

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

29 June, 1943

SUBJECT: Intelligence Report.

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

1. **Hot News.**
None.
2. **Narrative.**
21 A/C took off at 1740 to bomb Villacoublay and wheeler returned early after getting over the coast of France. The formation encountered 10/10 cloud from Le Havre to the I.P. and out to the Channel. 20 A/C returned to base at 2200 hrs. 19 bringing back bombs and 2 jettisoning bombs over water.
3. **Flak.**
A few bursts at Dieppe.
4. **Encounters.**
15---20 E/A mostly FW 190's with white noses, and with white paint carried back on wings to make nose look longer. First encounters at I.P. at 1957 and attacks continued to 2026. P-47's picked up near Rouen on way out and we claim 4 probables, 1 no claim.

JOHN B. WRIGHT,
MAJOR, AC,
Group 8-2.

TRACK CHART

DATE 29/6/43

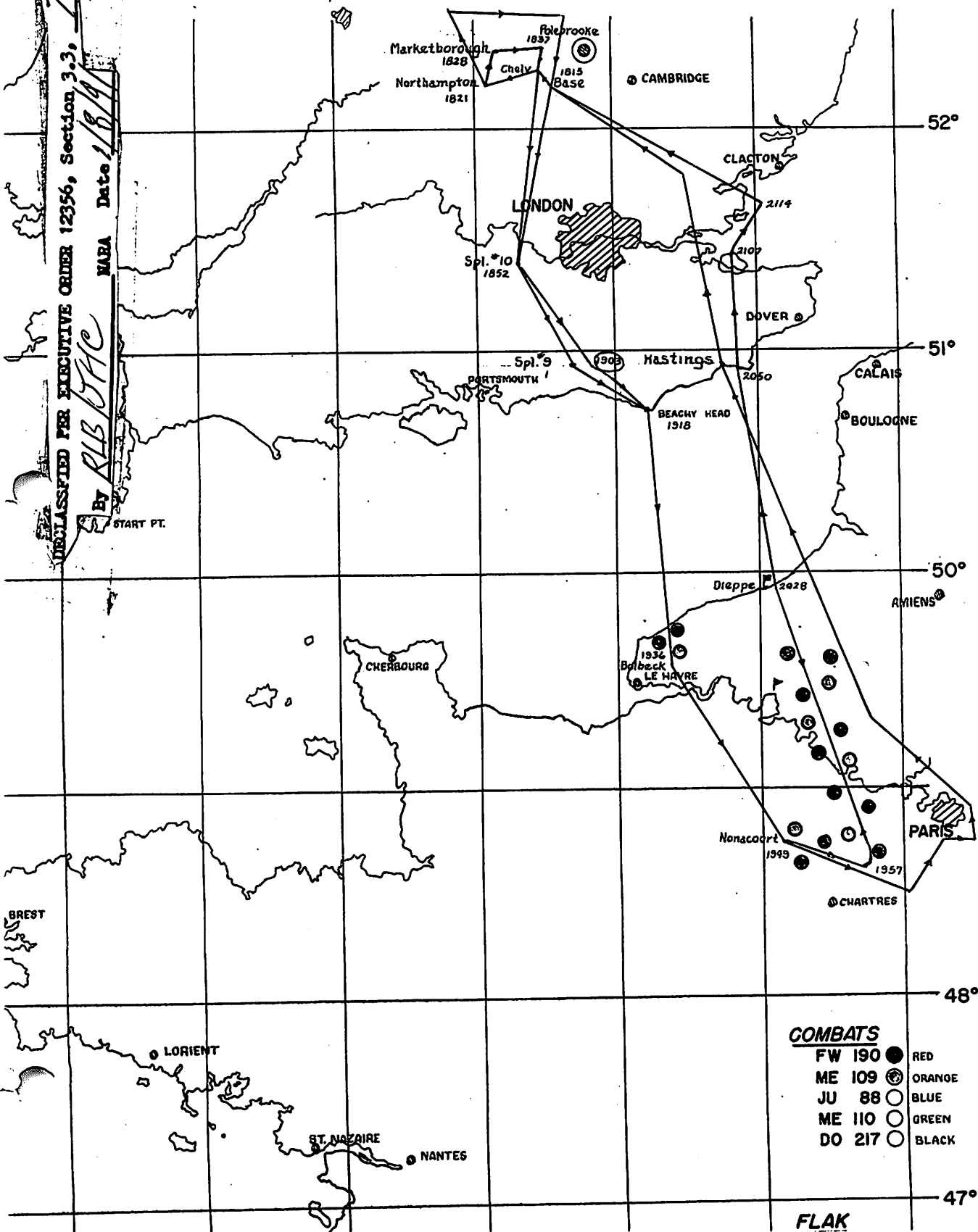
Planned	Route followed by			306th Bombardment Gp. (H)
Actual	"	"	"	306th Bombardment Gp. (H)
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DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74500

By RLB/BAC

DATE 1/8/94

START PT.



COMBATS

FW 190 ● RED
 ME 109 ⊙ ORANGE
 JU 88 ○ BLUE
 ME 110 ○ GREEN
 DO 217 ○ BLACK

FLAK

Hq. 306th Bomb Group (H)

DECLASSIFIED

Date 29 June, 1943

Target Villacoublay.

1. Route followed.
Same as briefed to I.P. then turned back crossing French Coast at Dieppe.

2. Visibility at Target (Any condensation trails?)
Complete overcast--some condensation trails made by P-47 at about 37,000ft.

3. No. of A/C over Target.
21 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:-

<u>841</u>	<u>900</u> <u>22,000</u>	<u>741</u>	<u>823</u>	<u>142</u>	<u>953</u>		
		<u>777</u>	<u>052</u>	<u>978</u>		<u>169</u>	<u>426</u>
	<u>714</u>		<u>428</u>	<u>498</u>	<u>826</u>		<u>274</u>
<u>799</u>	<u>554</u>						

21,900 A/C #169 crossed French Coast but turned back shortly before the others because of engine failure. A/C #274 then took his position.

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

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

7. Turn after bombing.
Nil.

8. Position of Group in relation to other Groups.
Second in 102nd. Combat Wing.

9. What evasive action was taken?
Moderate.

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.
2010 hrs. Housen, 25,000 feet, in bursts of 2 and 4 stepped up, white bursts were high, Black bursts low. Moderate to intense for a very short period. Two crews reported it as a barrage.

Dieppe-meager, Black, 24,500ft., good altitude on preceeding group, poor deflection.

Le Treport--meager, Black, (Heavy) and white bursts, inaccurate.

11. Any other Comments, Phenomena, etc.

92nd. Group.

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3,

By KLS/DAC NABA

Date _____

2/2/91

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number _____ Letter _____ Date June 29

Bomb Load 10 X 500 H.E. Incendi

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					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)

Went to

48°41'N - 01°27'E

Solid Overcast
& turned back here

Bomb back

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

Reber Pilot
Winn CO-P
Bergem Nav. Boring
Kos Bomb
W.F. Hoffman Radio
Christian Top T.
Kimberling Ball T.
Adams R. Taist
Brennan L. Taist
Lt. Swapp Tail G.

3. Number of BOMBS dropped on target: all back Detonated: _____ Returned: _____ Abortive: _____

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

Own Bombs:

Other Bombing:

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)

Solid Heavy Overcast from Fr. Coast in

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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None - Slight inacc. - Barrage

Crew observations about Flak: