

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer  
A.P.O. # 634

11th June, 1943

SUBJECT: Intelligence Report.

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

I. Hot News.

1. One B-17 blew up over target at 1755 hours.
2. One B-17 spun and landed in water near Wilhelmshaven at 1806 hours.
3. One B-17 hit by fighters, spun and hit sea 15 miles N. of Schiermonnikoog. No chutes. Time 1816 hours.
4. One B-17 in distress and probably ditched. Three chutes. Time 1820 hours.
5. One B-17 chased back to Germany by fighters. Time 1823 hours.

II. Narrative.

27 A/C took off at 1450 to bomb the submarine yards at Bremen. Due to heavy cumulus cloud rising to 30,000 feet the formation turned after crossing German coast and bombed Wilhelmshaven the secondary. The leading combat wing was slightly south of course and paralleled the Frisian Islands until turn was made toward target.

2 A/C returned early due to mechanical troubles and one failed to bomb when racks refused to release.

III. Bombing Results.

While the group had practically an uninterrupted run it is apparent that bombing results are only fair. Visibility was good but a very effective smoke screen almost obscured the target. The composite group may have scored a few hits in and around the target area but the bombs of the main group were observed to have been dropped several thousand feet away. The run was made on a heading of about 210 degrees magnetic at an altitude of 26,000 feet.

IV. Enemy Aircraft.

Probably 75 to 80 E/A mostly FW 190's were seen but this group had very few direct attacks, the leading combat wings taking the brunt of the fighting. Only two or three of the attacks on this group were pressed home, the rest being feeble and ineffective. Many enemy pilots were again seen discharging their guns aimlessly and then heading for home thus confirming the belief that a great number of E/A in this area are manned by inexperienced pilots.

Aerial bombing was again resorted to, at least 3 bombs, fairly accurate for altitude, being reported.

We claim 5 destroyed 1 probable.

A phenomenon of some sort was observed by several crew members and was described as a series of white bursts, probably 800 yards ahead of formation, exploding at regular intervals, perpendicularly from top to bottom. It was not seen where these originated.

V. Flak.

Flak over the target was only moderate and ineffective on this group today, but appeared more intense and accurate on preceding and following groups. There was nothing unusual in the color or size of the bursts.

Flak ships near the Frisian Islands opened fire but it was far below the formation and entirely harmless.

About 12 bursts were sent up from the Island of Ardorf and these were quite accurate as to altitude and deflection.

VI. Comments.

Captain Check complained vehemently about the formation flown by the 92nd in the composite group. He said that the leader was OK but that the rest of the pilots were terrible.

JOHN B. WRIGHT,  
Major, Air Corps,  
Group S-2.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By RLB/JAC NABA Date 1/8/91

# RACK CHART

TARGET

Date 11 June, 1943

Planned  
Actual

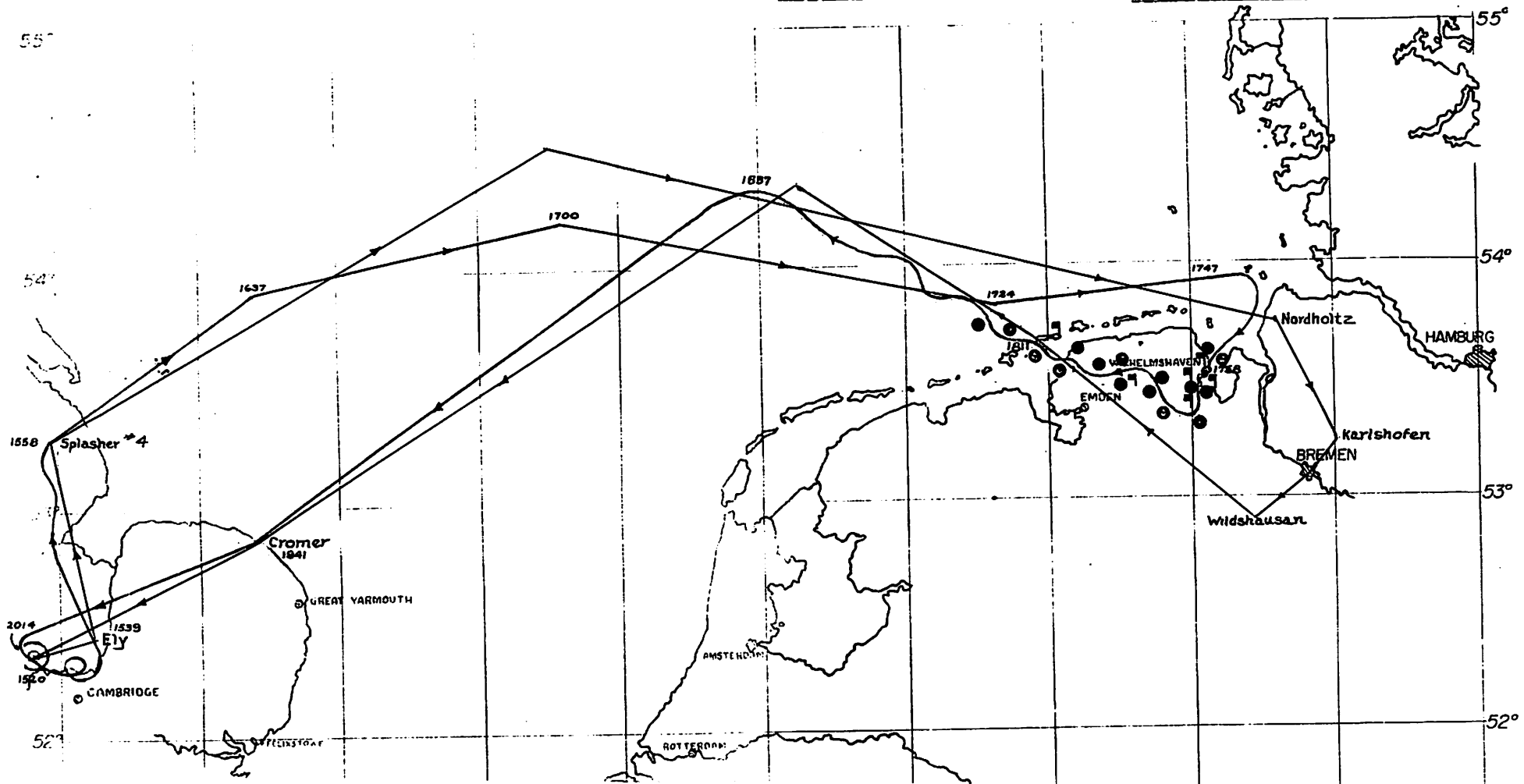
Route followed by 306th Bombardment Group (H)

