

MEMORANDUM:

TO : Commanding Officer, 306th Bombardment Group (M), APO 63.

In compliance with Memorandum Headquarters First Bombardment Wing, dated 25 January 1943, the following suggested report is submitted.

1. Route followed by this Group on mission 14 February 1943, Field Order No. 09, VIII Bomber Command, is as follows.

- T.O. 0820
- Depart Base 0852 (3000')
- Bassingbourne 0902 (assemble at 3000')
- Horncastle 0934 (climbing to 13,000')
- Sutton Bridge 0945 (climbing to 17,000')
- Norwich (climbing to 18,000')
- Groner 1000 (climbing to 19,000')
- String to maintain formation 1015-1024 (climbing to 22,000')
- Turn Around 53°36' N 1040 (22,000') (05°15' E)
- 53°25' N 05°15' E 1042 (22,500' flak)
- 53°25' N 04°15' E 1058 (descending to 12,500')
- 53°17' N 03°13' E 1112 (descending to 8,500' IFF on)
- 53°05' N 02°15' E 1130 (descending to 6,000')
- Groner 1139 (6000')
- Base 1214 (1000')
- Landed 1226

2. Bombing - Information

Objective was not reached by Group due to bad weather conditions over Channel and German Coast. Upon reaching the approximate vicinity of the group of islands off of the German Coast the Group Leader continued no further and returned to base. No land was visible so consequently no objectives were in sight and Pins were replaced in bombs. Aircraft returned with full load.

3. Formation

a. Two Squadrons of seven in "V's" echeloned to the right, and one Squadron of six in "V's" echeloned to the left. Lead Squadron at base altitude, with right Squadron low and left Squadron high.

b. (1) Right turns at assembly point to visible line, then proceeding on course.

(2) Due to adverse weather conditions none of the targets

were reached. Aircraft landed at base with bombs aboard.

(3) Flak was encountered over islands off the Coast of Germany, but was light and behind the formation.

#### 4. Battle Damage

No battle damage on this mission.

#### 5. Communications

a. The general procedure was followed throughout. Radio silence was maintained prior to and during take-off. All radio operators picked up message sent from first Wing. Three airplanes obtained QDM's from our HF/DF station.

#### b. Equipment

Plane No. 42-5717 - 423rd Squadron - Interphone in ball turret out. This was worked on until one o'clock this morning and a temporary arrangement installed. Ball turret must be dismantled to fix it properly.

Plane No. 42-5171 - 423rd Squadron - Ball turret microphone poor, replaced.

Plane 41-24465 - 368th Squadron - Liaison receiver reception poor, being replaced while other is being inspected.

Plane No. 42-4560 - 369th Squadron - Command antenna off, replaced.

#### c. Navigational Aids

No reports available because of no interrogation of crews. One Navigator reported good results with multi-group beacons.

No reports on SRA, VHF, or Command reception.

#### 6. Fire Control

a. Fire Control was that of the individual gunners calling out the angle of attack by the clock method. Gunners having been assigned their angle of fire before take-off.

b. There was one attack from underneath and from 3 to 5 o'clock.

c. Guns were in perfect working order - only one having been reported as having a jam. This was due to a twisted belt in the Ammunition Chute.

#### 7. a. Enemy Fighter Attacks

One attack by Me 109 at 1105, twenty miles from enemy coast on return trip.

#### b. Flak

Formation fired upon by flak from islands off the German Coast. No hits or flak damage were inflicted upon our aircraft.

GPH/THU NR THU 3/14 IMMEDIATE NOT WT 1330A/14

TO:- CG, 1ST BOMB WING ATTENTION : A-2

SUBJECT:- 306 BOMB GROUP (H) REPORT

XX 306BG F-181-D 14 FEB 42

**SIGNALS OFFICE**

14 FEB 1943

**R. A. F.  
THURLEIGH**

1. 0820 - 1230
2. 20 - 0
3. 20 - 2 GOT SEPARATED FROM FORMATION IN HEAVY OVERCAST AND RETURNED EARLY.
4. 200 X 500 BROUGHT BACK
5. AS ORDERED - TURNED BACK AT TERSCHELLING ISLAND AT 1042
6. FORMATION FIRED ON BY FLAK FROM ISLANDS. ONE ATTACK FROM ME 109 AT 1105 TWENTY MILES FROM ENEMY COAST ON WAY HOME. OUR A/C 124488 ~~XXXX~~ RECEIVED 20MM HIT DAMAGING OIL LINE NO. 3 MOTOR.  
WEATHER HEAVY CLOUDS OVER SEA - COMPLETE OVERCAST OVER ENEMY COAST.
7. NONE.

FOR THE COMMANDING OFFICER:

J. B. WRIGHT

MAJOR S-2

HOLD

CC PARA 3 WA HEAVY== OVERCAST ==

CC PARA 6 WA COMPLETE ==~~XXXXXXX~~ OVERCAST==

AM VA++

THU R 1400~~04~~ CB VA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 500  
By RLB/BAC  
NARA Date 1/8/01

Raid file  
Feb 14

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

AFPO 634  
21 February, 1943

SUBJECT: Encounter Report (14/2/43)  
TO : A-2, 1st Bomb. Wing

NARRATIVE OF ENCOUNTER

11. Upon approaching the Frisian Islands, at about 20,000 feet altitude, and coming out of cloud, we joined another Group, later determined as the 305th. A/C #124488 took up #3 position to left of A/C #577 and made 180 degree right turn over island, identified as probably Texel, for home. Shortly after making this turn, at about 1105 hours, two Me. 109's and one T/E E/A (a Me. 210) flying together were seen to the rear and a little to the left of our formation. One of the Me. 109's pulled out of his formation and approached to within about 1,100 yards at 10:00 o'clock position, flying along at even altitude and doing acrobatics. E/A then made a right turn and moderate dive to attack from below. At between 600 and 450 yards distance, navigator Lt. Owen, on left nose gun, fired two bursts, one of six and one of about 35 rounds, and could see tracers entering E/A until it was out of vision (about 250 yards distant and below). Right waist gunner, Sergeant Harris, picked up enemy aircraft after it came up from under our ship and fired a long burst of about 50 rounds at close range (approximately 450 yards). As E/A made stall and turn preparatory to making a second attack, tracers were seen entering cockpit and fuselage behind. E/A then nosed straight down and disappeared thru clouds. Our A/C was piloted by 1st Lt. K. G. Ross of the 369th. Bombardment Squadron.

JOHN B. WRIGHT  
Major, A. C.,  
Group 8-2 Officer

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 500  
By RLB/DFC  
MARA Date 1/8/91

No claim