

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

APO 557,
10 April, 1945.

SUBJECT: Intelligence Narrative.
Mission: Oranienburg, 10 April, 1945.

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

1. Narrative

306th flew 36 A/C including 4 PFF A/C as 40 "B". Assembly satisfactory. Route: Southwold 1218 hours, 8,000 feet; Dutch coast 5139N-0325E, 8400 feet. At 1445 hours, when Baker was at 22,500 feet, Able relayed Buckeye message advising bombing at reference plus 4. Five minutes later, Able said that he was bombing at 23,000 feet and Baker climbed to same altitude. Before IP, 306th was forced south by a Group flying due East, but headed toward briefed IP, 5310-1200E, by flying course of 50 degrees. Prevented on arrival from using briefed IP by squadrons of another Group taking interval, 306th continued to IP at 5314N-1200E, 1459 hours. Target, Oranienburg, bombed visually, each squadron making separate run, lead dropping 1513h. Left enemy coast 5136-0334E, 1744h, 10,000 feet; Southwold 1816 hours. Base 1910.

Buckeye not contacted directly. At 1430 hours Able gave Buckeye report as "Target wide open". At 1445, able stated that Buckeye advised bombing at reference plus 4.

2. Fighter Opposition and Fighter Support

There was no fighter opposition. Nuthouse, about 1405 hours, asked "B" lead representative for a short count on G channel. After count was given, Nuthouse said: "Will send your little friends right up". Within ten minutes, P-51 escort appeared, and furnished excellent support throughout remainder of mission. 8 fighters escorted our A/C 297-H, returning alone, after flak damage at Wittenberge.

3. A.A. Gun Fire

No A.A. gun fire at target. 306th forced into briefed Wittenberge flak by another group heading East. Meager but very accurate tracking flak for 2 minutes from approximately 3 guns. Damage: Lead, none; low, 4 severe, 2 slight, 1 missing; high, 3 severe, 2 slight.

4. Bombing

306th as 40 "B" attacked target #1 visually with excellent results. Photos show lead pattern directly on aiming point. High squadron bombs also blanket assigned target. Low strikes are in smoke of lead, with edge of pattern projecting to south. Crews report and photos confirm extensive smoke and fire from previous bombing on A/D buildings, south edge of field. Also good bombing on installations 3 miles to North. PW camps whit.

5. Mickels

A/C 515-0 dropped five T 355 and five T 356 on Oranienburg.

6. Weather

Takeoff, 10/10 light fog to 2,000 feet; unusual heavy; continent 3/10, 5,000 to 6,000 feet; target and return route, skies clear at base.

7. A/C in Distress

At 1455 hours, A/C 619-3, pilot Rubin hit by flak from Wittenberge. Tail gunner's compartment blown off, but plane did 180 under control and disappeared from view heading west.

Our A/C 297-8, pilot Woods, hit by flak at Wittenberge, jettisoned all bombs 1458 hours, made base safely on two engines.

8. Other A/C in Distress:

Two B-17's from 305th seen to collide at 1538 hours, approximately 5313N-1210E. Broke into pieces. 1 to 3 chutes reported. 1522 hours, 5310N-1232E, one B-17 in distance seen going down on fire. No chutes.

9. Observations

P-51's strafed A/F at Wittstock; 45 A/C on field, 18-25 burning and exploding. Thin smoke screen observed at 5300N-1115E and heavy one at 5246N-1219E on east side of the Rhine Canal. Large camp, (X-90) buildings located at 5253N-1040E, south of Ulzen. Fires at Hanster, Henkuppeln, Hanover, Ludlow, Osterburg, and Passburg A/F. Oil fire at 5225N-0850E. N/Y at Oeynhausen crowded. A/F with several twin engine planes at 5316N-1140E near Grabow. Long (7 miles), narrow, clearing in wooded section at 5318N-1108 to 1115E; several building adjacent.

10. Hickey equipment

All Hickey equipment functioned satisfactorily; used as navigational aid only.

KIM H. BAUMFATHER,
Major, Air Corps,
Group 9-2.

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

D-A-10

APC 557
12 April, 1945

SUBJECT: Our A/C In Distress
Mission: 10 April, 1945

TO : S-4 Section, 306th Bombardment Group (H)
Attention: Major VENABLE

1. Our A/C 619-S, pilot Babin hit by flak from Wittenberge. Tail gunner's compartment blown off, but plane did 180 under control and disappeared from view heading west.

JOHN A. BAINSPATHIE,
Major, Air Corps,
Group S-2.

40th "B"
LEAD

Formation 10 April, 1945

Able for
Crowded
with
them

✓ Murphy
Smith, L E
662-S PFF

None at
Sargel

✓ Leigh #
616-I

✓ Oakes
116-T

✓ Cheney
359-S PFF

Pictures

✓ Gooch
174-V

✓ Snobble
012-A

✓ Merrill
598-Q

✓ Hills
910-B

✓ Wells #
412-T

✓ Smith, L J
604-S

305 ft
Exploded in
wind on collision
5715 at 1700 E
15 38
aircraft = DeWitts

✓ Clark
505-T

✓ Jones #
153-G

Between Ludwig's hut
and W. Humber
at Kar street
3307-1155
3 bursts
3 minutes

40th "B"
LOW

straight and
+ chief
under
control when
Hansen #
832-Y

D. O. M. I. T
bomb
we went out
of sight

FLACK
hit in tail
knocked out

✓ Smith, E R
838-P PFF

✓ Tinkham
765-M

✓ Kornegay #
913-P

✓ Snook
837-V

✓ Scheib
896-I

✓ Fisher #
818-Q

✓ Marks
133-W

✓ Wear
563-N

No extra on (PW)
ramps

Attention
call
+ bombs
+ aircraft
is could
make it
before 1 P.
made to field
@ Jones

Woods
297-N

✓ Krenstler
301-U

40th "B"
I.E.D
HIGH

of ours
could not
entering
back base at 19 45
landed

✓ Clava
362-L PFF

Woodbridge Radio complete

✓ Witcomb
711-D

✓ Evans
802-F

✓ Effland
916-N

✓ Verdick
611-G

✓ Cohn
474-V

✓ McGinnis #
814-G

✓ Law
028-O

✓ Bergener
908-J

✓ Shepard #
515-O
Nickels

✓ Clockain #
575-X

✓ Foryth
914-B

Zero Hour 1500 "A" Bombs Lead 14 x 500 GP Hi Lo 24 x 150 GP "B" Bombs Int 2 x 107
 Int 50 ft. Start 4 min after IP for 15 min

- 3. Gns 2780 Chaff
- 4. Group C. O. Capt. Murphy Group C. O.
 Group Deputy Lt. Chaney Group Deputy
- 5. Bombers Vinggrove 1-11 Bombers
 G. S. C. Colgate G. S. C.
- 6. VHF Code Words. Recall F-I-F-A Authentication South Wing
 40th CB Abandon Ops Coon Chicken Inn
- 7. Letdown Chalgrove deg. 032 #10-7

Call Sign	Spare Aircraft				
	Number	Letter	Disp	Sqdn.	
CH	840	Y	14	367	
CH	076	U	21	367	
CH	323	M	42	368	
CH	713	K	39	369	
CH	397		9	423	

Special Instructions: Base reference altitude 18,000 ft Div sec line 5133-0326
 Int. bet gns 2 min 8 x 51 C/S Buckeye Red will give rather Int Code U (Mike)
 4 mosquitoes small leak blue will screen Tgt weather sequence T-B-V-I-I

[Faint, mostly illegible text and markings on a grid background, possibly bleed-through or secondary information.]

Report on A-4 Gunfire
306th Bomb Group (II)

1. TARGET... Oranienberg, Germany DATE OF MISSION... 10th April, 1945

2. ROUTE AS FLOWN:- Approximately as briefed except slightly south of course at Wittenberge.

3. Weather Conditions (a) At Target... 3/10ths low cloud tops 4,000 feet.
(b) En Route... 3/10ths low cloud tops 4,000 feet.

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

Any Condensation Trails? None

5. Description of Flak at Target, including METHOD OF FIRE CONTROL, if possible.
None.

6. Flak encountered or observed en route. (In order experienced if possible.)

Group was forced into briefed Wittenberge flak where meager but very accurate tracking flak from approximately 3 guns and lasting 3 minutes caused all damage received in this group.

7. Was CHAFF carried? Was it used as briefed, if not how was it used?
Observation of crews.

..... 26 A/C carried..... 32 carpet sets.

6 a/c carried spot jarring sets.

32 a/c dispersed 11,500 units of chaff.

8. Position of Group and Combat Wing..... 40th WG

9. Details:-

Group	A/C over			A/C Lost				Axis of		T. O. T.	Height
	E/Terr	Sli	Ser	Flak	E/A	Acc	Unkn	Attack	Withdrawal		
Lead	12	0	0	0	0	0	0	137	340	1513	23,000
Low	12	2	4	1	0	0	0	142	354	1514	21,000
High	12	2	3	0	0	0	0	130	325	1513	21,200
	36	4	7	1	0	0	0				

A/c #619-B, pilot Babin, had most of tail shot away at Wittenberge and was last seen under control heading towards friendly territory.

From: COMBOMGR 306
To : COMAIRDIV - ONE
COMBATWIG - FORTY
ATTN: Dir. of Int.

W. J. Ferial

306th Group Narrative -- Mission to Oranienburg -- 10 April, 1945

1. A/C 515-0 dropped five T 355 and five T 356 on Oranienburg.
2. 306th as 40 "B" attacked target #1 visually with excellent results. Photos show lead pattern directly on aiming point. High squadron bombs also blanket assigned target. ~~Low strikes that are in~~ *Smoke of lead, with edge of pattern projecting to south; and photos confirm* ~~extensive smoke~~ *and photos confirm extensive smoke* and fire from previous bombing on A/D buildings, south edge of field. Also good bombing on installations 3 miles to North. PW camps unhit.
3. None
4. No flak at target. 306 forced into briefed ^{flak} Wittenberge by another group ~~heading~~ *heading* East. Meager but very accurate tracking flak for 2 minutes from approximately 3 guns. Damage: Lead, none; low, 4 severe, 2 slight, 1 missing; high, 3 severe, 2 slight.
5. Takeoff, 10/10 light fog to 2,000 feet; channel hazy; continent 3/10, 5,000 to 6,000 feet; target and return route, same; clear at base.
6. P-51's strafed A/F at Wittstock; 45 A/C on field, 18-25 burning and exploding. Thin smoke screen observed at 5300N-1145E and heavy one at 5246N-1219E on east side of the Rhine Canal. Large camp, 80-90 buildings located at 5253N-1040E, south of Ulzen. Fires at Munster, Neu Ruppin, Hanover, Ludlow, Caterburg, and Fassburg AF. Oil fire at 5225N-0850E.

original in file

6 cont.

OK final

M/Y at Oeynhausen crowded. A/F with several twin engine planes at 5316N-1146E near Grabow.

Long (7 miles), narrow, clearing in wooded section at 5318N-1108 to 1115E; several building adjacent.

7. Buckeye not contacted directly. At 1430 hours Able gave Buckeye report as "Target wide open". At 1445, Able stated that Buckeye advised bombing at reference plus 4.

2 Nuthouse, about 1405 hours, asked "B" lead representative for a short count on C channel. After count was given, Nuthouse said: "I'll send your little friends right up". Within ten minutes, P-51 escort appeared, and furnished excellent support throughout remainder of mission. 8 fighters escorted our A/C 297-N, returning alone, after flak damage at ~~target~~ *Wittenberge*.

7 Our A/C in Distress: At 1455 hours, A/C 619-S, pilot Babin, hit by flak from Wittenberge. Tail gunner's compartment blown off, but plane did 180 under control and disappeared from view heading west.

Our A/C 297-N, pilot Woods, hit by flak at Wittenberge, jettisoned all bombs 1458 hours, made base safely on two engines.

Other A/C in Distress: Two B-17's from 305th seen to collide at 1538 hours, approximately 5313N-1210E. Broke into pieces. 1 to 3 chutes reported.

1522 hours, 5310N-1232E, one B-17 in distance seen going down on fire. No chutes.

8 1457 hours, approximately 5300N-1120E, two fighters, possibly P-51's, seen going down. Thought to be collision. No chutes.

All Mickey equipment functioned satisfactorily; used as navigational aid only. No early returns.

OK Final

18. 306th flew 36 A/C including 4 PFF A/C as 40 "B". Mission was satisfactory.
Route: Southwold 1218 hours, 8,000 feet; Dutch coast 5133N-0325E, 8400 feet.
At 1445 hours, when Baker was at 22,500 feet, Able relayed Buckeye message advising bombing at reference plus 4. Five minutes later, Able said that he was bombing at 23,000 feet and Baker climbed to same altitude. Before IP, 306th was forced south by a Group flying due East, but headed toward briefed IP, 5310-1200E, by flying course of 50 degrees. Prevented on arrival from using briefed IP by squadrons of another Group taking interval, 306th continued to IP at 5314N-1200E, 1459 hours. Target, Oranienburg, bombed visually, each squadron making separate run, lead dropping 1513 $\frac{1}{2}$. Left enemy coast 5136-0334E, 1744 $\frac{1}{2}$, 10,000 feet; Southwold 1816 hours. Base 1910.

AIRCRAFT COMBAT MISSION REPORT

10 APRIL 1945
(DATE)

SQDN.	TYPE A/C	SERIAL NO.	FLAK	20MM	.303	50CAL FIRE	50CAL SHELL CASES	DAYS EST IN-OP
367th	V	43-39174	O					
	A	44-6604	O					
	T	43-38412	O					
	P	43-38913	O					
	N	44-6563	SLI					
	W	42-97133	O					
	O	44-6616	O					
	G	43-37611	O					
	J	44-6808	Sev					
368th	S	44-8662	O					
	H	43-38916	SLI					
	F	43-38802	Sev					
	O	43-39028	O					
	B	43-38914	O					
	X	43-37676	O					
	D	43-38711	SLI					
	G	44-6814	O					
	V	42-51474	O					
369th	F	44-8638	Sev					
	M	43-38765	Sev					
	E	43-37619	MIA?					
	Q	44-6819	Sev					
	H	42-97297	Sev					
	U	42-97301	SLI					
	Y	43-38832	O					
	X	42-97896	O					
	V	43-38267	O					
423rd	T	43-39116	O					
	B	43-38910	O					

TOTAL DAMAGED	SEVERE	SLIGHT	FLAK	20MM	.303	50cal Fire	50cal Shell Cases
11	7	4	11	0	0	0	0
* MISSING	ABORTIONS						
1	0						

G 43-88153 ○

V 42-97505 ○

X 43-87616 ○

Q 43-87598 ○

A 44-6012 ○

B 44-8859 ○

L 44-8362 ○

○ Landed at Woodbridge (SEV).

