

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

31 August, 1943.

SUBJECT: Intelligence Report.

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

1. Hot News.
One B-17 at 1820 hours at 23,000 feet - under fighter attack - three chutes.
2. Narrative.
18 A/C took off at 1500 hours. Left English coast 6 or 7 minutes late, over Beachy Head at 1710 hours. Over enemy coast at 1726 hours about 8 miles E.E. of Dieppe at 25,000 feet. Thence to a point just northwest of Fontenay, where they turned left on course of 530 degrees until about 10 miles S.S.W. of Glisy airdrome, at which point the Lead Group shot flare at 1802. Course to field was direct, with bombing run 35 degrees, altitude 25,000 feet over Glisy airdrome at 1805. Then 310 degrees to coast, crossing at head of bay to south of Berck-sur-Mer at 1824 hours. Over Beachy Head at 1843, at 19,000 feet, then to base at 1932. 10/10ths cloud most of the way to north of Paris, when formation leader gave up primary and turned north for target of opportunity.
3. Bombing.
No bombs dropped by this Group due to danger of bombs dropping through a lower group which swung directly underneath, just as bombs were about to be released. 11 A/C brought their bombs back. Three jettisoned bombs in Channel on return due to mechanical trouble.
4. Abortive.
1 B-17, #804, turned back 1630 hours, at 18,000 feet over Daventry. Lost fuel pressure in #3 engine. Brought bombs back.
1 B-17, #23169, turned back 1717 hours, at 25,000 feet, on course, about 3 miles off French coast. #3 supercharger failed, could not keep up with formation. Brought bombs back.
1 B-17, #142, turned back 1722 hours, 23,700 feet, on course, about 2 miles off French coast. Could not get to altitude. Brought bombs back.
1 B-17, #841, turned back 1742 hours, 24,000 feet, east of Paris. #4 supercharger froze. Lost air speed and #3 engine went out. Couldn't stay with formation. Jettisoned bombs in wooded area over France.
5. E/A Encounters.
About 20 E/A encountered by 306th Group, between 1747 and 1807. Only few non-persistent attacks, E/A mainly attacking low Group from IP to target. Pkl90s and Mel09s. We make no claims.
6. A.A. Gun Fire.
A.A. Gun Fire from Amiens - heavy, black, low, inaccurate, meager, continuously pointed. Formation was a seen target - approximately 7/10 cloud.
7. Observations.
92nd and 305th registered good hits on airfield near Amiens, presumably Glisy.

DECLA

ED PER EXECUTIVE ORDER 12356, Section 3.3, 74500

By RLB JFC
MARA Date 1/8/44

74500

DECLD FOR EXECUTIVE ORDER 12356, Section 3.3, 7450a
By RLB/JHC MARA Date 1/18/91

Reese
606

Cook
498

Jackson
930

Bumpas
809

Marsh
993

McIntire
560

Peterson
142

Andrews
841

Price
169
065

Lockyear
729

Robinson
163

Munger
804

Lewis
221

Schoolfield
086

Dooley
054

Jones
793

Bryant
085
169

Thomas
4629

3/1
2

INTERROGATION FORM

12

SQUADRON ~~367~~ 368 ~~369000230X~~ A/C Number 368 Letter _____ Date 31/8/43

Bomb Load 12 X 500 H.E. Incend.

Position in Formation

Time Took Off _____ Time Landed _____

		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:

None

CREW: Give Rank and Initials

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

- 1st. Lt. L. McIntire Pilot
- 2nd. Lt. G. Goris Co-P
- 2nd. Lt. J. Levy Nav.
- 2nd. Lt. J. Ryan Bomb.
- S/Sgt. G. Nichols Radio
- T/Sgt. D. Griggs Top T.
- M.U.
- Sgt. Sai Ball T.
- S/Sgt. J. Mynatt R.Waist
- Sgt. N. Brennan L.Waist
- S/Sgt. L. Connolly Tail G.

2. TARGET ATTACKED:

Primary Time: 18:07
 Alternate Height: 25,300
 Last Resort (circle) Heading: 330°(?)
 Duration Bomb Run: _____

3. Number of BOMBS dropped on target: Jettisoned: _____ Returned: 12 X 500 Abortive: _____

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

Own Bombs: Lead group bombed airfield (Amiens?) on way out

Other Bombing: _____

5. Any Photographs taken: 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)

On course to Paris - roughly

8. WEATHER: (If it affected mission) 5/10 at coast building up to 9/10 at Paris -

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
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At T. of O. slight fairly acc. from middle of town alongside airfield -

Crew observations about Flak: _____

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10. ENEMY FIGHTER OPPOSITION:

25 odd FW-190
a few 109's

49° 23' 02" 00'

(Estimated total number of E/A seen)

(Types)

E/a came in at turn (coordinates) before 1.P.
& attacked off and on to place ^{to them}
(Location and length of fight) Group Bombed -

FW's flew alongside dropped ^{when}
(ammunition P. 17's?) went over this
Group & attacked low group - This a/c
(Tactics of E/A) had a few cracks only at them -

FW's - 2 white stripes horizontally
across fin - all white nose
(Color, markings, etc. of E/A)

(Our defensive action)

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

11. FIGHTER SUPPORT

Didn't meet - were 7 min late (B-17's were) -

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,

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, PLACE and TIME.)

none

15.

15. DAMAGE TO A/C: (Briefly)

none

16. TECHNICAL FAILURES:

2 Superchargers out

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)

No excuse for Bomber's late for Rendezvous - Held

S-2 OFFICER

FILE COMPLETE

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By RLB/KAC Date 1/18/99 NARA