

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

11th June, 1943

SUBJECT: Intelligence Report.

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

I. Hot News.

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

II. Narrative.

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

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

III. Bombing Results.

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

IV. Enemy Aircraft.

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

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

We claim 5 destroyed 1 probable.

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

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ALB JHC
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V. Flak.

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

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

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

VI. Comments.

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

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

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By RLB/JAC NABA Date 1/8/91

TRACK CHART

TARGET

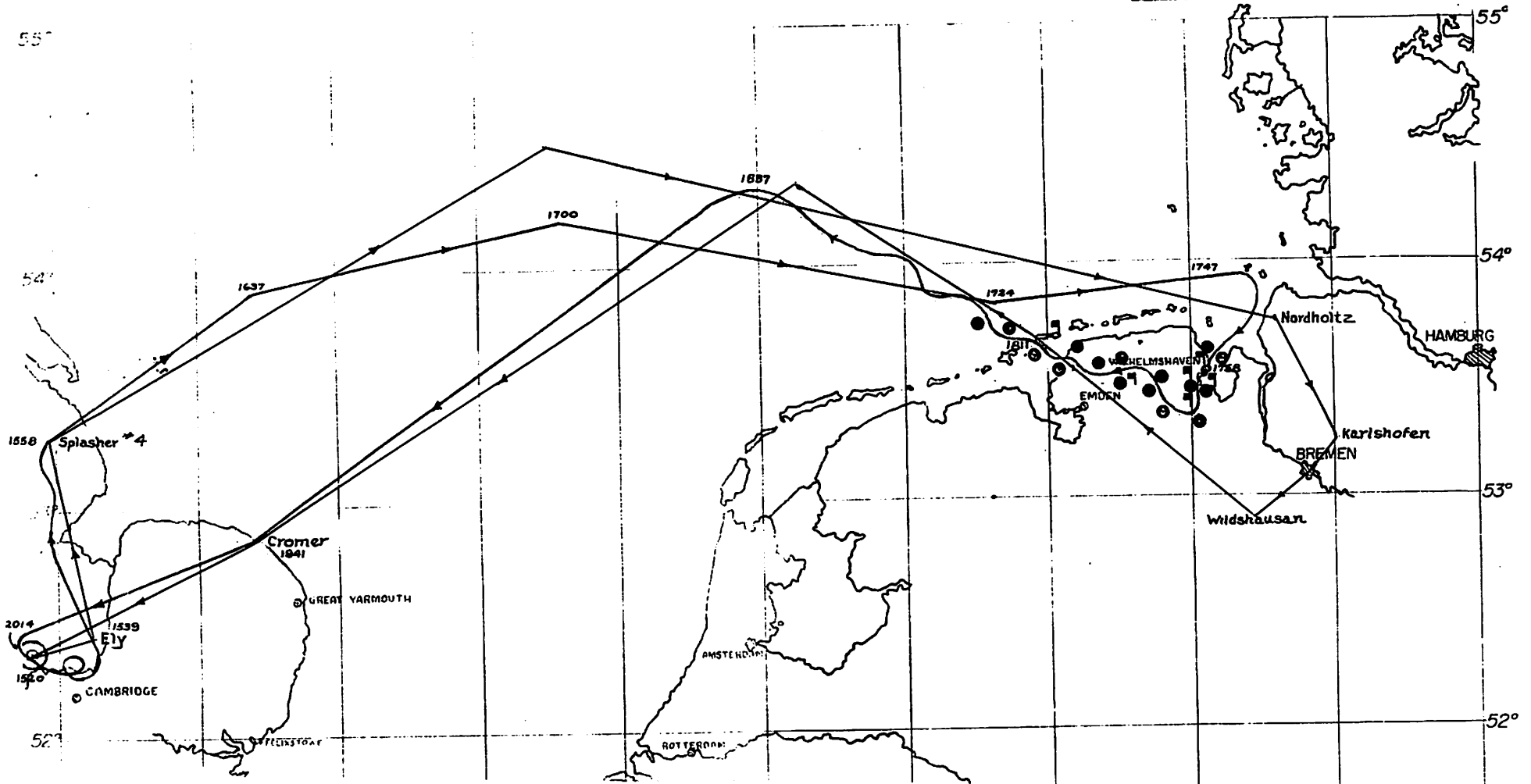
Date 11 June, 1943

Planned
Actual

Route followed by 306th Bombardment Group (H)

Primary Bremen
 Secondary Wilhelmshaven
 Last Resort _____

_____	"	"	"
_____	"	"	"
_____	"	"	"
_____	"	"	"



Target # 2 Slip, Wilhelmshaven

1. Route followed.

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

2. Visibility at Target (Any condensation trails?)

~~Good - slight haze, no condensation trails~~

3. No. of A/C over Target.

25

4. Formation over target, with height of each A/C. Those A/C damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:-

		999 26000							
	794 26700		040 26000	826 26000				163 26300	
	274 26000			426 26200				793 26000	809 26000
		959 26000		978 26500	477 25900			937 26500	
		766 26000						084 26000	741 26000

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

240 degrees Mag.

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

10 seconds

7. Turn after bombing.

~~Gradual right turn after passing over target~~

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

9. What evasive action was taken?

~~No change in altitude but sharp 20 degree turns~~

10. A short description of Flak en route (if any) and at the Target, including if possible a suggestion as to type of fire control employed - i.e. Continuous following predicted concentrations, predicted barrages, or fixed barrages.

1751 Meager A.A. fire at coast near Norderney Island
1759 moderate, inaccurate, low and to right of this group, black.
Fire control continuous following and possibly predicted concentrations.
Three flak ships in harbour N.E. of Wilhelmshaven.
Meager A.A. from Baltrum Island on way out.

11. Any other Comments, Phenomena, etc.

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By RJB/BAC NARA Date 1/18/94

COMPOSITE

$$\begin{array}{r} 172 \\ \hline 27000 \end{array}$$
$$\begin{array}{r} 167 \\ \hline 26600 \end{array} \quad \begin{array}{r} 841 \\ \hline 27000 \end{array}$$
$$\begin{array}{r} 777 \\ \hline 27000 \end{array}$$
$$\begin{array}{r} 218 \\ \hline 27200 \end{array} \quad \begin{array}{r} 180 \\ \hline 26000 \end{array}$$

No flak damage

OBSERVATIONS:

1. One crew reports rocket like object going up with repeated explosions and white smoke.
2. One crew reports large cone shaped white smoke starting at top and going down. Was about 1000 ft. long. Saw bomb bursts nearby. There were fighters above us at this time.
3. One crew reports a streak of white smoke about 500 yards long with explosion at the top.
4. One crew reports three bursts which in turn broke into a mass of small puffs similar to star shell fireworks.
5. Several crews report air to air bombing - dropped from above.

EDWARD T. MURTHA
2nd. Lt. A.C.

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By RLB/BAC NARA Date 1/8/91

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Operations Officer

A P O 634,
12 June 43.

SUBJECT: Mission of June 11, 1943.

TO : Commanding General, First Bombardment Wing, APO 634.
(THRU Channels).

1. On the surface, the planning of this mission was not too good, for the route laid out brought the force too close to the East Frisian Islands so that it was unnecessarily exposed in the enemy RDF screen. The enemy RDF picked up the formation at an altitude of 8,000 feet, a considerable distance out in the North Sea and, due to the route flown, was able to guess the target a long time in advance of our arrival. Then, being able to prepare his defences, he was able to take the toll of our force which he did.

2. The route was not flown as ordered, which made the whole thing that much worse. The lead Combat Wing flew far south of course until the East Frisian Islands were sighted, and then flew parallel to the islands almost to Heligoland. This was another useless exposure of the formation to enemy defenses.

3. The mission should never have been flown, under the weather conditions prevailing. Weather was not too good for take-off or assembly, and the cloud cover in the target area was considerable. The forecast of cloud was five to seven tenths, and those were approximately the conditions met.

4. The rendezvous of the 102nd Combat Wing was accomplished practically as planned, but allowed the Groups time to become somewhat confused in the rendezvous. This rendezvous should be planned with two points on a line, with times for each group to pass the points, so that a definite direction or compass heading is given, in order that circling is eliminated, thereby facilitating the rendezvous.

This Group, leading the 102nd Combat Wing, made a continuous series of "S's" after leaving the target, until they were about 30 miles at sea. This was done to pick up stragglers, who insisted on staying at bombing altitude instead of coming down to the altitude of our Combat Wing where they could have had the protection of almost sixty airplanes. Pilots should be briefed to seek the shelter of succeeding Combat Wings when they are knocked out of their own formations.

The 92nd Bombardment Group (H) again proved itself a disgrace to the Air Force and a menace to the rest of the Wing by their display of so-called formation flying. At no time during the entire flight did they

resemble anything more than a casual gathering of aircraft, and at times they were scattered so as to be a menace to the squadron from our Group which flew with them. The 92nd Group is definitely not capable of flying the formation necessary to good defensive firepower, and should therefore not be required to participate in combat missions until such a time as they can demonstrate such a capability. It is recommended that some of the pilots who have finished their operational tour of duty and who are good formation pilots, be detailed for a month with the 92nd Group on a definite program designed to improve their formation flying. The lack of skill on the part of these pilots does not appear to be due to a lack of practice, since their reports show that they practice as much as the other Groups in the Wing, but seems to be due to the fact that they do not know the exact positions in which they should fly. The only way to impart this knowledge is to send them some experienced and highly-skilled pilots to fly with them and put the airplanes into the positions in which they should be flown. With a few weeks of this training, the 92nd Group can be made to fly the formation necessary to good defensive firepower. This is not the first time this matter has been mentioned in this report.

For the Commanding Officer:

ROBERT C. WILLIAMS,
Major, AC,
Operations Officer.

SECRET

*Raid file '43
11 June '43*

HEADQUARTERS
VIII BOMBER COMMAND
A.P.O. 634

Bomber Command Narrative of Operations
Day Operation - 11 June, 1943
Mission No. 62

TARGETS: Port Facilities at Wilhelmshaven
Targets of Opportunity in Western Germany.

166 B-17s of 1st Wing and 86 B-17s of 4th Wing were dispatched to attack targets in Western Germany. Fighter support was not furnished to the bombers. The primary target was cloud covered so the main attack was directed by 168 B-17s against Wilhelmshaven, the secondary. Bombing results are good. 30 B-17s attacked Cuxhaven with fair results, while 20 more dropped bombs on other targets of opportunity. Eight B-17s were lost and claims against e/a are 85 - 20 - 24.

*Group	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	Attacking	Abortive	*Lost			(Killed)	Wounded	Missing
			A.	B.					
1st Wing									
91	21	18	3	0	0	10-0-0	0	0	0
92	14	12	1	1	0	6-1-0	0	0	0
303	25	19	5	1	1	9-5-2	0	3	10
305	24	19	3	2	0	13-2-3	0	0	0
306	27	24	3	0	0	7-1-0	0	0	0
351	24	18	4	2	0	18-3-1	2	4	0
379	31	29	2	0	6	13-8-5	1	13	60
	<u>166</u>	<u>139**</u>	<u>21</u>	<u>6</u>	<u>7</u>	<u>76-20-11</u>	<u>3</u>	<u>20</u>	<u>70</u>
4th Wing									
94	29	25	4	0	0	1-0-1	0	0	0
95	29	27	2	0	1	5-0-8	0	0	10
96	28	27	1	0	0	3-0-4	0	0	0
	<u>86</u>	<u>79**</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>9-0-13</u>	<u>0</u>	<u>0</u>	<u>10</u>
Total	252	218**	28	6	8	85-20-24	3	20	80

*Abortive A. - Mechanical or personnel failure
 B. - Weather, recall, enemy action
 ** - 168 A/C attacked Wilhelmshaven
 30 A/C " Cuxhaven
 20 A/C " Targets of Opportunity

BOMBING RESULTS: 168 B-17s dropped 560 x 500 G.P. fused 1/10 sec. nose, 1/100 sec. tail and 327 x 1000 G.P. fused 1/10 sec. nose, 1/40 sec. tail on port facilities at Wilhelmshaven from 24,000 - 27,500 ft. with good results. A heavy concentration of bombs fell on the barracks and new buildings E. and NE. of the Bauhafen. The buildings of the former minesweeping Depot near the Entrance No. 1 were severely damaged and a jetty with rail access received a direct hit. There were a few hits on the main workshop buildings S of the Bauhafen, and another group of bombs fell on or around the

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 By RLB/BAC NARA Date 1/8/91

C O N F I D E N T I A L

the Wiesbaden Brücke, hitting and setting fire the USARAD class liner alongside. Other hits were seen among other buildings and stores, at channel between Schöor and Tirpitz basins and on oil storage area to the south. 2 of the 5 bursts in the oil storage area caused prodigious explosions with 2 columns of smoke, measured from Strike Photos, at least 2000 and 1500 ft. high. It would appear that the tanks contained fuel when hit.

30 B-17s of the 4th Wing attacked the port area at Cuxhaven, dropping 150 x 1000 G.P. fused 1/10 sec. nose, 1/40 sec. tail with fair results. A small industrial plant N. of the Bremerhaven Road has been gutted and minor damage caused to the railroad marshalling yards and small adjacent buildings. Bursts were observed near the East Quay of the Amerika Hafen, of which one is near the stern of the depot ship Heligoland D.9. A number of business or residential buildings NW. of the Alter Haven and in the Ritzbuttel district were destroyed or damaged.

20 B-17s dropped 11 x 1000 G.P. and 170 x 500 G.P. on targets of opportunity in the vicinity of Jever, Wangerooge, Aurich, Hago Airfield and Marx Airfield. Results were generally poor.

REASONS FOR FAILURE TO BOMB: 1st Wing - 21 a/c failed to bomb because of mechanical and equipment failures. 1 a/c was lost before reaching target. 4 a/c were sent up for spares and returned as instructed. 1 a/c turned back because formation was filled.
4th Wing - 7 a/c failed to bomb because of mechanical and equipment failures.