*Before take off
if they are
at 1000 ft
at 1000 ft
at 1000 ft*

SQUADRON 307 368 369 423 A/C Number _____ Letter _____ Date _____

Engine Load _____ H.E. _____ Position on Perambulation _____

Time Took Off _____ Time Landed _____

NOT NEAR to be shown in. Yes No
 If DITCHING hold crew and fill out special form in detail.

CITE: Give rank and initials

Hit by Flak at Wittenberg, tail gunner killed. Rest of crew bailed out. Flak still not accounted for. Flak on the post near. Friendly A/C in distress: (Give position, time, altitude, full details) If lost, state whether b, A.A., E/A action, accident or undetermined cause.

Hit ground near Wittenberg. Babin taken prisoner, but our ground troops over him & freed.

1. TARGET ATTACHED: (PFF or Visual)

Primary: _____ Time: _____

Secondary: _____ Heading: _____

Last Resort: _____ Height: _____

T.O. (Circle One)

Turn off tar, et:

2. Number of BOMBS dropped on target: Jettisoned: Returned: abortive:

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

Own Bombs: A/C blew up when it hit ground. Babin injured. No. Nickels: _____ Yes _____

Other Bombing: his prop sheet, Russian ident. cards. Number and type _____

any PHOTOGRAPHS taken: Vertical? was camera turned on _____

Hand _____ Movie _____

WEATHER: see attached sheets WHAT MESSAGES RECEIVED FROM BUCKEYS? _____

CONDENSATION TRAILS: _____

3. FLAK: Encountered on way out, at target and on way home.

(for each story)

CONDENSATION TRAILS: _____

CONDENSATION TRAILS: _____

CONDENSATION TRAILS: _____

CONDENSATION TRAILS: _____

CONDENSATION TRAILS: _____

CONDENSATION TRAILS: _____

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CONDENSATION TRAILS: _____

CONDENSATION TRAILS: _____

CONDENSATION TRAILS: _____

CONDENSATION TRAILS: _____

Flown out of Y-94 & Burnsville by C-47 by B-24 & Witten, then by C-64 back here.

Chemical Mission

*Mc Killap 8 Topch
Dentch 80
Ferguson 8
Zamisha BT*

*hit tail
see letter
radio
engines
hit ground
O.K.*

*Buttall reported on change of address card from USAHP 4211 Apr 871 - info from Lt Murphy 369th 30/4/45
 Ferguson reported by + cable party badly
 turned up for letter to my workman wait at USAHP 4150 Apr 63
 From Lt Murphy 30/4/45*

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen) _____ (T, es)

(Location: and length of fight) _____

(Tactics of E/A) _____

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

<u>C L A I M S</u>	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out <u>immediately</u> separate <u>CLAIM FORM</u> for each claim.)	

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List an 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.)

12. INJURIES TO CREW: (Give name, position in a/c, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (Briefly) *After hit by flak, no stick control, A/c would go into series of stalls, then fall away, + repeat*

14. TECHNICAL FAILURES:

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or a/c come back with Group or alone?)

S-2 OFFICER

Pezl

TIME COMPLETED _____

~~SECRET~~

18 Apr., 1945.

A & B REPORT
ESCAPE FROM GERMANY

TARGET: ORANISBURG

Allen L. BABIN, 1st Lt, O-794067
(19 missions)
369th Bomb Sq., 306th Bomb Gp

MIA: 10 April 1945.
Arrived in UK:
15 April 1945.

MEMBERS OF CREW:

PILOT	O-801662	1st Lt Allen L. Babin	NARRATOR
CO-PILOT	O-805944	2nd Lt Gilbert J. McLaugh	RED
NAVIGATOR	O-2072419	2nd Lt Donovan B. Clemetson	RED
BOMBARDIER	15170141	S/Sgt William R. McMillop	RED
RADIO OPERATOR	36755253	S/Sgt Henry P. Deutsch	MIA
TOP TURRET TURNER	18098420	S/Sgt William L. Ferguson	MIA
BALL TURRET GUNNER	35917181	Sgt Robert J. Zamiska	RED
WALST GUNNER (S/J)	16190078	S/Sgt William M. Quinn	RED
TAIL GUNNER	37681067	Sgt Theodore J. Rickerl	KIA

1st Lt ALLEN L. BABIN

At approximately 1505 on 10 April, 1945, I bailed out at approximately 3500 feet. We were in route to Oranienburg, when at 1455 hours a direct burst of flak from Wittenberge shot off the entire tail section of our aircraft. In all probability the tail gunner was killed outright. The oxygen system was also cut; we had no elevator control. In spite of all I could do the plane peeled itself out of formation and began to lose altitude as a result of successive stalls which the Co-Pilot and I were unable to control. Before ordering the crew to bail out, bail-out procedure and escape technique were briefly reviewed. I had no fear of leaving the ship and had no reason to as the chute worked fine and opened shortly after I pulled the rip cord. On the way down I turned myself around in order to see the rest of the crew and counted seven chutes in addition to my own and knew that all who had jumped were O.K. At this time, I began looking around to see where I would land. I was particularly impressed by the complete lack of activity in the vicinity--there was not a thing or a person moving that I could see. Directly below me was a woods and I tried to slip the chute so as to avoid it but could not as I was too low. Finally landed in the top of a tree and immediately began trying to get out of my harness, but was rather excited and could not undo the snaps. I relaxed for a few seconds and tried again. This time I had no trouble and after freeing myself, slid down about 30 feet to the ground. My first impulse was to run as fast as I could into the woods and find a suitable hiding place until dark. When I tried to run, I discovered that my left knee had been hurt in the landing and I could not run. Walking as fast as I could, I began planning my next moves and looking for a place to hide. About a quarter of a mile away I found a ditch covered over with branches and thickets and crawled into this. At this time it was about 1615 hours. I went through all my pockets and destroyed papers pertaining to the mission (formation sheets etc). Next I opened my escape and survival kit and put the compass in my pocket where I could easily get to it. I emptied the kit into my pockets and took out my map. The navigator had given us our position up until the minute he left the ship, and I know that I was approximately 15 to 20 miles Northeast of Hannover and that our lines were to the southwest. I decided to wait until dark and then to head out toward friendly territory. My hiding place was alongside a road which did not seem to be much used, but about 1730 I heard voices and a wagon coming toward me. As it passed I saw that it was a family evacuating the area--a man, a woman, and two children. I stayed hidden and they did not see me. All this time I could hear the rumble of big guns and the bursts of shells. Also there seemed to be several small arms shots. I thought maybe

~~SECRET~~

DECLASSIFIED
E.O. 12065, Sec. 3-402

NND 745005

9/11/80

~~SECRET~~

it was one of my crew, but decided to stay where I was. At about 1800, I heard someone walking down the road in my direction, and could hear equipment clanking on him, so I assumed him to be a soldier. As he passed by I could not get a good look at him, but he was dressed in blue similar to German Army color and had a rifle slung across his shoulder. He walked about 10 feet past me and then stopped and returned. He got down on his hands and knees and peered into the ditch. I had crawled up on the side and only my feet were in the ditch, so I do not think that he saw me. I was undecided as to what to do but had my pistol in my hand and only about 4 feet from his head when I thought it best to shoot and pulled the trigger. Either I had not cocked the gun or there was no round in the chamber as nothing happened. The German got up and continued down the road and I still do not think that he ever saw me for it was getting darker and my cover was very thick. I tried to sleep and did manage to catch a few winks. About 2100 hours it was rather dark and I started out to walk, but had to give it up as my knee was bothering me considerably. I crawled back and waited until midnight before I started again. This time as I crossed the road and entered the woods on the other side I ran into a man coming out. He was dressed as a civilian as nearly as I could tell and had no gun visible. We were both startled and both spoke, but we could not understand each other. I am sure that he was Polish and assumed that he was one of the slave laborers. When he saw the gun in my hand, he waved and continued down the road, and I let him go. Making very slow progress, I walked until about 0300, when I came to a stream too wide to jump. I walked up and down for about a quarter mile in each direction but could find no place to cross, so decided to stop until early morning. I was very thirsty so I got some water from the stream in the bag from my kit and purified it with halazone tablets, and then tried to go to sleep. My feet were wet from the swamps and I was very cold--I had not taken any additional socks from the survival bag. At about 0500 it began to get daylight so I started to walk again and about 10 minutes later I found a plank across the stream and crossed, still headed southwest. As I walked I ate some of my rations, which left me still as hungry, but apparently I was not getting any weaker. My knee was bothering me but not as much. I found a rather thick growth of trees about a mile and a half from the stream and stopped there for the day. Nearby was a makeshift bed with a Canadian soldier's hat and a knife on it. I took the knife and laid down about 100 yards from this spot. As soon as it was dark I started walking again and traveled across open fields for about 2 hours. As I entered the forest I could hear the artillery shells bursting fairly close and quite a bit of small arms fire as well as the noise of heavy equipment moving along roads to the south and some distance away. The shells seemed to burst several in one spot and then to move away and then back again. About 0100 (approximately) the blast from a shell knocked me down, and as soon as I was able to get up I changed my direction and headed due south. I was making little noise as I was walking mostly on pine needles, but about one hour later I tripped on a vine and made quite a racket. Very close by I heard what seemed to be three voices talking excitedly and definitely in German. For some time I lay still and then began backing away. I do not think that the Germans left their position. When I got a short distance away I heard the firing of a machine gun from the same direction as the voices and I think it was from the same spot. I continued on my way and stopped only to get more water and to eat again. I was very hungry and still very cold, especially my feet, and my knee was bothering me again. After resting for some time I started out again but did not walk very far, as it was beginning to get light. I could not find a very good place to hide so I just stopped where I was and tried to sleep. I could not go to sleep so I decided to walk as long as I was in the forest. The whole morning I walked and stopped intermittently until about noon. At this time I came to a more populated part of the country and could see several farms across the road which seemed to be deserted, yet there were cattle and chickens around. I lay down behind a ridge and slept for about two hours off and on. At about 1500 (12 April) I was awakened by the noise of a truck going down the road and I got up to take a look. As I got up I was just in time to see a jeep going down the road with its back to me. My first impulse was to yell but I didn't, realizing that it could just as well be enemy as friendly.

~~SECRET~~

SECRET

SECRET

There was nothing to do but wait, as I knew if it was friendly there would either be more or this one would be back. About 20 minutes later I heard the jeep coming back and after identifying the occupants as Americans, I jumped out of the woods and yelled. They stopped and I was ordered to advance which I did. After identifying myself with dog tags and talk I was put in the jeep and brought to Regimental Headquarters, of the 334th Regiment, 84th Division of the Ninth Army. At no time was I a Prisoner of War or in enemy hands.

COMMENTS

I would strongly suggest that all men going on combat missions dress very warmly, despite the fact that they may be very uncomfortable while in the ship. Also I would suggest that in addition to carrying an escape and survival kit throughout mission that at least one dry pair of socks be carried. GI shoes are definitely a necessity, and if time allows should be put on before leaving the airplane. The survival kit is excellent, and while the rations do not fill one, they certainly keep him going. It is a distinct advantage to carry a gun, for even if it is not used it is comforting to know that you have some means of defending yourself and there could surely be circumstances where a .45 could be used to advantage. When I bailed out, I had only three cigarettes and I think it would be a big help to have at least one package in the survival kit. The maps were of no value to me at all as never once could I pinpoint myself. They could be made much more suitable for ground travelling if they did not include lots of things. (such as elevation of terrain, etc.) and were more detailed concerning ground landmarks. The compass was a big help, but a little small to handle.

2nd Lt G. LIBERT J. MCGUFF

After leaving the airplane I waited until I could see the plane and pulled the ripcord and prepared myself for the expected shock of opening. As soon as the chute popped I settled myself comfortably and locked around. To one side of me I could see six open chutes heading towards the ground. On the other side I saw Lt Babin's chute, so I knew that all of them had opened.

After taking a quick look at the ground I could see that I would have to attempt to maneuver the chute so as to land away from the trees below me, but after one or two attempts to slip the chute I gave it up as a risky job due to the low altitude. Covering my face with my arms and hands, I hit the trees and came to a rather gradual, somewhat soft stop.

My first thought was to get away from there so I proceeded to unbuckle the chute, but had to climb back up the tree for seven feet to get enough freedom to unsnap the fasteners. I immediately skinned down the tree until I hit the ground, took a quick look around me, and headed for the deeper forest. As I ran I took out my pistol, loaded a shell into the chamber and placed it on safety. That first bit of running was directionless, simply a method of getting away from the area around the chute and an attempt to get away from any possible search parties. I carried the pistol in my hand all this time, being very much on the alert. I had not run very far before I heard several bursts of machine gun fire which sounded as though they came from the same area that the first six chutes had dropped. This added to my state of alarm. A short time later I heard another single shot from the direction of Lt Babin's area. It was impossible to know just what was going on, but I had a dread that the rest of the crew had been taken prisoner and possibly shot.

I ran until 1600 hours by my watch (having landed about 1515 hours) and then found as dark and inconspicuous place as possible and proceeded to hole-up for the day. However, the woods were full of German people and soldiers heading away from the front. There were several occasions when single soldiers passed within a few feet of me. Any thought that I had of surrendering to them had been removed when I heard those few shots in the woods. I was determined to become a prisoner only when forced to do so.

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It was impossible to find another hiding place due to the number of people that were traveling through that area. (approximately 20 miles Northeast of Hannover) I did as well as possible and refrained from packing or making any unnecessary movements. As dusk approached, the traffic seemed to subside somewhat, so I took a chance and opened the escape kits and took stock of my supplies and equipment. I selected the proper map and put that in the chest pocket of my coveralls. Removed the small compass with the maps and place that in my watch pocket sorted out some of the small pieces of food and placed them in the inside pocket of my jacket. The remainder of the escape equipment I put into the container and put into the right hand, jacket pocket and buttoned it down. For equipment I had a .45 calibre pistol that gave me quite a lot of comfort, an electrically heated suit, coveralls, and a jacket. I found several handkerchiefs in the pocket of my coveralls, a pair of rayon gloves, several packs of cigarettes and some matches. After I had stored all of this material in the safest possible places I began to take stock of the situation that was ahead of me. Before leaving the plane Lt. Clematson (the Navigator) had given us out approximate position with its relationship to our own troops and a direction which we should travel.

