed to Evreux, then because of cloud our formation took IP 8 miles North of that briefed and came across target at 135° magnetic instead of 90°. Right turn off target to Trouville.
3. Bombing
Crews report hits on aiming point and on triangle of buildings at west end. First photos show concentration 1/8 mile to North and short.
4. Abortive
None.
5. Encounters
No fighter opposition as far as 306th. Group's concerned. 10 to 15 ME 109's seen to attack low group just before target. P47 support excellent and very close. Practically every B-17 in trouble on way back had it's own P47 escort. We have no claims.
6. A.A. Gun Fire
A.A. Gun Fire moderate over target but very accurate, 17 out of 18 planes in our formation having some damage. Appeared to be continuous following.
7. Observations
At 1840 heading NW out of harbor, 3 big and 4 small ships seen at Le Havre. 6 large silver A/C took off field just before bombing. 30 to 40 barrage balloons reported at Trouville. Several exceptionally large AAF bursts reported over target by three crews.
8. Comment
Klette should be commended for superb handling of his ship. Two engines were knocked out by A.A. Gun Fire before target. A third caught fire directly over the base. Klette put the fire out and landed on one engine.

DATE 24-3-47

1614 Base
1945
1614 Base
1945
1614 Base
1945
1614 Base
1945
1614 Base
1945

Route followed by
" " "
" " "
" " "
" " "
" " "

24 August 1943
VILLACOUBLAY, FRANCE



COMBATS

- FW 190 ○
- ME 109 ●
- JU 88 ⊘
- ME 110 ⊗
- DO 217 ⊕

1. Route followed.

Beachy Head to French coast W of St. Valery-en-Caux to Evreux to Villacoublay to Auneaux to Trouville to Selsey Bill.

2. Visibility at Target (Any condensation trails?) Clear from IP to target. Heavy cumulus at 21,000 just after target. Condensation trails over channel to French coast. None at target.

3. No. of A/C over Target.

18 A/C

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:-

| | | | | | | | | |
|------------|------------|------------|------------|-------------|------------|------------|------------|------------|
| | | | | 993 | | | | |
| | | | | 23000 | | | | |
| <u>407</u> | <u>959</u> | <u>175</u> | <u>477</u> | <u>9629</u> | <u>739</u> | <u>054</u> | <u>498</u> | <u>052</u> |
| | <u>894</u> | | <u>169</u> | | <u>449</u> | | <u>163</u> | |
| <u>815</u> | | <u>363</u> | | | | <u>487</u> | | <u>560</u> |

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

115° Mag.

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

35"

7. Turn after bombing.

90° right turn - 15° bank

8. Position of Group in relation to other Groups.

Lead Group

9. What evasive action was taken? Changed altitude 3000 after bombs away and lazy S turns.

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.

VILLACOUBLAY - heavy, black, moderate, accurate, continuous following on lead Group, appeared to be predicted concentration on following Group.

EVREUX- meager, inaccurate, small white bursts, about size of 20 MM. both above and below formation, scattered, single shots.

11. Any other Comments, Phenomena, etc.

Several crews reported that some of the bursts over the target area were larger than they had ever seen before. One crew reported insufficient evasive action.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450

By RLB/BAC Date 1/8/94 NARA

INTERROGATION FORM

SQUADRON 367 (368) 369 A/C Number 560 Letter D Date 24/8/43

Bomb Load 12x500 H.E. Incend.

Position in Formation

Time Took Off 1515 Time Landed 2020

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

| | | | | |
|---|---|---|---|---|
| | | X | | |
| X | 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 any kind of distress?
(Give position, time, altitude, full details)

1st. Lt. McINTIRE, L. Pilot

2nd. LT. GORIS, G. Co-P

2nd. LT. LEVY, J. Nav.

2nd. LT. RYAN, J. Bomb.

S/SGT. NICHOLS, C. Radio

T/SGT. GRIGGS, D. Top T.

S/SGT. LESTER, P. Ball T.

S/SGT. ~~McINTIRE~~ J. R. Waist

SGT. BRENNAN, N. L. Waist

S/SGT. CONNOLLY, L. Tail G.

2. TARGET ATTACKED:

Primary L Time: 1801

Alternate Height: 23000

Last Resort Heading 135
(circle)

Duration Bomb Run:

10 sec.

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

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

Own Bombs: Didn't see

Other Bombing:

none

5. Any Photographs taken: Yes? No?

Any Nickels: Yes ✓ No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number boxes dropped
Number boxes returned

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

as briefed, except 18 - little North

8. WEATHER: (If it affected mission) Little bad at first - cleared

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 |
|-----------|-------|---------------|---|-----------------|---------------------------------------|------------|
| Way out | Paris | | light heavy | light | below | inaccurate |
| at target | | | Moderate | Black | accurate | Good |
| Way home | | | | | | |

Crew observations about Flak: moderate - to heavy - not as bad as P. L.