ENCOUNTERS: 1st Wing - More than 100 e/a mostly FW 190s and ME 109s with a few ME 110s, ME 210s and JU 88s were encountered, with attacks beginning south of Heligoland, continuing over the target and on the way out to north of the Frisian Islands. Attacks were from all directions but in most cases were not pressed too closely. One FW 190 was reported to have collided with a B-17. Attacks on the group losing 6 a/c were mostly from the nose. Air-to-air bombing was again reported. Observed colorings of o/a were as follows: some FW 190s had checkerboard design on the tail; black ME 109s; ME 210s with gray bellies and fuselage and blue or green wing tips; at least one ME 210 was painted white; silver FW 190s; green ME 109s; and some ME 109s had maroon and dark brown crosses on the wings.

4th Wing - Slight o/a opposition was reported. Approximately 25 o/a attacked after the formation had passed over Wilhelmshaven. Attacks continued to about 20 miles north of Baltrum Island. Most of the o/a were FW 190s with a few ME 109s and ME 210s. The majority of attacks were from 11 to 1 o'clock, out of the sun, and the attacks were persistent although the pilots were reported as apparently inexperienced.

FLAK: 1st Wing - Slight, inaccurate flak was reported from Alto Mellum and Edwardon. Moderate flak at Wilhelmshaven was inaccurate. There was a concentration of bursts near Nonnburg and Juist Island. Inaccurate flak was reported at Marx, Ardhof and Wangerooge. Just past Wilhelmshaven a heavy red flare went through the formation.

4th Wing - An intense predicted flak barrage was reported on the route in at Heligoland. Moderate accurate flak was encountered at Wilhelmshaven and Cuxhaven. A fixed barrage was reported over Bremen but none of the groups were affected. On the return route slight inaccurate flak was observed at Baltrum and Heligoland. Considerable flak was also reported from

C O N F I D E N T I A L

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By RLB/JAC
Date 1/8/91
MABA

ships at Cuxhaven.

CASUALTIES: Personnel - 1st Wing: 3 crew members were killed 20 were wounded and 70 missing.

4th Wing: 10 crew members are missing.

Equipment - 1st Wing: 7 B-17s were lost - 6 to e/a and 1 from causes unknown.

4th Wing: 1 B-17 was lost to e/a.

Estimated Battle Damage - 1st Wing: 43 category "A", 9 category "AC"

4th Wing: 8 category "A", 2 category "AC"

ROUTE: 1st Wing - Louth to 54°22'N, 03°32'E; to 20 miles N. of Nordorney Island; to 15 miles N. of Alto Mollum; to target; to Moordorf; to W. tip of Juist Island; to 54°20'N, 04°50'E; to Cromer; to bases.
4th Wing - Louth to 54°25'N, 03°30'E; to 53°40'N, 08°50'E; to 53° 35'N, 08°50'E; to Wilhelmshaven; to 54°20'N, 06°45'E; to 54°03'N, 03°53'E; to Cromer.

WEATHER: Bases at take-off: 9/10 altocumulus and altostratus at about 12,000 ft. with visibilities of 2-6 mi. Route Out: Over England there was 2-4/10 cumulus cloud at about 3000 ft. with tops extending to 6-7000 ft. In addition, there was 8-10/10 altostratus and altocumulus, which was 1-2000 ft. thick, at about 12000 ft. This cloud broke to nil about 100 mi. off the English Coast and for the remainder of the route over the North Sea there was no low or medium cloud but there was 2-4/10 high cloud at 27-30000 ft. Visibility over the North Sea was 3-5 mi. improving to over 20 miles upon approaching the German Coast. Target: Conditions over the target were essentially as forecast. There was 5-7/10 cumulus and cumulonimbus reported by both Wings. 1st Wing reported that these broken clouds seemed to obscure the primary target so the secondary was attacked through broken clouds. 4th Wing reported similar conditions over the primary target. 20 to 30 minutes later, cloud, which had drifted across, obscured the secondary. While it was possible to identify Wilhelmshaven, the target could not be pinpointed. Visibilities at the secondary were 20-30 mi. Route Back: Similar to the conditions on route out except that the medium cloud became 8-10/10 at about 5° East and the base lowered to 8000 ft. From the English coast to bases, there was 3-5/10 low cloud below. Visibilities were 20 miles near the German Coast but decreased to 3-5 mi. near the English Coast in haze. Bases on Return: 10/10 medium cloud and 3-7/10 low cloud at 2000-3000 ft. Visibilities of 2 mi.

OBSERVATIONS: Two A/Ds were observed on Island of Heligoland. A new A/D was seen at Newark and another on Scharhorn Island but no activity observed. The smoke screen at Wilhelmshaven was reported by crews as ineffective and coming from a double row of pots and from barges in the harbor. A later photo interpretation report comments on the elaborate lay-out of the screen, stating that there are 3 lines of generators N. of the area to be covered, with the outermost line 5000 yards N. of the Bauhafon. There was one report of six "T" shaped objects seen to float past the formation - each one of the "T"s being about 5ft. long. This occurred at 53°34'N-07°10'E. with no e/a being seen at the time. Several groups reported that after passing the target, a B-17 came from the German mainland, joined the formation and later returned toward the mainland. Another B-17 was seen flying about 2000 ft. above the formation until within sight of the English Coast, at which point it turned back over the North Sea.