I waited until it became about dusk and gathered my courage and headed in the general direction of South and West. For the most part I was retracing the steps that I had run earlier in the afternoon. But this initial trip had disclosed a few small creeks that I could now cross with ease. I continued walking until about 0400 the following morning. Several times in the dusk of that evening I had to hide myself very quickly, for there were several families making their way through the woods. But once the total darkness of the forest settled in I was able to walk quite freely and encountered no one at all that night. When I stopped that morning (the first morning) I was rather hampered in by a heavily travelled road, a small village, and an Army camp of sorts. It was quite impossible to turn around due to increased activity behind me, so I once again found myself a hiding place and waited for dawn. During this wait I could determine the direction of the road, the exact position of the village and the camp. I was also able to locate the approximate position of several rocket and artillery units (German) and a small skirmish between their troops and ours.

At dawn I did a bit of reconnoitering and finally decided that the safest thing would be to hide out once again. This time I could go about the task with the experiences of the previous day as a guide. As a result I spent the better part of an hour locating the ideal situation, and about fifteen minutes in making it as comfortable and inconspicuous as possible. Once I had firmly settled down into the new place I managed to get an hour's sleep, only to be awakened by someone crashing through the woods. My particular hide-out was impossible to reach without traveling at least fifty feet across rather heavy underbrush, so I was always warned in advance of my approach. That entire day was spent in keeping an eye on people going around me. Despite my careful plans I stumbled onto another path through the woods that the Germans were using to avoid the main roads. However, I had done a fairly decent job of hiding myself, and although they came within a few feet of me I was still able to remain hidden.

That afternoon I heard quite a battle which seemed to be just a few miles from me in the direction I wished to travel. I also heard some more artillery fire behind me, although in a different location from the batteries I had located the previous night. There had been no evidence of the rockets since about midnight of the previous night. That day I managed to consume a fair portion of my escape kit and quite a few of my cigarettes. I had gotten my feet wet during the night; so I put twigs and leaves into one of the shoes and built a small fire, holding the wet socks over the top of the shoe to dry them out as well. This system seemed to work quite well, and when I settled for the evening both shoes and socks were completely dry.

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I felt that it would be quite impossible to cross that road at that point. I was quite confident that the Army unit had pulled out that afternoon, but I had no way of being certain. So I chose to retrace my steps for a few miles and take a road that I had remembered seeing in a westerly direction. It had been impossible to get much more than a few cat naps during the day; so as soon as it became dark I made myself as comfortable as possible and slept. Shortly after 0200 hours I awoke and took a fresh look at the situation. At about this time our own artillery began to open up, and I found myself not very far from their target. Judging from the sound of the guns, and from the concussion of their strike I knew that I couldn't be very far from our own troops.

After smoking a cigarette (hidden beneath my jacket) I took one of the benzodrine pills from my kit and started back. I walked for several hours before anything happened and only when I was crossing a small stream did I run into someone. I was in an awkward position, sort of scrooching along on two logs when a German spoke to me. Judging from the sound of his voice I knew that he was on the road I was attempting to reach and also that he was not too certain of himself. I took the pistol out of the holster and loudly clicked the hammer and shouted the word 'Raust!'. I was not quite certain as to its meaning, but it achieved the desired results for this person continued to walk on past me. I managed to get to the road rather quickly where I lay down in a dark spot for a few minutes and listened to his steps as he made his way down the road. After a while I followed him and managed to keep an idea of where I was at all times.

In the meantime our own artillery continued the sporadic firing, and judging from the sound I knew that I was headed in the right direction. When it began to get fairly light I took a different heading and went across the woods, finally hitting a patch of farms. Once again I waited for further light before moving. I soon found that I was on the outskirts of several small farms and began to walk quite rapidly making good time. I made it to a point to keep trees or high bushes always on one side of me so that I would not stand out against a sky line. I was determined, at this time, that I would continue to walk until I reached our own troops, for the sounds of the battle ahead indicated that they were but a few miles away. I crossed quite a few farms and several large roads, but was still unable to locate myself on the escape maps. (At no time was I able to orientate myself on these maps.) While near these roads I was forced to take shelter quickly due to truck traffic on these roads. For the most part I was making good time and was feeling quite pleased with myself when I came to the edge of a forest and about five Germans came out of the woods behind and halted me. They came up from behind, took my gun, and immediately told me to put my hands down. None of them could speak English, but I gathered that they wanted to know where the Americans were. I finally convinced them that I, too, had been looking for them and explained with gestures that I was an Aircrew member, that I had bailed out and was looking for the American troops. In a very friendly manner they gave me some of their food and water and I made quite a meal for myself. While I was eating, several other German troops passed near us, and the man that had me lay down and tried to hide themselves after cautioning me to remain quiet. This rather puzzled me for I couldn't understand exactly what was going on. One of the men finally convinced me, through the sign language, that we were to go back deeper into the woods and sit down for a while. On the way we ran into about four others that were apparently friends of these men and they all came along. We found us a perfect hide-out and proceeded to have another meal. One of the new men could speak fairly decent English and after talking with him for a while I learned that they had been avoiding their own SS troopers and hoping to become prisoners of the Americans.

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While we were in the woods one of the men got into the highest tree as a lookout and he kept us informed as to the progress of the Mexicans around us. Between this man and the sounds of the firing we knew that the American troops had completely encircled us. After a bit of confining, they agreed that we should leave that spot and head out for a road to see if we could find out troops. After quite a long walk we spotted a convoy and while the others remained hidden one of them and I watched it for quite a while to determine whether or not it was American. Once they were convinced they returned my pistol and became my prisoners. Before this point, however, they had decided to head for their homes and take a chance on hiding out there until the end of the war. The remaining seven came along with me until we were quite close to the road. I made them wait for me while I walked on ahead towards the caravan. I removed my jacket so that my rank could be seen on the overalls and walked towards the convoy. (12 April) In the meantime the convoy had split into two parts and I walked to the end of one and met a G.I. in a jeep. He got another jeep with some of our men in it and we all went back to this spot in the woods and took in my prisoners. Two of these men had been mechanics on Jet aircraft; so we took them immediately to the Regimental Command Post. They were later sent through Division Hq to another place far behind the lines. I was told that they would be taken to Air Corps interrogators and be given a thorough going over.

COMMENTS

The pistol was a definite comfort. Although I had no actual need for it, its presence made me feel quite certain I could handle most situations that might confront me. About the only improvement would be to have a silencer on the end. I feel quite certain that I would have used the gun to good advantage several times if I had had such an addition.

The maps in the escape kit were not of much use. Due to the short distance that I travelled, they lacked the necessary details. The food in the containers had been contaminated by the Plio-film bag, with the exception of the gum and pills, each item had a peculiar unpleasant taste.

The small compass could easily be lost and there are no facilities for tying a string or wire to it and anchoring it to the person. I would suggest that the kit contain a compass that could be handled a bit more freely without the fear of losing it. The kit should also contain some sort of an item that would be helpful in reducing throat irritations. Several times I had to cough and only after I had completely hidden myself in my jacket was I able to do so, and then it scared me for fear that I had been heard. Several cigarettes would also be a big help. The matches in the kit are white and can be seen. It would be much better to have them a dull color. The maps have a great deal of unnecessary color to them and this could easily be removed. I was rather cautious of using them during the brighter day for fear that they would be seen.

Sgt ROBERT J. ZAMISKA

I left the ship about 1520 hours; I didn't open my chute until I was sure I was clear of the ship. I saw the ship was well away from me, so I pulled the cord and then waited for things to happen. I waited for what seemed like a minute or two but nothing seemed to happen so I dropped my rip cord that I intended to save. As I dropped it, the chute opened. I had my GI shoes in my left hand; so that is why I didn't use it to try to open the chute. I figured I'd have some use for the shoes and none for the cord. After it opened, I looked around to see how many of the others got out and I counted 7 other chutes. I was swinging a little and I was able to stop that and landed OK in an open field. I picked up my chute and carried it to what looked like an irrigation ditch about 300 yards away from where I landed where I hid it behind a tall bush and started for cover when I met up with Lt Clemenson. The rest of my story is the same as his.

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2nd Lt DONOVAN B. CLEGGANSON

I left the ship about 1520 at 3500 feet. Turned two complete somersaults before opening my chute. When the chute opened my GI shoes tore away from my harness and the oranges maps and gloves I had stuck inside my jacket fell out.

I landed on some uneven ground in a marsh and twisted both ankles. I got out of the chute and took the first aid kit and a couple lengths of shroud line then hid the chute in a small irrigation ditch. I had seen several of the boys land quite close and about that time Sgt Zamiska came up and we stayed together from then on.

We started for the nearest cover which appeared to be about 1/2 mile away. We crossed a couple of irrigation ditches managing to get our feet wet. We went over a slight rise and saw some people on the road between the woods and us. We dropped flat on the ground and stayed there so those people couldn't see us. They appeared to be German soldiers on the road as we could sometimes see their boots shining in the sun. We just lay there for awhile hoping no one had seen us. We thought we would wait until dark then cross the road and head west along the woods. At about 1730 hours we were surprised by a rifle shot directly over our heads. We turned around and saw a German infantryman with a rifle and a group of civilians with clubs standing on the slight rise behind us. They motioned for me to stand up with our hands in the air which we did. We left our pistols where we were and approached them. They went through our pockets and took my gloves, first aid kit, maps packet, candy, shroud lines, clips of ammunition, wrist watch and rip cord handle. From Zamiska they took gun, holster, socks, gloves, cap, G.I. shoes, maps and extra ammunition. They marched us up to the road where we met 4 more soldiers in a car. They looked us over then gave our ease to some civilians who marched us into Utze. We arrived there at 1845 hours where they turned us over to a medical unit. By now my ankles were bothering me a great deal. The officer in charge talked with the town marshal then took us back to the first aid station. There were about 25 Germans there at the time. They took us in and fixed up my ankle. This German doctor could speak some English. He seemed anxious to talk with us and was willing to answer our questions. We discovered he didn't know how far the Americans had gotten. We tried to find out how close the Americans were, but he didn't know too accurately. We wanted to know how far we would have to go if we could get out. He told us how his unit had moved back and back from Kassel. He was pretty demoralized and was disgusted with his higher officers. He seemed to fear the Russians and the SS troops much more than the Americans. We told him the Americans were on the way and there was no use in backing up anymore. We told him if he went back much further the Russians might get them. He was afraid that the Americans might send him to Russia. We told him this was all wrong and that he had nothing to fear from the Americans. All the information he got from us was that we were American airmen. All checked my A.C.O. card and Zamiska's dog tags. A few minutes later they brought in Quinn and McKillop on a wagon. They fixed up Quinn's ankle and told us we could stay there for the night. They fed us and gave us some beer. That night the artillery kept rattling the windows and in the morning the doctor told us he had decided the best thing from him to do was to wait for the Americans. We hoped he was actually planning on doing this as Quinn and myself were in no condition to try a break just then. They packed up and about 1000 they left. We were afraid then that he had meant what he had told us. A little later they sent a wagon for us, and Zamiska who can speak a little Slovak and understand Polish found that they were taking us just a little ways outside of town to some sort of a hospital. This was about 3 miles West of Utze. When we arrived the doctor gave us a noon and told us we had been brought out there to evade any possible fighting in the town. He said we would stay there and not move back; so we stayed there that day. The men of this unit seemed very friendly and we had all the cigarettes we wanted.

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They brought in a P-51 Pilot who had been picked up and unharmed by Hitler youth. They fed us pretty well and we slept there that night. In the morning we saw them breaking up their arms so we were pretty sure they intended to give themselves up. The doctor talked to us again and wondered why the Americans hadn't come. By this time there were quite a few more Germans there. They would come in, break up their fire-arms and put on a Red Cross arm band, the number growing from about 25 to about 60. Later the doctor told us that they had no arms and he would surrender, but he wanted us to stay there. That afternoon (12 April) an American convoy came down the road and we hailed it. We came back with them (the 102nd Infantry) and were later returned to the U.S.

S/Sgt WILLIAM R. MCKILLOP

During the jump I lost the aid's box, but managed to hold on to the maps and stockings, the latter proving very handy. I landed in a canal in the middle of a large field. There was a man plowing at one end of the field but he paid no attention to our landing. S/Sgt Quinn landed about ten feet from me in the field. On landing he hurt his ankle. He immediately hid our chutes and maps west under a bridge and proceeded to walk southwest, using Quinn's aid compass for a guide. We walked almost a mile and in this time Sgt Quinn's ankle began to swell and made traveling difficult. We noticed movement on the roads in front of us; so we stopped in a nearby wooded area. Here we opened our map kits and planned a route out of enemy territory. We decided to stay here until darkness and then to start walking.

Meanwhile we noticed the approach of two civilians who passed within two hundred yards but did not notice us. They finally left. About an hour later we heard two rifle (?) shots fired off in the distance. Meanwhile you could hear artillery fire. About half an hour later we heard two shots nearer by and then the approach of four civilians and German army soldiers. They fired twice at us and motioned for our surrender. I threw the .45 and maps away and we walked toward them. (McKillop had no pistol having failed to check one out)

They searched us but finally gave us back everything. The soldiers looked at our dog tags and asked how many had bailed out. We told him we were the only two. They found the .45 and maps. Then the soldier turned us over to one of the civilians who proceeded to march us off to town. He also gave the civilians our forty-five. I don't believe the civilians knew how to use the gun. We marched past a large troop movement. We noticed that the soldiers were poorly equipped; many were without small arms. Finally Quinn's ankle gave him trouble, and the guard let us rest. I kept putting cold compresses on Quinn's leg and tried to stall for time. The roads were packed with refugees. A civilian rode up on a bike and started talking to our captor. He seemed to talk him into letting him take us into town. We put Quinn on his bicycle and our first captor left. On the way to town I tried to find out where he was taking us, but all he said was "Don't worry". I also asked if he was a Nazi and he said "No".

He took us to his home on the edge of town. On getting us inside he immediately locked the door. I tried to talk with him on the language card, but it was of little use. He had his daughter fix up Quinn's leg. His wife brought us coffee and a pack of Chesterfield cigarettes. Then there was a knock at the door. He immediately hid the coffee and went to the door. There was another civilian who said he would take us to Dr. Mueller's Red Cross or sanitary station. All equipment here seemed to be American, probably captured during Ardennes offensive.

