

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

(D-A-4)

APO 634
13th November, 1943

SUBJECT: Intelligence Report

TO.....: Commanding Officer, 306th Bombardment Group (H), APO 634.

1. Hot News

A/C 142-I (Lt. Scudder) crashed at Great Hasley. Probably caught in extreme turbulence plus icing. Plane blew up and completely disintegrated on hitting ground. Eight bodies found. Other two crew members almost certainly dead. A/C 038-N (Lt. Cosper) crashed at Princess Risborough. Nine of the crew bailed out and are accounted for. Two slightly injured in landing. Plane blew up on hitting the ground. Pilot seems to have stayed with the plane and was almost certainly killed. Survivors state plane entered area of extreme turbulence, went practically out of control, and seemed to be breaking up in air.

A/C 065 reports 1 B-17 at 1100 hours in trouble in Isle of Sylt area going down with 12 enemy fighters attacking. 1 B-24 at 1124 hours seen smoking and in spin in Flensburg area. No chutes. 2 B-17s seen spinning and out of control in Flensburg area. No chutes observed. A/C 939 reports 1 B-17 observed in a spin with wing apparently off in Bremen area.

2. Narrative

21 A/C plus 2 spares took off at 0730 to bomb Bremen. 17 were recalled. Two crashed in England, and two A/C, Nos. 065 and 939 joined other formations which flew over enemy territory.

A/C 065-2, 367th Squadron, was unable to find planes of this group at rendezvous over England, and therefore at splasher 4 decided to join the high squadron of a group whose aircraft bore letter D in a white square. With seven A/C already in that element, this A/C flew on the right wing of number 5. They left the English coast at Saltfleet at 0935 hours, made landfall at 1103 hours north of Sylt Island, Denmark; then continued inland over Denmark for five minutes until just north of Flensburg; turned right, and leaving Flensburg to the north, came out over the Danish coast on heading of 310 degrees; left Sylt to the north and jettisoned bombs on leader at 1203 hours at 5400-0600E, then headed home on about 330 degrees, then 240 degree course; over English coast 1415 hours at 2,000 feet near Blakeny, 5252-0102E.

A/C 939-K, 369th Squadron, climbed in the overcast for many minutes and finding severe icing conditions, turned back over base and asked the control tower what to do. Receiving instructions to join the formation at splasher 4, the pilot again climbed through the icing weather and near splasher 4 described the sky as being "filled with a whirling, circling bunch of Libs and Forts, all snarled up". The pilot then called the wing leader and was told to tag on to any formation he saw. He joined the 95th Group which flew about as briefed, arriving over what was believed to be Bremen at 1145 hours at 25,000 feet. He dropped his bombs on the formation leader. 20 A/C did not bomb.

3. A.A. Gun Fire

A/C 939-Bremen (95th Group)—A.A. Gun fire was meager inaccurate, off to the left. At Bremen it was meager and quite inaccurate on this group, but severe on B-24s ahead and 1,000 feet below. A/C 065 reported meager, accurate A.A. Gun fire at the Danish coast.

4. Bombing

A/C 939 bombed on group leader through overcast. Results unseen.

5. Enemy Aircraft

A/C 939 reported attacks by from 10 to 20 T/Es; Me210s, He110s, and Ju88s from German coast at 1131 to 1135 hours, when P-38s drove them off. He210s attacked by firing rockets from a position close alongside and below as they flew parallel and past the formation at great speed. Rockets appeared to leave wing tips at right angles to line of flight and some burst directly in front of nose. A/C 065 reported no attacks on formation with which it flew.

6. Fighter Support

A/C 939 reported P-38s gave splendid cover from 1135 to 1210, while P-47s covered from 1207 to Mid-Channel. A/C 065 reported seeing one P-47 at 1145 hours.

JOHN A. BAIRDSPATER,
Major, Air Corps,
Group 3-2.

TARGET

Primary Bremen, Germany
 Secondary _____
 Last Resort _____

TRACK CHART

Date 13-11-43

Planned _____
 Actual _____

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

306th Bombardment Group
Aircraft No. 42-30939
Aircraft No. 42-31065

634