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By RLB/BAC MABA Date 1/8/91

COPY
from
THE NATIONAL ARCHIVES
Record Group 376th BG
ADD. INFO. F.O. 148
GR 3586 11-6-43

R.G. 18

-43

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 487 Letter Q Date 11/6/43

Bomb Load 10/500 H.E. Incendi.

Position in Formation

Time Took Off 1459 Time Landed 2035

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

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials X

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

LT. L.G. COOK Pilot

" CK LOGUE CO-P

" A.E. SIMMEN Nav.

" E.J. SEIFRIED Bomb.

S/S E.A. PEISTER Radio

T/S J.K. HERMAN Top T.

S/S W.J. TREMPER Ball T.

S/S R.J. KENNEY R. Waist

S/S M.H. GOSS L. Waist

S/S A.N. JENNINGS Tail G.

2. TARGET ATTACKED:

Primary Time: 1758

Alternate Height: 26000

Last Resort Heading: 240°

Duration Bomb Run: 40 sec

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

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

Own Bombs:

Other Bombing:

Part on shore part in water smoke screen good

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

OK

8. WEATHER: (If it affected mission)

Weather 10/10 primary.

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

Time	Place	Height of a/c	Type (light, heavy) intense, moderate or slight	Color of Bursts	Location Bursts in relation to a/c	Accuracy
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<u>1. P. & Target</u>	<u>26000</u>	<u>mod.</u>	<u>inaccurate - scattered</u>	<u>black - one, two white</u>		
<u>Islands</u>	<u>same</u>					

Crew observations about Flak:

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BY RIB/BAC MARA Date 1/8/9

10. ENEMY FIGHTER OPPOSITION:

20-30 FW 190's ME109

(Estimated total number of E/A seen)

(Types)

no direct attacks

(Location and length of fight)

Did not seem anxious to mix it. Some followed us but did not attack. Saw one attack but the fighter broke off at 500 yards

(Tactics of E/A)

Fighters followed us further over the water than ever before.

ME109's were green

Silver FW 190's

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

20-25 degree turns -

(Our defensive action)

CLAIMS	
DESTROYED	<u>Nil</u>
PROBABLY	<u>Nil</u>
DAMAGED	<u>Nil</u>

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

11. FIGHTER SUPPORT

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

Smoke screen - better than usual - but could still see target.
" " at Evenden.

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

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

15.

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES: #2 Supercharger out.

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

S-2 OFFICER

S.J. Owen

FILE COMPLETE

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
By RLB/JAC MABA Date 1/8/94

3

INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 993 Letter _____ Date 11 June.

Bomb Load 10x500 H.E. Incendi

Position in Formation

Time Took Off 1450 Time Landed _____

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

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

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

1 B 17-1816 hrs. spun & crashed into sea 15 mi n. of Schermomni-
fighters no chutes. ¹²⁰⁰⁰ Maj. Jerry Pilot
M. E. Goggin CO-P
Mac Shee Nav

2. TARGET ATTACKED:
1 B 17-1842 driven in to land by fighters.

C. J. Travis Bomb.
D. W. Sparks Radio
D. L. Hinebaugh Top T.
P. P. A. Nolasco Ball T.
J. T. Ross R. Waist
R. Y. Watkins L. Waist
L. Littlejohn Tail G.
Capt. Dexter - asst. Navigator

Primary Time: 1759

Alternate Height: 26000'

Last Resort Heading: 290°
(circle)

Duration Bomb Run:

10" run.

3. Number of BOMBS dropped on target: 10x500. Nettisoned: Returned: Abortive:

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

Own Bombs: Smoke screen obscured target.

Other Bombing:

looked like some good hits on area.

5. Any PHOTOGRAPHS taken: (Yes) No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

sort of course then paralleled islands until turn on target.

8. WEATHER: (If it affected mission)

weather OK among sea - Believe weather was good enough to have gone to primary altho -

9. FLAK: Encountered on way out, at target and on way home. ^{Engels was 3000 feet.}

Time	Place	Height of A/C	Type (light, heavy). intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
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Practically none on this group but accurate & heavy on preceding and following groups at target.

1/2 bursts at Ordery on way in very accurate.
Crew observations about Flak:

Some stuff.

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By RLB/JAC MABA Date 1/8/99

INTERROGATION FORM

SQUADRON 367 368 369 (42) A/C Number 167 Letter Z Date 11 June 1943

Bomb Load 10 X 500 H.E. Incendi.