He put us in a wagon and we proceeded through the town, all the civilians that saw us seemed very friendly. We reached this German Army Aide station. Where we met Lt Olenetson and Sgt Zaniska. Lt Olenetson will continue from here.

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Lt Glenston's story tells the rest of mine about how we were returned to friendly military control on 12 April, 1945.

COMPILED BY:

John W. Kavanagh
JOHN W. KAVANAUGH,
Captain, Air Corps,
PW Officer
306th Bombardment Group (H)

SECRET

Clemson + Zanida

near the

Landed in morning lots of people nearby. At 5 o'clock rifle bullet hit in mind ahead of us. Turned & saw 1 soldier & five civilians. We dropped our '45's. The soldier & the civilians cleaned us out of all the socks, extra rations that we were carrying. An ^{Army} officer ^{took} up the soldier & left us with ~~the~~ 2 old civilians. Soldiers were streaming past us on bikes, ox carts, etc, retreating from allied advances.

Took us to a German sanitary station (like Red Cross). Germ. soldiers came in, gave us field rations, got hot soup for us. We killed 10 Quim ~~there~~ were brought in. A lady brought us 4 or 5 beers & pipes. Spent first night ~~there~~ ^{9's} pulled out in the morning, leaving us 4 in the beer place all alone free to leave if we wanted to. Later, a German medic. appeared with wagon & took us to a big sanitarium where we were given bunks. A German doc. hung around the room, asking us how he was going to be treated when he was captured. He had a 16 yr old kid with him who had been serving 2 yrs, w. headshot untreated for 14 months. They were afraid they would be shot. Gave us canned beef.

Spent night. Next A.M. had best O.K. (medic. officers all carried submors) & had legs attended to.

4 P.M. that day our troops came.

All that day, German troops camping, threw their rifles in a pit, put ambassadors

A Part of the hand been captured by the enemy at the beginning of the war.

near
100 miles
2000 ft
11000 ft

He started however that the
possibility of the 45 g and him great
preparation & was well
to give confidence

Robin hid at 5:30, hid till dark. Tried to ...
Kneel, but it didn't work. Robin started walking
at 9 o'clock, but knee hurt so he kept till ...
then started walking, till 4 A.M. next day, came to
stream 12 yds wide. Used halazone in water. Crossed
at daylight, walking in pine woods. Could hear
artillery fire all around us. ^{all day & next} ~~spent~~ night there in
woods. Walked next night (artillery burst
so close it knocked me down flat). Later heard
German voices nearby, followed by M 1/2 fire.
Babe hit kept him going (no extra notes)
Walked till ... found farms in open
country. Stayed nearby, & sleeping at 3 P.M.
was waked by passing jeep. When jeep came
back, Robin stopped it ^(He was) ~~powered~~ by 45 + carbine)
while jeeps ^{idled} themselves by his ^{stays} that he was
alive. ^{came} out of it ^{already} ~~knocked~~ up
~~the jeep~~ ^{me} ~~up~~ ^{up}
getting back ^{from front lines} several miles shot at
us

(Copy there)

Picked up by 334 Inf. Reg. of
84th Div. (9th Army).
Robin hid his "captors" in trees &
called a jeep to him, then delivered the
Germans to the jeep's occupants.

Chaff all over the country.
Small of destroyed cities.

(over)

after hit by flak, ^{peeled off to left.} radio called &
reported ^{no hit} - only an gaping hole -
shaved off. ^{Plot crew to prepare to bail out.} A. Babin was the stick found,
but no pressure. Put H-F-C-E on but
no contact. Called bombards to center T.D.
in case that was the trouble. No good. Called
hand leading. Feathered #4. Co-P handled
throttles while P handled controls.
Engineer sd oxygen out. No time
take control - just spun around.
Engineer went back + inspected damage
& suggested throwing out equipment, said waist
3 P-57s ^{mounted closely} was hit by another
& buzzed the place we landed, ^{burst & everything}
Plot told crew to bail ^{creaking.}
at 3500 feet. Radio ^{of another}
called. ^{First release on} ^{Deliver} bailout
procedure + E + E ^{dope.}
Just before Co-Plot jumped, pilot looked off of main:-
"I'll never forget how dark that ^{plane}
looked: before I jumped"

Clemson + Zanida

landed in morning ^{near Htzl:} lots of people & army. At 5 o'clock
rifle bullet hit in ~~mind~~ ^{head} of us. Turned &
saw 1 soldier & five civilians. We dropped our
'45's. The soldier & the civilians cleaned us out of all
the socks, extra rations that we were carrying.

An ^{army} officer ^{took} up the soldier & left us with ~~the~~
2 old civilians. Soldiers were streaming past us on
hides, ox carts, etc, retreating from Allied planes.

Took us to a German sanitary station (like
Red Cross). Germ. soldiers came in, gave us
field rations, got hot soup for us. We killed 10

Quinn there were brought in. A lady
brought us 4 or 5 beers gratis. Spent first
night ^{at there} ^{9's} pulled out in the morning,
leaving us 4 in the beer place all alone
free to leave if we wanted to. Later, a

German medic. appeared with woman
& took us to a big sanitarium where we
were given bunk. A German doc. hung
around the room, asking us how he was
going to be treated when he was captured.

He had a 16 yr old kid ^{father} ^{man}
who had been serving 2 yrs, w. trench foot
untreated for 14 months. They were afraid
they would be shot. gave us canned corn beef.

Spent night. Went A.M. had 1st O.K. (medic.
officers all carried rations) & had legs attended to.

4 P.M. that day our troops came.

All that day German troops ^{came in}
threw their rifles in a pit, put ^{ammunition} ^{ammunition}

A P.M. 17 pills had been captured by Killen for the
store - 1st before it was being left in there

S UADR N: 423rd A/C Number 662-S Date 10-4-45

Bomb Load 14 x 500 H.E. Position in Formation

Time Took Off 0959 Time Landed _____

40th B
Lead.

1. HOT NE'S to be phoned in. Yes No X X X X
 If DITCHING hold crew and fill out special form in detail X X X X X X
 X X X X X X

*Being saw 2 chutes out of
collected A/C but not
open - 1538 - about 5388-
1200E.*

Friendly A/C in Distress:
(Give position, time, altitude, full details) If lost, state whether by A.A. E/A action, accident or undetermined cause.

CREW: Give Rank and Initials

- 1st Lt. L. E. Smith ✓ P
 Capt. J. A. Murphy ✓ CP
 2nd Lt. E. R. Draggio ✓ N
 1st Lt. H. D. Wolfe ✓ N
 1st Lt. C. R. Dimter ✓ B
 S/Sgt. H. (NMI) Bellet ← RO
 T/Sgt. J. E. Watson ✓ E
 2nd Lt. R. J. Pope ✓ RM BT
 _____ VIG
 _____ VIG
 2nd Lt. C. A. Mallory ✓ TG

2. TARGET ATTACKED: (~~RF~~ Visual)

Primary: Time: 1513 1/2
 Secondary: Heading: 137°
 Last Resort: Height: 23,000
 T.O. 4 minutes to run
 (Circle One)
 Turn off target:

*Flight
logs,
4 minutes to run*

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

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

Own Bombs: 1 hit MPI Any Nickels: ___ Yes ___ No

Other Bombing: Other hit MPI 1 hit Number and type _____

5. Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on _____

Hand _____ Ilovae _____

6. WEATHER England - 2000 this mth.
channel haze; continent, 3/10
5 to 6000; target same; chills
on way out, 5/10 near

What MESSAGES REC'D FROM
 BUCKLEY? at 1430 hours Able
said "target is wide open"
then heard Buckley directing

7. CONDENSATION TRAILS: channel
no

Able said at 1445 hours that Buckley
advanced bombing at reference plus 4.

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of	Type (light, heavy), intensity	Color of	Location Bursts in re-	Accuracy

S/ UADR W 423rd A/C Number 359-S Date 10-4-45 2
 Bomb Load 14 x 50 HiE. Position in Formation
 Time Took Off 0959 Time Landed 1910

40th B
Lead.

1. HOT NE'S to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail
- | | | | | |
|---|---|---|---|---|
| X | X | X | X | X |
| X | X | X | X | X |
| X | X | X | X | X |
| X | X | X | X | X |

none

CREW: Give Rank and Initials

Friendly A/C in Distress:
 (Give position, time, altitude, full details) If lost, state whether by A.A. E/A action, accident or undetermined cause.

- 2nd Lt. D. C. Cheney ✓ P
- 2nd Lt. K. O. Devaney ✓ CP
- 2nd Lt. V. C. Larson ✓ N
- F/O W. G. Murray ✓ B
- S/Sgt. T. V. Furlong ✓ RO
- S/Sgt. R. E. Cory ✓
- 2nd Lt. J. T. Barnett RN ✓ BT
- _____ WG
- _____ WG
- Sgt. E. L. Blucher ✓ TG

1535 A 2-B17 went down from mid-air collision. no chutes seen.

2. TARGET ATTACKED: (PF or Visual)

Primary:
Pranienburg
 Secondary:

Time: 1513 1/2
 Heading: 134° M.
 Last Resort: Height: 23000

T.O.
 (Circle One)

Turn-off target: 340° 14 x 500 GP

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

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

Own Bombs: Saw one bomb hit in installation Any Nickels: Yes No

Other Bombing: lots of black smoke from previous gun on same target. Number and type _____

5. Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on Scope camera

Hand _____ Hovae _____

6. WEATHER: better than briefed. Clear ~~to~~ below and 3/10 cirrus above What MESSAGES REC'D FROM BUCKING? none rec'd

7. CONDENSATION TRAILS: light persistent contrails - ve slight.

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of	Type (light, heavy), intense	Color of	Location Bursts in re-	Accuracy
------	-------	-----------	------------------------------	----------	------------------------	----------

Squadron 423rd A/C Number 116-T Date 10-4-45 3

Bomb Load 14 x 50 H.E. Position in Formation

Time Took Off 1959 Time Landed _____

40th B Lead

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail
- | | | | | |
|---|---|---|---|---|
| X | X | X | X | X |
| X | X | X | X | X |
| X | X | X | X | X |

1545 plane hit flak + turned back

CREW: Give Rank and Initials

Friendly A/C in Distress:
(Give position, time, altitude, full details) If lost, state whether by A.A. E/A action; accident or undetermined cause.

2nd Lt. C. E. Oakes, JR. ✓

F/O J. E. Dickens ✓

2nd Lt. J. R. Steinhaus ✓

T/Sgt. J. I. Dulworth ✓

Sgt. R. H. Jirgal ✓

Sgt. R. T. Wade ✓

Sgt. D. E. Rehbold ✓

S/Sgt. R. W. Maphis ✓

Sgt. M. S. Brown ✓

*1450 plane plus in hit ground + exploded
two for to see shutes - 1130-5255 (type?)
1538 - 2017 collided - G gun strike
on tail - accident on turn*

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1514
Secondary: Heading: 135
Last Resort: Height: 2800

T.O.
(Circle One)
Turn off target:

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

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

Own Bombs: Any Nickels: Yes No

Other Bombing:

5. Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on _____

Hand _____ Movie _____

6. WEATHER

light 1/10 Al haze

What MESSAGES REC'D FROM BUCKETS? _____

7. CONDENSATION TRAILS:

8. 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
------	-------	---------------	---	-----------------	---------------------------------------	----------

Squadron 423rd A/C Number 910-B Date 10-4-45 4

Bomb Load 14 x 500 H.E. Position in Formation

Time Took Off 0959 Time Landed 1903

40th B Lead

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail At 1615 hrs. this AC received message from (N-Nau) that he had two engines out, was throwing out equipment and would land at first emergency field.
- | | | | | | | | | | |
|--|---|---|---|---|---|---|---|---|---|
| | λ | λ | λ | λ | λ | λ | λ | λ | λ |
| | λ | X | X | X | X | X | X | X | X |
| | X | X | X | X | X | X | X | X | X |
| | X | X | X | X | X | X | X | X | X |
- CINE: Give Rank and Initials

Friendly A/C in Distress: 1
 (Give position, time, altitude, full details) If lost, state whether by A.O.A. E/A action, accident or undetermined cause. At 1450, 5300-1120, 22,500 heading 70°. ~~two~~ ^{one} fighters spun down and crashed, another went down out of control. No chutes.

- 2nd Lt. H. L. Willis ✓ P
- 2nd Lt. R. R. Brandstrom ✓ CP
- 2nd Lt. W. F. Ross ✓ N
- 2nd Lt. R. G. Holscher ✓ B
- S/Sgt. J. O. Grimes ← RO
- S/Sgt. H. L. Williamson ← E
- S/Sgt. V. (MMI) Allen ← BT
- _____ WG
- _____ WG
- Sgt. C. E. Ridge ← TG

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1513 1/2
 Secondary: Heading: 130°
 Last Resort: Height: 22,500
 T.O. (Circle One)
 Turn off target: 350°

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

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

Own Bombs: Strikes on S.E. side of field. Other groups saturated field.

Any Nickels: Yes No

Number and type _____

5. Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on None

Hand _____ Movie _____

6. WEATHER As briefed

What MESSAGES REC'D FROM BUCKETS? _____

7. CONDENSATION TRAILS: None.

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense	Color of	Location	Accuracy
					Bursts in re-	

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings)

1400

1° E

Blue, red checked

P-51's.

Good.

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screen, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)



12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

None

13. DAMAGE TO A/C: (Briefly)

" "

14. TECHNICAL FAILURES: One 500 lb bomb delayed exploded ~~at~~ 5004 after leaving A/C.

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

Flew over flak.

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

As briefed.

S-2 OFFICER

W. C. VanHorn
Capt; A.C.

TIME COMPLETED

2007

S/ UADR N 423rd A/C Number 153-G

Date 10-4-45

5

Bomb Load 14 x 500 H.E.

Position in Formation

Time Took Off 0959 Time Landed 1910

40th B
Lead

1. HCT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out
special form in detail

			X					
X		X	X	X			X	X
X	X		X	X			X	X
X	X		X	(Y)			X	X
X	X						X	X

1457-5305N1150E - B-17 with rudder
to part of stab. gone ~~was~~ was flying at 270
heading under control.

CREF: Give Rank and Initials

Friendly A/C in Distress:
(Give position, time, altitude, full
details) If lost, state whether by A.A.
E/A action, accident or undetermined
cause.