Primary Bremen

Secondary Wilhelmshaven

Last Resort \_\_\_\_\_

"	"	"
"	"	"
"	"	"
"	"	"



11-6-43

Target

# 2 Ship, Wilhelmshaven

1. Route followed.

~~Scharhorn Island to target to west end of Juist Island~~

2. Visibility at Target (Any condensation trails?)

~~Good - slight haze. No condensation trails~~

3. No. of A/C over Target.

~~25~~

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:-

	794		993		163
	26700		26000		26300
		040	826		
		26000	26000		
274		426		793	809
26000		26200		26000	26000
	959	978	477	937	
	26000	26500	25900	26500	
	766			084	741
	26000			26000	26000
				086	
				26500	
				487	302
				26000	26800

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

~~240 degrees Mag.~~

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

~~10 seconds~~

7. Turn after bombing.

~~Gradual right turn after passing over target~~

8. Position of Group in relation to other Groups. 6th Gr. over target. I believe composite was 7th Gr. over target.

9. What evasive action was taken?

~~No change in altitude but sharp 20 degree 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.

1751 Meager A.A. fire at coast near Norderney Island

1759 moderate, inaccurate, low and to right of this group, black.

Fire control continuous following and possibly predicted concentrations.

Three flak ships in harbour N.E. of Wilhelmshaven.

Meager A.A. from Baltrum Island on way out.

11. Any other Comments, Phenomena, etc.

2. Flak 1751-1759

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BY RLB/THC NARA Date 1/8/91

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 937 Letter N Date 11/6/43

Bomb Load 10/500 H.E. Incendi

Position in Formation

Time Took Off 1434 Time Landed 2030

X  
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:

CREW: Give Rank and Initials

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

LT GF PARIS Pilot

" E.L. MASLANKA P

" R.L. SLATER Nav.

" S. SILVERSTEIN Bomb.

TS J.E. BRANNON Radio

8/S AR. SORENSON Top T.

5/S GG HOLT Ball T.

TS LL MIGLIORESI R. Waist

TS BRANNON L. Waist

TS COULSEN Tail G.

1 B17 down #3 on fire.  
just a coast going in  
1 B17 - in tail-spin 5 min  
after target no chutes

2. TARGET ATTACKED:

Primary Time: 1759

Alternate Height: 26500

Last Resort Heading: 240°  
(circle)

Duration Bomb Run: 45-50 sec

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing: many in water

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) off - too close to islands  
comm in.

9. FLAK: Encountered on way out, at target and on way home.  
Primary-overcast

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight	Color of Bursts	Location Bursts in relation to A/C	Accuracy
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Flak slight - few bursts low and to left just after bombs away - white puffs. Target black puff to rt of lead group

Crew observations about Flak: very much decreased

10. ENEMY FIGHTER OPPOSITION:

FW  
ME 109

30-40  
(Estimated total number of E/A seen)

(Types)

no direct attacks  
(Location and length of fight)

(Tactics of E/A)

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

(Our defensive action)

C L A I M S

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately  
separate CLAIM FORM for  
each claim.)

11. FIGHTER SUPPORT

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,

smoke screen good

1817<sup>40</sup> one E/A fighter down - Pilot baled out

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.)

→ frozen hand - Holt, G.G. radio operator

15. DAMAGE TO A/C: (Briefly)

empties - 3 small holes (from high shelling)

16. TECHNICAL FAILURES:

#1

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

our formation (high) + shot into another formation  
somebody shot down

S-2 OFFICER

R. Skalak

FILE NO. FILED

2117

L.H.C.

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By RLB/BAC Date 1/8/91 NARA