Position in Formation

Time Took Off 1450 Time Landed 2018

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

1. HOT NEWS to be phoned in? Yes No

Details: Convoy 18 ships near Borkum - going to Borden 1813 hours.

CREW: Give Rank and Initials

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

Lt Roy D. Kelly Pilot

Loss of 4 or 5 abortions before Wmhaven

Lt. S.W. Peck CO-P

(1) blow up at 1759 over Wmhaven - flat top

Lt E. F. Donalwood Nav.

(2) " " 1758 " " " " " "

Lt. D.W. Cox Bomb.

(3) fell into water near Borkum 1814 hrs

Sgt R. G. Jones Radio

(4) fell into water near German coast

Sgt D. E. Dawn Top T.

(5) gone turning back to coast - Ameland Island

Sgt. De Kono Ball T.

TARGET ATTACKED:

Primary Time: 1759

Alternate Height: 26000

Last Resort Heading: 190 (circle)

Duration Bomb Run:

malfunctioning (electrical circuit) bomb rack

Sgt C. F. Dickinson Tail G.

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

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

Own Bombs: -

Other Bombing: -

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

5350' } turn right to target at 1900
825' }

8. WEATHER: (If it affected mission)

Cumulus over Bremen: good at Wmhaven

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

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

low flak from islands - very much to right
 target 1759 Wmhaven 26000 heavy, moderate black level good
 stepped up, not tracked.

Crew observations about FLAK: flak boats at Wmhaven good. Heaven ran on last raid.

DECLARED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C
By RLB/BAC MABA Date 1/8/9

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number R18 Letter _____ Date 11/6/43

Bomb Load 10x500 H.E. Incendi.

Position in Formation

Time Took Off _____ Time Landed _____

Composite		X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X
(X)	X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details: after spin

B-17 - crashed just off the island of Tuzit - 70 minutes.

CREW: Give Rank and Initials

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

1st Lt. W. Marcotte Pilot

1st Lt. J.J. Van Troyer CO-P

1st Lt. J.M. Carvalho - Nav.

1st Lt. M.F. Pitts Bomb.

S/S M.E. Houchens Radio

T/S E.J. Dostie Top T.

S/S G. Loveland Ball T.

S/S H.J. Henschle R. Waist

S/S T. Melkovich L. Waist

S/S E.S. Mason Tail G.

2. TARGET ATTACKED:

Primary Time: 1758

Alternate Height: 27200'

Last Resort Heading: R47 Mag.

Duration Bomb Run: 10 sec.

3. Number of BOMBS dropped on target: 10x500 Jettisoned: _____ Returned: _____ Abortive: _____

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

Own Bombs:

Bombs were to the south of aiming point.

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Went on to target to range to between Baltrum and Wangerowage.

8. WEATHER: (If it affected mission) Blumen was overcast - so attacked 2nd target.

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

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

1755 Before Target 27200' H-3 Black. Acc-

Crew observations about flak: Stop changing in alt. -

Dox

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By RIB/BAC MABA Date 1/8/91

10. ENEMY FIGHTER OPPOSITION:

50-60 - FW 190 - Me 109b - Me 210
(Estimated total number of E/A seen) (Types)

no direct attacks.
(Location and length of fight)

Saw a B-17 being attacked when in distress & all attacks were from the rear.

(Tactics of E/A)

Silver (me 210) white band around the fuselage - just ahead of the tail.
(Color, markings, etc. of E/A)

30-45 degree turns.
(Our defensive action)

C L A I M S	
DESTROYED	1 One
PROBABLY	
DAMAGED	
(fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT Saw FW. Explode & pilot bailed - just before the target.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, Smoke screen was better than ever before - but still could see target.

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

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

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES: #1 Supercharger - Aerial blow off.

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

S-2 OFFICER S. J. Owen FILE NO. FILED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
BY RLB/BHC NARA Date 1/18/11

6

INTERROGATION FORM

SQUADRON 367 (368) 369 423 A/C Number 507 Letter V Date 11/6/43

Bomb Load 10x500 H.E. Incendi

Position in Formation

Time Took Off 1450 Time Landed 2026

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

1. HOT NEWS to be phoned in? Yes No

Details:

1- B17 Exploded right over target

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

1- B17 turned back and came out and went back again

CREW: Give Rank and Initials

McIntyre Pilot #2

Doolley CO-P 3rd

Levy Nav. 2nd

Ryan Bomb.

2. TARGET ATTACHED:

Primary Time: 1758
Alternate Height: 26800
Last Resort Heading: 730
Duration Bomb Run: 20

Wilhelmshaven

S/Sgt Drennan Radio

S/OA Griggs Top T.

S/Sgt Elek Ball T.

S/Sgt Spellman R. Waist

S/Sgt Adams L. Waist

S/Sgt Connolly Tail G.