- 1st Lt. F. E. Jones ✓ P.
- 2nd Lt. H. C. Minnick ✓ CP
- 2nd Lt. G. W. Hayes ✓ N
- S/Sgt. W. H. Strawn B
- Sgt. J. A. Staniorski RO
- S/Sgt. K. C. Caldwell E
- Sgt. J. C. Stankus BT
- S/Sgt. R. K. Kach SJ VG
- _____ VG
- Sgt. J. Gibbard TG

A/297
Woods reported 2 men wounded over
V.H.F. at ~~xxxxxx~~ approx. 1530 hrs.

1449 - Fighter going down

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1513
Secondary: Heading: 133
Last Resort: Height: 22500

T.O.
(Circle One)
Turn off target: 345

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

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

Own Bombs: _____
Other Bombing: _____
Any Nickels: Yes No
Number and type _____

5. Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on _____
Hand _____ Movie _____

6. WEATHER
What MESSAGES REC'D FROM
BUCKLEY? _____

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense moderate or	Color of	Location Bursts in re-	Accuracy
------	-------	---------------------	--	-------------	---------------------------	----------

S' UAFRN 423rd A/C Number 505-V Date 10-4-45 6
 Bomb Load 14 x 500 H.E. Position in Formation 40th B
 Time Took Off 0959 Time Landed _____ Lead.

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out
 special form in detail

		X			
X		X	X		X
X	X	X		X	X
X		(X)	X		X
X	X			X	X

*Collision ahead - no chutes (was
 a P-51 involved?)*

Friendly A/C in Distress:
 (Give position, time, altitude, full
 details) If lost, state whether by A.A.
 E/A action, accident or undetermined
 cause.

*P-51 down at 1040E 5255N, burning,
 behind chute out.*

*Tail gunner saw B-29's tail shot
 off, up to stabilizer, but seemed under control
 near the I.P.*

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1573 3/4
 Secondary: Heading: 127 mag.
 Last Resort: Height: 22,700

T.O.
 (Circle One)
 Turn off target: 341 mag.

CMS: Give Rank and Initials

2nd Lt. J. R. Clark P
2nd Lt. W. M. Carnicom OP
2nd Lt. F. S. Hildebrand, Jr. N
S/Sgt. R. B. Fawcett B
S/Sgt. A. C. McGuire, Jr. PO
S/Sgt. A. W. Hatton E
Sgt. C. A. Diffendaffer BT
 _____ WG
 _____ WG
Sgt. R. W. Dryden, Jr. TG

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

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

Own Bombs: Any Nickels: Yes No
 Other Bombing: Number and type _____

5. Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on _____
 Hand _____ Movie _____

6. WEATHER What MESSAGES REC'D FROM BUCKLE? _____

7. CONDENSATION TRAILS: _____

8. 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

367th SQUADRON ~~XXXX~~ ~~XXXX~~ A/C Number 174 Lett V Date 10 April, 1945. 7

Bomb Load 14 x 500 ✓ H.E. Position in Formation

Time Took Off 09:59 Time Landed 19:45

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail.

	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

40th Lt Lead

*Babin - 1453 hrs. b left of Wittenberg
 left elevator ~~lower part~~ of under stall
 given pos. blown out & under control.*

- CITE: (Give Rank and Initials)
- 2nd Lt. J. E. Gooch ✓ P
 - 2nd Lt. V. A. Vick ✓ CP
 - 2nd Lt. G. H. Urban ✓ N
 - F/O. D. F. Wilson ✓ B
 - Sgt. J. P. Howard ← RG
 - Sgt. V. E. Bolton ← E
 - Sgt. J. R. Powell ← BT
 - _____ WG
 - _____ WG
 - Sgt. J. A. Treager ← TG

Friendly A/C in distress:
 (Give position, time, altitude, full details)
 If lost, state whether U, A.A., E/A action, accident or undetermined cause)

*Came over top of 174-V flying behind & under control out.
 7 force B-17 blew up & one down in flames at*

2. TARGET ATTACHED: (PFF or Visual) 15:25 hrs.
no chutes
 Primary: Time: 15:13
 Secondary: Heading: 135
 Last Resort: Height: 22400

T.O. (Circle One)
 Turn off target:

3. Number of BOMBS dropped on target: 14 Jettisoned: Returned: abortive:...

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

Own Bombs: *and* an. Nichols: Yes
 Other Bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? has camera turned on _____
 Hand _____ Movie no

6. WEATHER: Clear at target WHAT MESSAGES REC'D FROM BUCKEYE? _____

7. CONDENSATION TRAILS:
no

8. FLAK: encountered on way out, at target and on way home.

Time Place Height Type (light) Color Location Accuracy

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

P-51's - 1259 hrs. 5200 0710
Very good.

C L A I M S

DESTROYED _____

PROBABLE _____

DAMAGED _____

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

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (list an observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airfields, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received) PLACE and TIME.

13. DAMAGE TO A/C: (Briefly)

Engine - mech.

14. TECHNICAL FAILURES:

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

behind formation. Lost engine & fell
Stayed with them.

S-2 OFFICER

Branche

TIME COMPLETED

200

SQUADRON 367 ~~368000~~ ~~XXX~~ A/C Number 604 Letter A Date 10 April, 1945.

Bomb Load 14 x 500 H.E.

Position in Formation

Time Took Off 09:59 Time Landed _____

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail:
- | | | | | | |
|--|---|---|---|---|---|
| | X | X | X | X | X |
| | X | X | X | X | X |
| | X | X | X | X | X |

40th B Lead.

1 ~~A-1~~ B-17 hit by flak (Bobin) hit in tail. turn to left & out of sight

CRS.: Give Rank and Initials

1455 hrs. 5310 1147

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether by A.A., E/A action, accident or undetermined cause)

- 2nd Lt. L. J. Smith P
 F/O. W. Walsh CP
 2nd Lt. R. F. Ridgeway N
 Sgt. R. C. Melling B
 T/Sgt. R. C. Grimm RO
 Sgt. P. Helenbart E
 Sgt. S. Alwitz BT
 Sgt. D. R. Jensen TG

Mid air collision. A. 1 B-17 broke in half. No chutes. Many parts in low element of lead. 1540 ^{5320 1200} Approx.

2. TARGET ATTACHED: (IFF or Visual)

Primary: Title: 1514
 Secondary: Heading: 135
 Last Resort: Height: 23000
 T.O. 340
 (Circle One)
 Turn off target:

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

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

Own Bombs: Any Missiles: Yes

Other Bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Has camera turned on BT M
 Hand _____ Movie

6. WEATHER: Haze - Chan Scattered 5000
 0900 - 1100. Target clear Low clouds WHAT MESSAGES REC'D FROM BUCKEYE?

7. CONDENSATION TRAILS: _____

8. FLAK: Encountered on way out, at target and on way home.

Time Place Height Type (light, of heav) Distance Color Location Accuracy

277-N - 2 engines out.

SQUADRON 367 ~~367~~ ~~367~~ n/c Number 412 Letter T Date 10 April, 1945.

Bomb Load 14 x 500 H.E.

Time Took Off 09:59 Time Landed 19:20

Position in Formation

40th B Lead.

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail. At 1457 hrs at

				X	
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

at I.P. at 23000 B-17 of this group (367th) hit heavily by flak in tail. A/C pulled off into a loop and flew back apparently in control.

Friendly A/C in distress: (Give position, time, altitude, full details) If lost, state whether by A.A., E/A action, accident or undetermined cause)

CITE: Give Rank and Initials

- 2nd Lt. J. O. Walls ✓ P
- 2nd Lt. W. Pietsaar ✓ CP
- 2nd Lt. M. Brecher ✓ N
- Sgt. S. R. Anguilano ✓ B
- Sgt. D. E. Nye ✓ RO
- T/Sgt. N. C. Hanson ✓ E
- Sgt. E. J. Mammenga ✓ BT
- _____ KG
- _____ WG
- Sgt. R. L. Stafford ✓ TG

2. TARGET ATTACHED: (PFF or Visual)

Primary Time: 1514
Secondary Heading: 135
Last Resort: Height: 23,000

T.O. (Circle One)
Turn off target: 345

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

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

Own Bombs: This group struck runways. Hits well placed. Groups ahead and behind all had good patterns. Any Nickels: Yes (No) Number and type _____

4. Any PHOTOGRAPHS taken: Vertical? has camera turned on Yes. Hand _____ Movie _____

5. WEATHER: As briefed

WHAT MESSAGES REC'D FROM BUCKEYE? ✓

7. CONDENSATION TRAILS: NONE

8. FLAK: Encountered on wa. out, at target and on way home.

Time Place Height Type (light, ...) Color Location Accuracy

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

1352 P-51 Good.
5156-0647 No P-47's.
Yellow nose, clear fins

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

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List an 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 at Magueburg.
Fires ~~fire~~ from many airfields.
(silver) twins.
Air field with planes on field at 5316-1146
Large oil fire 5233-1008 south of Celle.

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received. PLACE and TIME.)

None

13. DAMAGE TO A/C: (briefly)

Slight flak damage

14. TECHNICAL FAILURES: Air speed ind. out.

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

As briefed.

S-2 OFFICER W. D. Van Horn TIME COMPLETED 2000

Expt. A.C.

S UAWR N 423rd A/C Number 610-X Date 10-4-45 10

Bomb Load 14 x 500 H.E. Position in Formation

Time Took Off 0959 Time Landed

40th B Lead

1. HCT NE'S to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail
- | | | | | | |
|--|-------------------------------------|---|---|---|---|
| | <input checked="" type="checkbox"/> | X | X | X | X |
| | X | X | X | X | X |
| | X | X | X | X | X |

Low 5700 ft below off all elev. + part of rudder just before I.P. 1440 - still under control after being 180°

Friendly A/C in distress:
(Give position, time, altitude, full details) If lost, state whether by A.A. E/A action, accident or undetermined cause.

CRIF: Give Rank and Initials

- 2nd Lt. F. B. Leigh P
- 2nd Lt. J. C. Ribble CP
- 2nd Lt. J. B. Prescott N
- 2nd Lt. W. A. Martin B
- S/Sgt. G. (NMI) Constzkey RO
- S/Sgt. D. F. Burden E
- S/Sgt. A. L. Swire BT
- Sgt. H. S. Moreland TG

2 B17 able low 15000 ft (hole + 1st wing) collided in mid air - 5300 - 1200 ft wings hit then apart + went together again pieces flew away. One down spin other in line

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1514
Secondary: Heading: 140
Last Resort: Height: 22,500

T.O. (Circle One)
Turn off target: 342

3. Number of BOMBS dropped on target: 21 Jettisoned: Returned: Abortive:

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

Own Bombs: Any Nickals: Yes No
Other Bombing: Number and type

5. Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on
Hand Movie

6. WEATHER What MESSAGES REC'D FROM BUCKLINE?

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense moderate or	Color of Bursts	Location Bursts in relation to A/C	Accuracy

S/ UAPR N 423rd

A/C Number 598-Q

Date 10-4-45

11

Bomb Load 14 x 500 H.E.

Position in Formation

Time Took Off 0959 Time Landed

40th B Lead

1. HQT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail

X	X	X	X
X	(X)	X	X X
X	X	X X	X
X	X		X X

Winston collision in group ahead at 1538 hours, at 5215-1200E. Did not see Chute. A/C exploded. Occurred while Able 16+ low west doing a 360 waiting for lead's bomb, after lead failed to drop on first run.

CREW: Give Rank and Initials

Friendly A/C in Distress: (Give position, time, altitude, full details) If lost, state whether by A.A. E/A action, accident or undetermined cause.

- 2nd Lt. B. B. Merrill P
- 2nd Lt. J. J. Endicott CP
- F/O J. C. Neighmond N
- T/Sgt. H. R. Langston B
- Sgt. J. F. Forgy RO
- Sgt. C. A. Roth E
- Sgt. H. F. Hay BT
- Sgt. R. S. Tucker TG

Baker was hit in tail at 1455 hours, north of Wittenberg, broke away, apparently under control. 1 did gunner saw my fighters pick him up + count him.

2. TARGET ATTACKED: (PTT or Visual)

Primary: Time: 1513 1/2
Secondary: Heading: 130
Last Resort: Height: 22,500

T.O. (Circle One)
Turn off target: 335

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

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

Own Bombs: Any Nickels: Yes No
Other Bombing: Number and type

5. Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on
Hand Movie Ball turret yes

6. WEATHER What MESSAGES REC'D FROM BUCKLEYS?

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of	Type (light, heavy), intense	Color of	Location	Accuracy
------	-------	-----------	------------------------------	----------	----------	----------

S UADR N 423rd A/C Number 012-A

Date 10-4-45 12

Bomb Load 14 x 500 H.E.

Position in Formation

Time Took Off 0959 Time Landed 1901

40th B Lead.

- HCT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail

(2)	X	X	X	X	X	X	X	X
	X	X	X	X	X	X	X	X
	X	X	X	X	X	X	X	X

Babin - Pieces from tail - did a 180° and turned back - 5307 N 1155 at

Friendly A/C in Distress: 1457 hrs.
(Give position, time, altitude, full details) If lost, state whether by A.A. E/A action, accident or undetermined cause.

no chutes -

2-B-17, form. ahead + to right "A" low 5313 N 1211 E at 1539 hrs. 2 + 4 hit one broke in two parts, other on fire, no chutes.

- TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1814' 12
 Secondary: Heading: 138
 Last Resort: Height: 22650

T.O. (Circle One)
Turn off target:

CRF: Give Rank and Initials

2nd Lt. J. K. Snobble	<input checked="" type="checkbox"/>	P
2nd Lt. A. W. Dorsey	<input checked="" type="checkbox"/>	CP
2nd Lt. E. E. Hodges	<input checked="" type="checkbox"/>	N
T/Sgt. A. A. Collart	<input type="checkbox"/>	B
S/Sgt. H. J. Thomas	<input type="checkbox"/>	RO
S/Sgt. S. L. Goodwin	<input type="checkbox"/>	E
S/Sgt. L. (NML) Foster	<input type="checkbox"/>	BT
		WG
		WG
S/Sgt. E. H. Merrill	<input type="checkbox"/>	TG

- Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

- Observed RESULTS OF BOMBING (For this plane or others)

Own Bombs: Good Any Nickels: Yes No

Other Bombing: Number and type _____

- Any PHOTOGRAPHS TAKEN: Vertical? Was camera turned on _____

Hand 1020 Movie no

- WEATHER Low clouds - haze at target -

What MESSAGES REC'D FROM BUCKEYES? _____

- CONDENSATION TRAILS: no

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

Time	Place	Height of	Type (light, heavy, intense)	Color	Location	Accurac
------	-------	-----------	------------------------------	-------	----------	---------

Bomb Load 34 x 150 & 2 x M17 H.E.

