

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

APD 557

1 January, 1945

SUBJECT: Intelligence Narrative
Mission: Limburg & Kassel, Germany

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

1. Narrative

The 306th Group flew 36 A/C including 4 PFF A/C as 40th "B". Route followed "A" force until Kassel; 5 miles south of Louth; 0902; enemy coast 5405N x 0900E, 1125 hours; I.P. for first run on Magdeburg 5255N x 1155E, 1214 hours; over Magdeburg at 1226 not dropping due to clouds; made a 360 degree turn to the left and passed over Magdeburg again; then followed "A" force over secondary visual target, 1239 hours; did not bomb due to clouds; made turn to left, heading northeast, then circled back to right and made run on Kassel, dropping at 1319. Out approximately on course; French coast 5108N x 0242E, 1504 hours; 5 miles north of Clacton; base 1638 hours.

After Kassel, High went to 5009N x 0745E, made a 180 degree turn to left; Limburg 1354; back on briefed course; short of gas, 7 A/C landed at "Messenger" to refuel, then returned to base.

Buckeye reported clear at target, with 5/10 clouds to West.

Mickey equipment on 3 A/C functioned satisfactorily; high went out on the bomb run.

2. Fighter Opposition and Fighter Support

There were no E/A attacks on this Group. North of Magdeburg, 1205 hours, two silver twin-jet A/C, probably ME 262's, passed within 800 yards of our High Squadron from 2 o'clock high towards 6 o'clock high. 12 or 15 P-51's were in close pursuit, having jettisoned their belly tanks, to give chase. In the same area also at about 1205 hours another A/C in our high squadron reported a single ME 163, passing beneath and only 1000 yards distant, pursued by about 12 P-51's. None of these jet A/C made any move to attack.

Fighter support first appeared at 1048, and was present throughout mission, and eagerly pursued enemy jet A/C in the area north of Magdeburg, about 1220 hours.

3. A.A. Gun Fire

At Kassel, we were "seen" targets and A.A. fire was accurate, moderate tracking and barrage, lasting 6 minutes. Most of chaff had been previously expended during two runs on Magdeburg, where fire was inaccurate tracking through 10/10 clouds. No A.A. fire at Limburg. Meager accurate tracking from Brunsbuttelkoog on way in. Damage: Lead, 5 slight; Low, 1 severe, 1 slight, 1 outstanding; High, 2 severe, 1 slight.

4. Bombing

Buckeye reported weather clear at target with 5/10 clouds to the west. Able force made a run on Magdeburg followed by 306th and found target 10/10. Made a second run on Magdeburg and still did not drop. Lead and low started a PFF run on Kassel and found visual sighting at target, dropping at 1319. High started PFF run on Kassel in trail of lead and low. PFF went out shortly after run had started. High leader abandoned run and bombed Limburg M/Y visually at 1354. No pictures available of High bombing. Pictures show explosion from lead bombing at 032070/15; low 025048/15.

Weather
Carried.
Over Denmark and Germany, great patches of clouds and open spaces alternating to make 5/10 coverage, tops 10,000 feet. South of Kassel, 2 to 3/10, increasing to 8 or 9/10 over France. Dense persistent contrails above 22,000 feet.

7. A/C Returning Early

A/C 711-D, pilot Eros, turned back at Louth, 0900 hours due to engine failure. Brought back 18 x 250.

8. A/C in Distress

Our A/C 690-M, pilot Stewart in low squadron did not return. Over North Sea on way out, low squadron broke up in cloud and reformed. Stewart unaccounted for after this time.

Our A/C 185-J, pilot Ryder still outstanding, thought to have landed on continent but have not been heard from.

Other A/C: B-17 with red wing tips going down under control in shallow spiral, 1137 hours, near Kaiser Wilhelm Canal; no chutes. Several crews report seeing two A/C hit the water, with fire and black smoke, about 0958 hours, 5353N-0324E, position by Gee. At this time a VHF report was heard saying two B-17's had collided. One crew reported hearing a message at 1024 that a crew had ditched. Division acknowledged message.

9. Observations

About 1100 hours, before Heligoland, one crew reported a medium-sized vessel on fire; a Mosquito flying above the vessel had apparently attacked.

At 1434 hours, 5127N-0201E, our A/C 153-G, pilot Wood, reported a circle of red dye in the water.

JOHN A. BRINSFATHER,
Major, AC,
Group S-2.

1. TARGET. Limburg & Kassel, Germany. DATE OF MISSION. 1 January, 1945..

2. ROUTE AS FLOWN: over.

3. Weather Conditions (a) At Target. Limburg seen, Kassel seen.

(b) En Route. large areas of clear then 10/10 cover.

4. Were our A/C "Seen" or "Unseen" Targets? (a) At Target. seen.

(b) En Route. seen except at Magdeburg.

Any Condensation Trails? Meager Non-persistent.

5. Description of Flak at Target, including METHOD OF FIRE CONTROL, if possible.

Limburg - None.

Kassel - moderate acc. tracking and barrage lasting 5 minutes. Flak started 2 minutes before bombs away and tracked on turn off. We were seen targets.

6. Flak encountered or observed en route. (If not experienced if possible.)

Brunsbüttelkoog - meager acc. tracking - seen target.

Magdeburg - meager to moderate inaccurate, unseen.

Heligoland - observed.

Trier - meager inaccurate.

7. Was CHAF carried? Was it used as briefed, if not how was it used?

Observation of crews.

.....A/C carried.....carpet sets.

8. Position of Group and Combat Wing. 40 "B"

9. Details:-

Group	A/C over Damaged			A/C Lost				Axis of		T.O.T	Height
	E/Terr	Shi	Ser	Flak	E/A	Gas	Umm	Alt	Withdrawal		
Lead	12	5	0	0	0	0	0	350	270	1319	26,500
Low	11	1	1	0	0	0	1	295	275	1319	26,000
High	12	1	2	0	0	0	0	036	208	1354	27,600
TOTALS	35	7	3	0	0	0	1				

10. OBSERVATION: S.S. at Brunsbüttelkoog, Wilhelmshaven and Hamburg.

A/C #690-M, pilot Stewart unaccounted for after squadron was broken up in overcast over North Sea.

Route: Enemy coast 5405 x 0900, IP for first run on Magdeburg 5255 x 1155; over Magdeburg 1226 not dropping due to clouds; made 360 degree turn to left, and passed over Magdeburg again; then followed "A" force over secondary visual target, 1239 hours; did not bomb due to clouds; made turn to left, heading northeast, then circled back to right and made run on Kassel, dropping at 1319. Out approximately on course; French coast 5108 x 0242, 1504 hour 5 miles north of Clacton; base 1638.

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