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

10x500

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

Own Bombs:

all dropping at different times

Smoke screen - 6000

Other Bombing:

5. Any PHOTOGRAPHS taken? Yes? No?

No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If abortive give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

Breazy cloud -
Wilhelmshaven open

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

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

Very low and inaccurate -

White bursts

Crew observations about flak:

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1

INTERROGATION FORM

SQUADRON 367, 368-369-423 A/C Number 311 Letter 7 Date 6/10/43

Bomb Load 18x500 H.E. Incendi. Position in Formation
Time Took Off Time Landed 20:20
1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly a/c in any kind of distress?
(Give position, time, altitude, full details)
Lt. L.S. Sugar Pilot
Lt. FM Kackseter CO-P
Det. Barbarous Nav.
Lt. J.S. Lucas Bomb.

2. TARGET ATTACKED:

Primary Time: 17:59
(Alternate) Height: 21,000
Last Resort Heading: 224 mag.
Duration Bomb Run: 1:2 Sec.
S/S R.L. Milukoskia Radio
J.C. FA Blum Top T.
S/S K.V. Madrup Ball T.
S/S L.A. SKINNER R. Waist
S P. Dascoolies L. Waist
S/S W.V. Baker Tail G.

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

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

Own Bombs: no seen. Heavy smoke seen
some shot in water. Most in target area
Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: none.

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
Hit target above Milhelmbach shipyard of 2240 to target. Turned to right. Came out just west of Milhelmbach over Beltrum
WEATHER: (If it affected mission)

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

Table with columns: Time, Place, Height of A/C, Type of light, Color of bursts, Location of Bursts in relation to A/C, Accuracy. Includes handwritten entry: 1759 target 27000 ft slight low. Range petered out...

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By RLB/JAC NARA Date 1/8/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C
BY RLB/WAC

2 B17s in front

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 777 Letter H Date 11/6/43

Bomb Load 10x500 H.E. Incendiary Position in Formation
Time Took Off 1458 Time Landed 2020

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

1. HOT NEWS to be phoned in? Yes No
Details:

1 B17 turned back into Germany - 5 minutes
Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)
off German Coast - Under control. No chutes & ejection seats.

CREW: Give Rank and Initials.

- Jones - Pilot
- VA Steele CO-P
- Pierce Nav.
- Jones Bomb.
- RT Stymacks Radio
- L. Bramford Top T.
- SW Petrosky Ball T.
- W E Hill R. Waist (25)
- E Stankowski L. Waist
- E Smoot Tail G.

2. TARGET ATTACHED:

Primary Time: 1800
Alternate Height: 27000
Last Resort Heading: 260°
(circle)
Duration Bomb Run: 30°

3. Number of BOMBS dropped on target: 10x500 Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)
Own Bombs: Bombs dropped 15 to 20° later than rest

Other Bombing: Good smoke screen - Obscured target.

5. Any PHOTOGRAPHS taken: (Yes? No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If abortive give time, place, height of turn; reason for returning early, and disposition of bombs.)
Worselt to Wilhelmshaven - Bremen closed in Thunderheads -

8. WEATHER: (If it affected mission)
NAZY -

Wilhelmshaven clear

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

Time	Place	Height of A/C	Type (light or heavy) or nature of flak	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
Accurate at Wilhelmshaven - Medium						
Some from boats on way in. Lots of bursts together 15 to 20 at a time.						

Crew observations about flak:

1. Down over target before shipping loaded. Spin + Blue up.

9

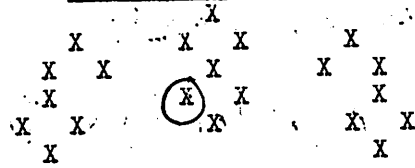
INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 918 Letter _____ Date 11/6/43

Bomb Load 10x500 H.E. Incendi: _____

Position in Formation

Time Took Off 358 Time Landed 7028



1. HOT NEWS to be phoned in? Yes No

Details: _____

CREW: Give Rank and Initials

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

188 hrs coming out, 15 miles over water B17 landed in water 1750 hrs spinning out of control blew up at about 9000 ft before target.

- Pt Schoolfield Pilot
- Pt Price CO-P
- Pt Mazanek Nav.
- Pt Zinkovich Bomb.
- Sgt. J. A. Stoner Radio
- Sgt. D. B. Stevens Top T.
- Sgt. B. A. Hardy Ball T.
- Sgt. B. H. Perlmuter Waist
- Sgt. R. J. Conkey L. Waist
- Sgt. H. G. Sommers Tail G.

2. TARGET ATTACKED:

Secondary Time: 1759
Alternate Height: 26500
Last Resort Heading: 231°
Duration Bomb Run: 30 seconds

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

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

Own Bombs: long of aiming point.