Time Took Off: 09:59 Time Landed:

Position - n Formation 40th B
Some

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail.

X	X	X	X
X	X	X	X
X	X	X	X

*Direct hit on Bobin - pulled up + to left
 headed back toward lines. 5303 1/2 - 1145 - maybe 2 chutes
 1455 hrs*

NAME: Give Rank and Initials

Woods called me over frames had retained ball track + brakes
 friendly A/C in distress:
 left formation (Give position, time, altitude, full details)
 sometimes If lost, state whether D, N.A., E/A action,
 Bobin accident or undetermined cause)
 2 wounded crew members - planned to
 land at briefed A/D

- 2nd Lt. E. R. Smith ✓ P
- 1st Lt. J. A. Callahan ✓ CP
- 2nd Lt. W. M. Exley ✓ N
- 2nd Lt. M. D. Cooper ✓ B
- Pvt. R. L. Brown ✓ RG
- S/Sgt. S. D. Lynn ✓ E
- 2nd Lt. A. B. Blair ✓ RN
- WG
- WG
- Sgt. H. Moxen ✓ TG

PLAVER LAKE - B-17 broke in two at waist (maybe 2 a/c)

2. TARGET ATTACHED: (IFF or Visual)

| Primary: Title: 1514
 Secondary: Heading: 146
 Last Resort: Height: 21,800

T.O. (Circle One)
 Turn off target: 354

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

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

Own Bombs: _____ An. Nichols: Yes I.
 Other Bombing: _____ Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? has camera turned on _____
 Hand _____ Movie _____

6. WEATHER: near over 3 or 4 / 10
CAVV at target

WHAT MESSAGES REC'D FROM BUCKEYE? "A" reported target wide open about 25 or 30 minutes before

7. CONDENSATION TRAILS: No contrails

8. 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 Bursts in relation to A/C	Accuracy
<u>Wittenburg - 9 bursts - very accurate</u>						

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

Excellent - Superior - first picked up 1401 hrs.
0725E
Fought in close all the time
Saw Mosquitoes just before enemy territory.

C L A I M S

DESTROYED _____

PROBABLE _____

DAMAGED _____

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

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List an observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

Lot of smoke & fire in Hannover area. T.G. has pictures.

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (Briefly)

14. TECHNICAL FAILURES:

moderate to severe flak damage

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

followed lead - within 10-12 miles of course all the way
because lead lead's flux gate compass & main reports were out.

S-2 OFFICER

Handwritten signature

TIME COMPLETED

SQUADRON ~~#####~~ 369 A/C Number 765 Letter Date 10-4-45 14

Bomb Load 34 x 150, 2 x M17 H.E. Position in Formation

Time Took Off 0959 Time Landed

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

*40th B
Lower*

Babin - direct hit in tail - vertical slice took off rudder and part of horizontal stab. In control when last seen. Chandelé and 180 back toward friendly territory Norme bombed.

Friendly A/C in distress: Have missed Babin on film pack 845
(Give position, time, altitude, full details)
If lost, state whether D, A.A., E/A action, accident or undetermined cause)

Collision information ahead - 2 B-17's broke up no chutes.

C.O.R.: Give rank and initials

- 1st Lt. C. P. Tinkham ✓ P
- 2nd Lt. B. H. Grumbles ✓ CP
- 1st Lt. B. Burwick ✓ N
- 2nd Lt. D. Sebastian ✓ B
- S/Sgt. U. E. Guttenburg ✓ RO
- S/Sgt. L. P. White ✓ E
- S/Sgt. F. L. Motisi ✓ BT
- T/Sgt. J. A. Mathews ✓ Cam WG *Compl this*
- S/Sgt. M. F. Gilmore ✓ TG

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 15:14
Secondary: Heading: 150
Last Resort: Height: 21,800
T.O. (Circle One)
Turn off target:

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

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

Own Bombs: _____ An. Nichols: Yes l.

Other Bombing: _____ Number and type _____

5. Any PHOTOGRAPHS taken; Vertical? Was camera turned on _____
Hand _____ Movie _____

6. WEATHER: _____ WHAT MESSAGES REC'D FROM BUCKEYE? _____

7. CONDENSATION TRAILS: _____

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or light	Color of bursts	Location of bursts in relation to A/C	Accuracy

(Location and length of flight)

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

Wonderful

C L A I M S

DESTROYED _____

PROBABLE ✓ _____

DAMAGED _____

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

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List an observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (Briefly)

#2 gas tank shot out.

14. TECHNICAL FAILURES:

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

Followed bomb stream - pilot, copilot & engineer did wonderful job.

S-2 OFFICER

TIME COMPLETED

SQUADRON ~~369~~ 369 A/C Number 819 Letter 0 Date 10-4-45

Bomb Load 34 x 150, 2 x M17 H.E.

Position in Formation

Time Took Off 0959 Time Landed 1851

40# B
Low

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out
special form in detail.

	X		X	X		X	X
X	X		X		X	X	X
X	X		X	X		X	X
X	X					X	X

B-17 BABIN FLACK TAIL SHARPED.
Under Control headed back
lost seen. 20 min. before TARGET.

C.R.T.: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether o, a.a., E/A action,
accident or undetermined cause)

- 2nd Lt. C. E. Fisher ✓ P
- 2nd Lt. Pengraf ✓ CP
- 2nd Lt. R. Graham ✓ N
- S/Sgt. G. E. Johnson ✓ E
- S/Sgt. W. Gordish ✓ RO
- S/Sgt. C. L. Mullins ✓ E
- Sgt. J. Z. Jones ✓ BT
- S/Sgt. W. G. Bidwell ✓ SJ WG
- Sgt. P. W. James ✓ TG

Collision. One B-17
two. 3 Chutes 2 from each
3 Chutes. Under other orbit
under control 15-38 (5320-1150)

2. TARGET ATTACHED: (PFF or Visual) Group ahead

Primary: ✓ Time: 1504
Secondary: Heading: 148
Last Resort: Height: 21,500

T.O.
(Circle One)
Turn off target: 257

3. Number of BOMBS dropped on target: Jettisoned: Returned: abortive:

Observed RESULTS OF BOMBING: (For this lane or others)

Own Bombs: In target area

Any Nichols: Yes ___ No ___

Other bombing: In target area. Black
smoke. 1 Ball

Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? has camera turned on YES
Hand _____ Movie _____

6. WEATHER: 1P - 3-4
10 10,000. Clear
over target

WHAT MESSAGES REC'D FROM
BUCKEYE? _____

7. CONDENSATION TRAILS:

Few at 21,000 maguel non-persistent

8. FLAK: encountered on way out, at target and on way home.

Time	Place	Height of	Type (light, heavy), intensity,	Color of	Location Bursts in re-	Accuracy
------	-------	--------------	------------------------------------	-------------	---------------------------	----------

(Location and length of flight)

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

Excellent
alone.

P-51 1/2

Blue nose stripes

Red tail.

C L A I M S

~~DESTROYED~~

~~PROBABLE~~

~~DAMAGED~~

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

11. 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.)

Black smoke at (5235-1008) from
RR track siding.
OSTORBURG flames & smoke 1450.

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

PILOT - SLIGHT R. ARM.

TOGGLE - LEFT SHOULDER.

CO-PILOT - LEFT HAND

13. DAMAGE TO A/C: (Briefly)

Black holes. Cockpit much damaged.

14. TECHNICAL FAILURES:

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

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

Left formation at coast on way
back low gas.

S-2 OFFICER

C. H. Perkins

TIME COMPLETED

SQUADRON ~~#####~~ 369 a/c Number 301 Letter Date 10-4-45 17

Bomb Load 34 x 150, 2 x M17 H.E.

Position in Formation

Time Took Off 0959 Time Landed 1945

40th B
Low

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out
special form in detail.

X	X	X	X	X
X	X	X	X	X
X	X	X	(X)	X
X	X	X	X	X

Crew: Give Rank and Initials
Deputy after get

Balin - Keweenaw, F.P. Tail
disintegrated in air. Tail turret
ad 7/8 of matter. no chute. peeled off left
Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether by A.A., E.A. action,
accident or undetermined cause) back
1 chute for crashing 2-13-17"

<u>Capt. W. F. Kuenstler</u>	<u>✓</u>	P
<u>F/O L. W. Thompson</u>	<u>✓</u>	CP
<u>F/O R. H. Knight</u>	<u>✓</u>	N
<u>Sgt. R. E. Knox</u>	<u>✓</u>	B
<u>Sgt. A. A. Rieder</u>	<u>✓</u>	RO
<u>S/Sgt. E. J. Dobner</u>	<u>✓</u>	E
<u>Sgt. L. N. Paglow</u>	<u>✓</u>	BT
<u>Sgt. R. J. Clegg</u>	<u>✓</u>	TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1514
Secondary: Heading: 130
Last Resort: Height: 21800

T.O.
(Circle One)

Turn off target:

3. Number of BOMBS dropped on target: all Jettisoned: Returned: abortive:

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

Own Bombs: Good an. Nichols: Yes (X)

Other bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
Hand _____ Movie Yes

6. WEATHER: Clear at target
5700 low - haze

WHAT MESSAGES REC'D FROM BUCKEYE?

7. CONDENSATION TRAILS:
ma

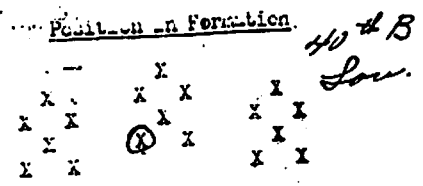
8. FLAK: Encountered on way out, at target and on way home.

Time Place Height Type (light, Color Location

SQUADRON ~~#####~~ 361 ~~#####~~ a/c Number 297 Letter (1) Date 10-4-45

Bomb Load 34 x 150, 2 x M17 H.B.

Time took off 0959 Time Landed _____



1. HOT KEYS to be shown in. Yes No
If BLINDING hold crew and fill out special form in detail.

Babin - T.O., fell out with hands still on gun. He made 180° - turn no chutes seen, all was gone all from a/c in distress:

(Give position, time, altitude, full details) If lost, state whether O, A.M., E/A action, accident or undetermined cause)

Crew: Give rank and initials

- 2nd Lt. R. E. Woods P
- 1st Lt. J. G. McDonald CP
- F/O H. J. Sopinski N
- S/Sgt. W. A. Leopold B
- Sgt. E. J. Maliszowski RO
- S/Sgt. W. Pomykal E
- S/Sgt. R. P. Isfrate BT
- S/Sgt. C. W. Hunter TG

2. TARGET ATTACHED: (IFF or Visual)

Primary: Time: 1458
Secondary: Heading: 75
Last Resort: Height: 22000

T.O. (Circle One)
Turn off target:

3. Number of BOMBS dropped on target

Jettisoned all

Returned: abortive:

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

Own Bombs:

an. Nichols: Yes

Number and type _____

Other bombing:

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on _____
Hand _____ Movie _____

6. WEATHER:

WHAT MESSAGES REC'D ERG BUCKLES? _____

7. CONDENSATION TRAILS:

8. FLAK: Encountered en wa. out, at target and on way home.

Time	Place	Height of a/c	Type (light, heavy), altitude, moderate or slight	Color of bursts	Location of bursts in relation to a/c	Accuracy

Crew observations about Flak: _____

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen)

(Type)

(Location and length of flight)

Cruised home 125-130 mph. lowly
hiding alt. then 7000 going along
to make emergency landing if necessary. Cruised
along at narrow water section. 7000' over

(Tactics of E/A)

Coast 1910 - fuel color day - back to
base 2020 - flat tire on landing

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

10. FIGHTER SUPPORT: (include time, place, and color markings)

CLAIMS

Had gutted Bombs at 6P
Dropped B.T., flat into ammunition
flying clothing etc (goggles, gloves, etc)
B10 jacket B10 jacket cut open by flak

DESTROYED _____
PROBABLE _____
DAMAGED _____
(Fill out immediately
separate CLAIM FORM for
each claim)

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (list all observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

Copilot had hit in helmet which dented helmet made
big hole in helmet

13. DAMAGE TO A/C: (briefly)

B.T. B10 cut open by flak
Pilot got stuck on hand

14. TECHNICAL FAILURES:

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. REMARKS: (Note especially any deviations from briefed route)

Heard
#2 - 4 explosions, put on flak helmets, lit in cockpit.
#2 started burning feathered #2, #1 was out, #3 engine
out #4 o.k. and went to put on parachutes. Turned off
out of formation. Pilot dazed - lack of oxygen - copilot took over
Eng. put walk-around bottle in pilot's lap. went about
10900' #4 was going - called Peter and asked for fighter. got
8 fighters 20 min later at 15000' #1 came up to 20000' - making 130 mph low
200' min to 12000' - 4 helmets were out - all + Air speed working
red rest out

SQUADRON 367 ~~THUNDER~~ D A/C Number 913 Letter 1 Date 10 April, 1945. 19

Bomb Load 34 x 150 & 2 x M7 H.E.

Position in Formation

Time Took Off 09:59 Time Landed 19:27

				X	
X	X		X	X	(X)
X	X		X	X	X
X	X		X	X	X
X	X		X	X	X

40th B Low

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

A/C

619-S-1456 hrs - Tail shot away - Tail gunner prob. blown out - left formation under control headed for lanes -

Friendly A/C in distress:

(Give position, time, altitude, full details)

If lost, state whether by A.A., E/A action, accident or undetermined cause)

1538 hrs 2 B17's collided - both spun down one breaking in half - one chute. (Waist cameraman has pictures - also pictures of Babine ship)

TARGET ATTACHED: (FFF or Visual)

Crew: Give Rank and Initials

Capt. H. J. Korhagay ✓ P

2nd Lt. L. G. Casey ✓ CP

2nd Lt. M. S. Oscherwitz ✓ N

2nd Lt. V. F. Bowen ✓ B

Sgt. J. Medrano ✓ RO

Sgt. W. J. Stoklosa ✓ E

Sgt. H. M. Mullis ✓ BT

J. L. Dunn ✓ WG

S/Sgt. D. R. Brashear ✓ TG

1. Primary: Title: 1514
Secondary: Heading: 148
Last Resort: Height: 21700
T.O. (Circle One)
Turn off target: 090

3. Number of BOMBS dropped on target: 34 Jettisoned: Returned: abortive:

Observed RESULTS OF BOMBING: (For this lane or others)

Own Bombs: _____ An. Nichols: Yes ___
Other Bombing: _____ Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on no
Hand ✓ Movie ✓

6. WEATHER: _____
WHAT MESSAGES REC'D ERC BUCKEYE? ✓

7. CONDENSATION TRAILS: _____

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light)	Color	Location	Accuracy

SQUADRON 367 ~~XXXXXX~~ A/C Number 563 Letter _____ Date 10 April, 1945. 2.

Bomb Load 34 x 150 & 2 x M17 H.E. Position on Formation _____

Time Took Off 09:59 Time Landed 1926

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail.

	X		X	X	X	X
	X	X		X	X	(X)
	X		X	X		X
	X	X				X

40 #1 Low

Crew: Give Rank and Initials

- 1st Lt. W. H. Near ✓
- 2nd Lt. F. R. Specht ✓ CP
- 2nd Lt. E. R. Bobich ✓ N
- Sgt. H. W. Wertz ✓ B
- S/Sgt. H. R. Hall ✓ RO
- S/Sgt. C. D. Petitjean ✓ E
- S/Sgt. C. M. Allred ✓ BT
- _____ WG
- _____ WG
- S/Sgt. R. R. Arlidge ✓ TG

AHEAD - 3 CHUTE SEEN
 COLLISION IN GROUP

Friendly A/C in distress:
 (Give position, time, altitude, full details)
 If lost, state whether by A.M., E/A action, accident or undetermined cause)

JAW BOMB - BLEW OFF HIS RUDDER AND TAIL GUNNER'S POSITION OFF WAJ LAST SEEN UNDER CONTROL.

TARGET ATTACKED: (PFF or Visual)

Primary: VISUAL Time: 1550
 Secondary: Heading: 144
 Last Resort: Height: 21,800

T.O. (Circle One)
 Turn off target: 343°

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

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

Own Bombs: BALL GUNNER SAYS THEY HIT THE TARGET SOLIDLY an. Nickels: Yes ✓
 Other bombing: JAW MANY AIR BOMBER Number and type _____

2. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
NO CAMERAS Hand _____ Movie _____

6. WEATHER: GOOD ALL THE WAY. STARTING TO BUILD UP EAST AND NORTH OF BERLIN. HAZY OVER ENGLAND - VISUAL OVER GERMANY
 WHAT MESSAGES REC'D FROM BUCKEYE? None

7. CONDENSATION TRAILS: FIGHTER AT HIGHER ALTITUDES.

3. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity	Color	Location of Bursts in re-	Accuracy
------	-------	---------------	--------------------------------	-------	---------------------------	----------

(Location and length of fight)

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

EXCELLENT
 515210700'E-1354
 DIDN'T GET COLORS.

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (list an 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.)

53° 08' - SAW AN AIRFIELD THAT APPEARED TO BE
 12° 50' - UN BOMBED - SAW 4 BOMBS STRAFING IT
 SAW MANY POLES ON THE DECK STANDING UP EUC

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received. PLACE and TIME.)

NONE

13. DAMAGE TO A/C: (briefly)

ONE TIRE SHOT UP. 4 FLAK HOLES

14. TECHNICAL FAILURES:

NONE

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

NONE

16. ROUTE: (Note especially any deviations from briefed routes. Did Squadron or A/C come back with Group or alone?)

O.K.

S-2 OFFICER R. D. Kessen TIME COMPLETED 2010

SQUADRON 367 ~~380000~~ X A/C Number 133 Letter Date 10 April, 1945.

Bomb Load 34 x 150 & 2 x M17 H.E. Position in Formation

Time Took Off 09:59 Time Landed 1930

1. HOT NEWS to be phoned in. Yes No
- | | | | | | | |
|---|---|---|---|---|-----|---|
| | X | | X | X | | X |
| If <u>DITCHING</u> hold crew and fill out special form <u>in detail</u> . | X | X | | X | (X) | X |
| | X | X | X | X | | X |
| | X | X | | | | X |

40th B Low.

B-17 BARIN
1/3 v. fin left. 1/3 y.h. star left.
Under control, last seen.
Headed N yet when last.

Crew: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether B, A.A., E/A action, accident or undetermined cause)

- 2nd Lt. R. Marks ✓ ✓
- 2nd Lt. E. R. Gary ✓ ✓ CP
- 2nd Lt. H. W. Parker ✓ ✓ N
- Sgt. J. A. Baker ✓ ✓ B
- Sgt. E. H. Ball ✓ ✓ RO
- T/Sgt. J. Dolonich ✓ ✓ E
- Sgt. R. C. Frederick ✓ ✓ BT
- _____ ✓ ✓ WG
- _____ ✓ ✓ WG
- Sgt. J. Young ✓ ✓ TG

2. B-17's collision. Both fell
both broken up.

1 P-51 in target area some time
at B-17's collision. 1539 (1200E-5320)

2. TARGET ATTACHED: (PFV or Visual)

Primary: Time: 1514
Secondary: Heading: 145
Last Resort: Height: 21,500
T.O. (Circle One)
Turn off target: 060°

3. Number of BOMBS dropped on target: Jettisoned: Returned: abortive:

Observed RESULTS OF BOMBING: (For this plane or others) Brought back

Own Bombs: Brought 150 Back an. Nickels: Yes I.

Other bombing: In briefed area NO Number and type

4. Any PHOTOGRAPHS taken: Vertical? was camera turned on
Hand Movie

5. WEATHER: Clear over target 2-3
at 1P. Over constant CAVE
WHAT MESSAGES REC'D FROM BUCKEYE?

7. CONDENSATION TRAILS:

Nil

8. FLAK: encountered on way out, at target and on way home.

Time Place Height Type (light) Color Location Accuracy

SQUADRON ~~#####~~ 369 ○ A/C Number 832 Letter Date 10-4-45

Bomb Load 34 x 150, 2 x M7 H.E. Position in Formation

Time 'took Off' 0959 Time Landed

- | | | | | | |
|--|-------------------------------------|---|---|---|---|
| 1. HOT NEWS to be phoned in. Yes No | <input checked="" type="checkbox"/> | X | X | X | X |
| If DITCHING hold crew and fill out special form in detail. Sl. no. | X | X | X | X | X |
| | X | X | X | X | X |

40th B Low

Cabin: 1455 hrs. Wittenberg Turned to left out of form. Tail gun. com. shot. out. Thinks OK. CITE: Give rank and Initials

Friendly A/C in distress:

(Give position, time, altitude, full details)

If lost, state whether b, a.n., E/a action, accident or undetermined cause)

Woods: 1455 hrs. Sl. no. Wittenberg

Dropped bombs Turned left + out formation. Radio op. called Thur. + said looking for place to land.

- 1st Lt. D. E. Hansen ✓ P
- 2nd Lt. J. R. Mann ✓ CP
- 1st Lt. C. L. Seckinger ✓ N
- S/Sgt. J. Stokoe ✓ B
- S/Sgt. L. D. Connor ✓ RO
- S/Sgt. W. L. Lynch ✓ E
- S/Sgt. R. D. Weir ✓ BT
- 1st Lt. J. Higgenbotham ✓ Cam. WG
- 2nd Lt. J. Higgenbotham ✓ WG
- S/Sgt. B. E. Harkness ✓ TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1515
 Secondary: Heading: 145
 Last Resort: Height: 21500
 T.O. (Circle One) 336
 Turn off target:

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

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

Own Bombs:

Any Missiles: Yes (1)

Other bombing:

Number and type:

Any PHOTOGRAPHS taken: Vertical? has camera turned on Yes OK
Hand Movie didn't work.

WEATHER: CAVU. 1/10 target area low strato cum.

WHAT MESSAGES REC'D FROM BUCKEYE?

Target clear wide open

7. CONDENSATION TRAILS:

3. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy

1538 hrs 5318 1165 (altitude) Mid air collision group in from High of fighter. No chutes. (possible fighter)

SQUADRON ~~#####~~ 369 A/C Number 896 Letter 1 Date 10-4-45

Bomb Load 34 x 150, 2 x M17 H.E. Position in Formation

Time took off 0959 Time Landed

40th B Low

1. HOT NEWS to be phoned in. Yes No	X	X	X	X
If DITCHING hold crew and fill out special form in detail.	X	X	X	X
	X	X	X	X

See #11

#3 got direct hit in tail - tail gunner position & bottom half of rudder

at 1455 - Wittenberg. No ejection under control headed west.

Friendly A/C in distress:

(Give position, time, altitude, full details)

If lost, state whether by A.A., E/A action, accident or undetermined cause

2nd Lt. R. K. Schieb P

F/O J. D. Lyles CP

F/O A. F. Gallagher N

Pvt. T. T. Gorman B

S/Sgt. J. O. Thach RO

S/Sgt. R. A. Trostle E

Sgt. R. A. Wright BT

S/Sgt. C. L. Sammons TG

Primary: Time: 1514

Secondary: Heading: 130

Last Resort: Height: 22600

T.O. (Circle One)

Turn off target: 060

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

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

Own Bombs:

Ant. Nickels: Yes

Other bombing:

Number and type

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on

no

Hand Movie

6. WEATHER:

WHAT MESSAGES REC'D FROM BUCKEYE?

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Bomb Load 34/150 - 2/117 2 smoke H.E. Woodhedge Position in Formation 40th "B"
 Time Took Off 0959 Time Landed 1834 High

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out special form in detail.

	X	X	X	X
X	X	X	X	X
X	X	X	X	X

2017 clock midair 1 chute
1539 - go ahead

CITE: Give Rank and Initials

Friendly A/C in distress:
 (Give position, time, altitude, full details)
 If lost, state whether by A.A. E/A action, accident or undetermined cause)

- 1st Lt. Clays, R.H. ✓ CP
- 2nd Lt. Wilson, W.A. ✓ CP
- 1st Lt. Varnado, A. ✓ N
- 1st Lt. Frederick, J.A. ✓ B
- S/Sgt. McDonald, L.J. ✓ RO
- T/Sgt. Smith, D.G. ✓ E
- 2nd Lt. Thompson, L.F. ✓ R.Nav
- 2nd Lt. Watkins, G.T. ✓ TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1513 1/2
 Secondary: Heading: 129
 Last Resort: Height: 24,000
 T.O. (Circle One) 357
 Turn off target:

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

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

Own Bombs: _____ An. Nickels: Yes 1

Other bombing: _____ Number and type _____

4. Any PHOTOGRAPHS taken: Vertical? has camera turned on _____
 Hand _____ Movie _____

5. WEATHER: _____
 WHAT MESSAGES REC'D FROM BUCKEYE? _____

7. CONDENSATION TRAILS: _____
all four reported close target

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity moderate or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy

(Location and length of fight)

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

Picked up - 1405 - 5202 - 0748

Good - no more markings, # on tail

C L A I M S

DESTROYED _____

PROBABLE _____

DAMAGED _____

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

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List any observations of military importance such as balloons, decoys, dynamics, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

1524 - Newsgin well hit
1550 - Bombing at Wittenberg

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (Briefly)

Instrument & hydraulic lines hit.

14. TECHNICAL FAILURES:

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

Landed at Woodbridge at 1839 because of hydraulic lines out. Could not risk a landing on shorter runways. Repaired lines & took off 2036
Landed base 2103

S-2-OFFICER

More

TIME COMPLETED

SQUADRON ~~307~~ 368 ~~307~~ a/c Number 916 Letter Date 10/4/45

Bomb Load 34/150 - 2/M17 H.E. Position in Formation 40th "B" High

Time Took Off 0959 Time Landed 1912

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

		X			
X		X	(X)	X	
X	X		X	X	X
X		X	X		X
X	X				X

Behin - 1455 h. tail assembly destroyed.

Crew: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether by A.A., E/A action, accident or undetermined cause)

- F/O. Briand, D.E. ✓ P
- 2nd Lt. Bigham, J.C. ✓ CP
- 2nd Lt. Kuesel, D.C. ✓ N
- S/Sgt. Smatlach, W. ✓ B
- Sgt. Opper, L.F. ✓ RO
- Sgt. Kelling, H. ✓ E
- Sgt. Dinger, D.O. ✓ BT
- Sgt. Thompson, L.E. ✓ TG

2-B-17's down 1537 h. at no chutes.

2. TARGET ATTACHED: (FFF or Visual)

Primary: Time: 1514
Secondary: Heading: 125
Last Resort: Height: 24700

T.O. (Circle One)
Turn off target:

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

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

Own Bombs: *Right side of field. Good* An. Nickels: Yes

Other bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
Hand _____ Movie No

6. WEATHER: *Clear at target* WHAT MESSAGES REC'D FROM BUCKEYE? _____
3/10 - 8,000 ft

7. CONDENSATION TRAILS: *to 7/10 - bef. target.*

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light, heavy)	Color	Location	Accuracy
------	-------	--------	---------------------	-------	----------	----------

SQUADRON #368 #368 #368 A/C Number 802 Letter _____ Date 10/4/45

Bomb Load 34/150 - 2/M17 H.E.

Position in Formation _____ 40th "B" High

Time Took Off 0959 Time Landed 1900

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

		X			
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

1445 hrs - 5258 N 1118 E - to fighters probably in collision 10 miles south of this position

Crew: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether D, A.A., E/A action, accident or undetermined cause)

1st Lt. Evaris, L.A. ✓ P

2nd Lt. Mura, A.V. ✓ CP

F/O. Lemon, C.R. ✓ N

1st Lt. Wilson, R.G. ✓ B

S/Sgt. Williams, W.M. ✓ RO

T/Sgt. Eohn, M.F. ✓ E

Sgt. Conroy, A.J. ✓ BT

WG

WG

Sgt. Williams, H.H. ✓ TG

1456 - Babin had long stab shot off - still under control

297 (Woods) - called in said he bombed behind

TARGET ATTACHED: (FFF or Visual)

group on 2 engines was jettisoned equipment and was going to turn off target in France

Primary: Time: 1513 hr

Secondary: Heading: 130

Last Resort: Height: 24200

Turn off target: 320
(Circle One)

Number of BOMBS dropped on target: Jettisoned: Returned: abortive:

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

Own Bombs: ✓

Any Nickels: Yes No

Other bombing:

Number and type _____

Any PHOTOGRAPHS taken: Vertical? has camera turned on _____
Hand _____ Movie _____

WEATHER:

WHAT MESSAGES REC'D FROM BUCKEYE? _____

10/10 fog at take off - breaking up over continent and becoming completely vis

CONDENSATION TRAILS: no contrails

FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light)	Color	Location	Accuracy
------	-------	--------	--------------	-------	----------	----------

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

1403 hrs. - 5202-0731 - P 515 -
black tails - looked like black
spinner
excellent support

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____

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

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (list an observations of military importance such as balloons, decoys, dynamics, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

5233N 1018E 1433 hrs - oil fire
5312N 1230E 1534 hrs A/D P 515 straffing 45 A/c on fire
5443N 1012E - 1609 - train on fire - oil smoke

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (briefly)

#3 engine hit by flak -

14. TECHNICAL FAILURES:

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

Murtra

SQUADRON ~~###368###~~ A/C Number 914 Letter Date 10/4/45

Bomb Load 34/150 - 2/M17 H.E. Position on Formation 40th "B"
High

Time Took Off 0959 Time Landed 1916

- 1. HOT NEWS to be phoned in. Yes No
- If DITCHING hold crew and fill out special form in detail.

		X		
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

CMDR.: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether of A.A., E/A action, accident or undetermined cause)

- 2nd Lt. Forsyth, W.J. ✓ P
- 2nd Lt. Curtis, R.H. ✓ CP
- F/O. Zalusky, I. ✓ N
- Sgt. Dickson, R.F. ✓ B
- Sgt. Leon, S. ✓ RO
- Sgt. Tonsing, A.R. ✓ E
- Sgt. Camilla, F.C. ✓ BT
- Sgt. Prigg, R.A. ✓ TG

- 2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1513 1/2
Secondary: Heading: 130
Last Resort: Height: 23800

T.O. (Circle One)
Turn off target: 325

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

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

Own Bombs: An. Nichols: Yes No
Number and type

Other bombing:

- 5. Any PHOTOGRAPHS taken: Vertical? was camera turned on
Hand - Movie

- 6. WEATHER: WHAT MESSAGES REC'D FROM BUCKEYE?

- 7. CONDENSATION TRAILS:

- 8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light, color)	Color	Location	Accuracy
------	-------	--------	---------------------	-------	----------	----------

SQUADRON 367 ~~367~~ 28 A/C Number 611 Letter G Date 10 April, 1945 31

Bomb Load 34 x 150 & 2 x M17 H.E.

Time Took Off 09:59 Time Landed 1915

Position - Formation

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

			X		
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

*40th B
Flegu*

Crew: Give Rank and Initials

- 2nd Lt. H. A. Verdink ✓ P
- 2nd Lt. P. H. Arnot ✓ CP
- F/O. G. Gutman ✓ N
- 2nd Lt. F. H. Lynch ✓ B
- Sgt. C. F. Larsen ✓ RO
- Sgt. M. B. Mook ✓ E
- Sgt. L. Everson ✓ BT
- _____ WG
- _____ WG
- Sgt. P. E. Steele ✓ TG

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether D. A.A., E/A action,
accident or undetermined cause) 1521 hrs.
10 miles away, heading 310, B-17
observed explode.

2. TARGET ATTACHED: (PF or Visual)

Primary: Time: 1513
Secondary: Heading: 135°
Last Resort: Height: 24,000

T.O.
(Circle One)
Turn off target: 330°

3. Number of BOMBS dropped ALL on target: Jettisoned: Returned: Abertive:

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

Own Bombs: Bombs across runway and barracks, excellent.

Any Nickels: Yes (No)

Other bombing: Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on None
Hand _____ Movie _____

6. WEATHER: As briefed.

WHAT MESSAGES REC'D WRC BUCKEYE?

CONDENSATION TRAILS: None

3. FLAK: Encountered on way out, at target and on way home.

Time Place Height Type (Light) Color

SQUADRON 367 ~~367009~~ (NICKELS) A/C Number 515 Letter Date 10 April, 1945.

Bomb Load 5-T355 & 5-T356 U.E. Position in Formation

Time Took Off 09:59 Time Landed

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

	X		X	X	X	X
X	X		X		X	X
X		X	X		X	X
X	X				X	X

40th B High

B-17 (Cabin) under control turning under high ele. high Squadron Lower part of engine shot off.

CRM: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether D. A.A., E/A action, accident or undetermined cause)

2 B-17 in form. to rt. collided. Straight down.

- 1st Lt. F. K. Shepard ✓ P
- 2nd Lt. G. L. Smith ✓ CP
- F/O. W. T. Burke ✓ N
- Sgt. B. D. Wilkins ✓ B
- S/Sgt. V. D. McCarthy ✓ RO
- T/Sgt. N. Berman ✓ E
- S/Sgt. R. F. Stetler ✓ BT
- WG
- WG
- S/Sgt. I. W. Scott ✓ TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1514
 Secondary: Heading: 235
 Last Resort: Height: 24000
 T.O. (Circle One) 335
 Turn off target:

3. Number of BOMBS (dropped on target) Jettisoned: Returned: abortive:

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

Own Bombs: Target well hit
An. Nickels: Yes

Other Bombing: Number and type

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on Yes
Hand Movie

6. WEATHER: CAUV. Slight haze.

WHAT MESSAGES REC'D FROM BUCKEYE?

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

SQUADRON 367 ~~XXXXXX~~ A/C Number 908 Letter Date 10 April, 1945. 33

Bomb Load 34 x 150 & 2 x M17, H.E. Position in Formation

Time Took Off 09:59 Time Landed 1915

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

X	X	X	X
X	X	X	(X) X
X	X	X	X X

10th B High

1458 - (5700-1138'E.) B-17 Basin hit
Tart blown to shreds. Radio damaged. Pulled out of formation headed S. under control last seen.

NOTE: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether by A.A., E/A action, accident or undetermined cause)

- 2nd Lt. W. H. Bergener ✓ P
- F/O. G. E. Murr ✓ CP
- 2nd Lt. R. E. Connelly ✓ N
- Sgt. J. K. Hammer ✓ B
- Sgt. J. C. Edwards ✓ RG
- Sgt. P. J. Boylan ✓ E
- Sgt. H. E. Hey ✓ BT
- WG
- WG
- Sgt. J. P. Crane ✓ TG

(5313 1/2 - 1513E) 2 chutes, 1 ship
broke in half back of wing.
Lead of high - (Class) landed WOODBRIDGE

2. TARGET ATTACHED: (PFF or Visual)

Primary: ✓ TLe: 1573 1/2
Secondary: Heading: 125
Last Resort: Height: 24,500

T.O. (Circle One)
Turn off target: ~~305~~ 090°

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

Observed RESULTS OF BOMBING (For this plane or others)

Own Bombs: In target area - small An. Hickers: Yes N
Number and type

Other bombing: Group hit in target area
Covered field

4. Any PHOTOGRAPHS taken: Vertical? has camera turned on no
Hand Movie

5. WEATHER: Clear target 3/10 at 1 P.
low patch

WHAT MESSAGES REC'D FROM BUCKEYE? yes before
1 P.

7. CONDENSATION TRAILS: meager non-persistent

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or	Color of bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

Excellent
Close
0800E

P-51
Black Black
stripes on hor. strip.
A on fin.

C L A I M S

DESTROYED

PROBABLE

DAMAGED

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

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List an observations of military importance such as balloons; decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

NEU RUPPIN well defended.
No PW, Camps here.

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (Briefly)

Door in 1 stab damaged. Door flush
hinges.

14. TECHNICAL FAILURES:

33 MAN. PRESSURE IN #2 engine.

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

Over & back in formation.

S-2 OFFICER

Robert H. Hopkins

TIME COMPLETED

20 13

SQUADRON ~~368~~ ~~B~~ A/C Number 711 Letter Date 10/4/45

Bomb Load 34/150 - 2/117 H.E. Position Formation 40th "B" High

Time Took Off 0959 Time Landed

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out special form in detail.

		X		
(X)		X	X	X
X	X		X	X
	X	X	X	X
X	X			X

5210 1200 2 B-17's ~~seen~~ seen going down
1538 hrs. Breaking into pieces. No chutes. CDL: Give Rank and Initials

Friendly A/C in distress:
(Give position, time, altitude, full details)
If lost, state whether U, N.A., E/W action, accident or undetermined cause)

- 2nd Lt. Witcomb, C.W. ✓ P
- 2nd Lt. Forsyth, B.J. ✓ CP
- 1st Lt. Gillaspie, W.L. ✓ N
- S/Sgt. Dusenberry, F.C. ✓ B
- S/Sgt. Ringwald, G.M. ✓ RO
- S/Sgt. Nelson, E.E. ✓ E
- Sgt. Wilmore, H.B. ✓ BT
- Sgt. McQuain, R.I. (Jammer) ✓ WG
- Sgt. Trackwell, H.E. ✓ TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Title: 1583
 Secondary: Heading: 120
 Last Resort: Height: 24000
 T.O. (Circle One) 015° - 310°
 Turn off target:

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

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

Own Bombs: An. Nickels: Yes
 Other Bombing: Number and type

5. Any PHOTOGRAPHS taken: Vertical? has camera turned on
Hand Movie

6. WEATHER: CAVU low cumulus to NE Berlin 7/10
 WHAT MESSAGES REC'D FROM BUCKEYE?

7. CONDENSATION TRAILS:

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or	Color of bursts	Location of Bursts in relation to A/C	Accuracy

(Location and length of fight)

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

A silver spinner P-51

All right. Not so good offer target. P-42 Chan. mornings.

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List all observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

12. INJURIES TO CREW: (Give name, position in a/c, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (Briefly) 2 holes.

14. TECHNICAL FAILURES: #2 lost oil. Couldn't feather. Before

15. CREW COMMENTS: (Any unusual incidents? any suggestions?) went in anyway 1445 hrs.

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or a/c come back with Group or alone?)

leave form. 1623 Steinhuder lake in Division line to coast. Promer + then base.

S-2 OFFICER Esper TIME COMPLETED _____

SQUADRON ~~368~~ 368 ~~3001~~ A/C Number 814 Letter C Date 10/4/45 35

Bomb Load 34/150 / 2/M17 H.E. Position in Formation 40th "B"
High

Time took Off 0959 Time Landed 19¹⁵

1. HOT NEWS to be phoned in. Yes No
If DITCHING hold crew and fill out
special form in detail.

	X		X	X		X
X	(X)		X		X	X
X		X	X		X	
X	X				X	X

*1456 hrs at 5305N 1147E. B-17 with
tail shot away peeled off and up
and headed towards lines*

CRM: Give Rank and Initials

Friendly A/C in Distress:
(Give position, time, altitude, full details)
If lost, state whether by A.A., E/A action,
accident or undetermined cause)

<u>2nd Lt. McGinnis, D.L.</u>	<input checked="" type="checkbox"/>	P
<u>2nd Lt. Correll, W.E.</u>	<input checked="" type="checkbox"/>	CP
<u>2nd Lt. Blouch, W.E.</u>	<input checked="" type="checkbox"/>	N
<u>T/Sgt. Itle, L.</u>	<input checked="" type="checkbox"/>	B
<u>Sgt. Konarski, O.J.</u>	<input checked="" type="checkbox"/>	RO
<u>Sgt. Rogers, W.O.</u>	<input checked="" type="checkbox"/>	E
<u>Sgt. Hoots, H.G.</u>	<input checked="" type="checkbox"/>	BT
_____		WG
_____		WG
<u>Sgt. Ford,</u>	<input checked="" type="checkbox"/>	TG

2. TARGET ATTACHED: (PF or Visual)

Primary: _____ Title: 1513
Secondary: _____ Heading: 130
Last Resort: _____ Height: 23500

T.O.
(Circle One)
Turn off target: 320

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

Observed RESULTS OF BOMBING: (For this lane or others)

Own Bombs: _____

Am. Nickels: _____ Yes _____ No

Other Bombing: _____

Number and type _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
Hand _____ Movie _____

6. WEATHER: _____ WHAT MESSAGES REC'D FROM BUCKEYE? _____

7. CONDENSATION TRAILS: _____

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type (light, sound)	Color	Location	Accuracy
------	-------	--------	---------------------	-------	----------	----------

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

1353-5146 N0650 P-51

<u>C L A I M S</u>	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____

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

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (list an 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.)

none

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

13. DAMAGE TO A/C: (Briefly)

14. TECHNICAL FAILURES:

#2 prop ran away on bomb run
15. CREW COMMENTS: (Any unusual incidents? Any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

S-2-OFFICER

Smith

TIME COMPLETED _____

105310-1232 at 1521 - Saw B-17 another plane - went
 down in spin - on fire - 2 explosions reported - no chute. 36
 SQUADRON ~~368~~ 368 ~~368~~ A/C Number 474 Letter _____ Date 10/5/44

Bomb Load 34/150 - 2/ML7 H.E. _____ Position on Formation 40th "B"
 High

Time Took Off 0959 Time Landed _____

1. HOT NEWS to be phoned in. Yes No
 If DITCHING hold crew and fill out
 special form in detail.

	X	X	X	X
(X)	X	X	X	X
	X	X	X	X
	X	X	X	X

Saw B-17 hit in tail section - on left side only. Banked away to left, looked in control. Heard one radio.

CREW: Give Rank and Initials

Friendly A/C in distress:

(Give position, time, altitude, full details)

If lost, state whether by A.A., E/A action, accident or undetermined cause

2nd Lt. Conn. H.B. ✓
 2nd Lt. Campbell, H.M. ✓
 2nd Lt. Briggs, S.O. ✓
 T/Sgt. Davison, L.B. ✓
 Cpl. Reilly, J.J. ✓
 Sgt. Gibson, K.J. ✓
 Sgt. Brown, L.E. ✓
 WOLSON ✓
 Sgt. _____, G.G. ✓

Saw 2 B-17's collide with blue origin stripe. Broke up in two. One may have been one chute. One on fire after down away. 1539-5315-1200E (error)

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1514
 Secondary: Heading: 121
 Last Resort: Height: 23740

T.O. (Circle One)
 Turn off target: 34

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

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

Own Bombs: _____ An. Nichols: Yes _____

Other bombing: _____

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on _____
 Hand _____ Movie _____

6. WEATHER: _____ WHAT MESSAGES REC'D FROM BUCKEYE? _____

7. CONDENSATION TRAILS: _____

3. FLAK: Encountered on way out, at target and on way home.