Other Bombing: Some short general pattern good

5. Any PHOTOGRAPHS taken: Yes? No? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Turned into target N.E. of target

8. WEATHER: (If it affected mission)

Hazy and smoke screen

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
1759	Target		Heavy	Black	Moderate	Inaccurate
Saw some large black bursts from bombs after target						

Crew observations about Flak: _____

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By RLB/BAC
Date 1/18/94
NARA

10. ENEMY FIGHTER OPPOSITION:

20 to 28 $\frac{8}{8}$, a few $\frac{1}{8}$

(Estimated total number of E/A seen) (Types)

Most attacks ahead after target

(Location and length of fight)

Did not come in closer than 1500 to 2000 yds.

(Tactics of E/A)

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

(Our defensive action)

C L A I M S	
DESTROYED	_____
PROBABLY	<i>None</i>
DAMAGED	_____
(Fill out immediately separate <u>CLAIM FORM</u> for each claim.)	

11. FIGHTER SUPPORT

None

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (list any 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,

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

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

None

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

None

17. CREW COMMENTS: (Any unusual incidents? any suggestions?) *Slight burns from electrical heated suits*

S-2 OFFICER *Capt. W. O. Glass*

FILE COMPLETED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
By *RIB/BAC* MABA Date *1/8/94*

10

INTERROGATION FORM

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

Bomb Load 10/500 H.E. Incendi

Position in Formation

Time Took Off 1434 Time Landed 2030

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

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

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

LT GF PARIS Pilot

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

" E.L. MASLANKA P

" R.L. SLATER Nav.

" S. SILVERSTEIN Bomb.

1/s J.E. RIMLNER Radio

2. TARGET ATTACKED:

Primary Time: 1759

1/s AR. SORENSON Top T.

Alternate Height: 26500

1/s GG HOLT Ball T.

Last Resort Heading: 240°

1/s JJ MIGLIOPRESI R. Waist

Duration Bomb Run: 45-50 sec

1/s BRANNON L. Waist

1/s COULSEN Tail G.

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

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

Own Bombs:

Other Bombing: many in water

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

off - too close to islands

8. WEATHER: (If it affected mission) Primary-overcast

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

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

Flak slight - few bursts low and to left just after bombs away - white puffs. Target black puff to rt of lead group

Crew observations about flak: very much decreased

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450c1 BY ALB/BAC DATE 1/18/91

10. ENEMY FIGHTER OPPOSITION:

FW
ME 109

30-40

(Estimated total number of E/A seen)

(Types)

no actual fights
(Location and length of fight)

(Tactics of E/A)

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

(Our defensive action)

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

11. FIGHTER SUPPORT

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

*smoke screen good
1817⁴⁰ one E/A fighter down - Pilot baled out*

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

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

→ frozen hand - Holt, G.G. radio op.

15. DAMAGE TO A/C: (Briefly)

empties - 3 small holes (from night)

16. TECHNICAL FAILURES:

#1

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

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

S-2 OFFICER *R. Kalak*

FILE COMPLETED

2117

L.H.C.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
By *RLB/BAC* MABA Date *1/8/91*

11

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 172 Letter _____ Date 11 June

Bomb Load 10X500 H.E. Incendi

Position in Formation

Time Took Off 1450 Time Landed _____

X X X X X

1. HOT NEWS to be phoned in? Yes No

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

Details:

CREW: Give Rank and Initials

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

Capt. Cheek Pilot

1 B17 Blaw up over target just after bombing - 2 chutes out both on fire.

W.P. Cassidy CO-P

HP Blanchett Nav.

L.E. Drew Bomb.

W.J. Beeloga Johnson w.t. Radio

2. TARGET ATTACKED:

Primary Time: 1758.

W.J. Beeloga Top T.

Alternate Height: 27000'

M.H. Smith Ball T.

Last Resort Heading: 220°
(circle)

J.A. Bobbett R. Waist

Duration Bomb Run:

A.H. Garrett L. Waist

MB Edwards Tail G.

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

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

Own Bombs:

looked to be on corner of Banhaven.

Other Bombing:

Good hits over entire target area.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs:)

Route was ~~as ordered~~ south of course then paralleled island until right turn on target.

8. WEATHER: (If it affected mission)

Hazy all the way - Cumulus up to 28000 over Germany and solid so decided to go to secondary.

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

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

Moderate over target but was increasing in intensity

Fairly accurate for alt. over target.

Some very accurate bursts over first island.

Crew observations about flak: Black bursts

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450a
By RLB/JAC Date 1/8/94 NARA

Complete.

12

INTERROGATION FORM

SQUADRON 367 368 869 423 A/C Number 219477 Letter H Date 6-11-43

Bomb Load 10 X 500 (H.E.) Incendi. Position in Formation

Time Took Off 17:58 Time Landed 20:27
1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

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

H. O. D. BEISCOE Pilot

F/O E. M. MURPHY CO-P

LT. B. E. HOWENSTEIN Nav.

LT. J. K. HICKEY Bomb.

S/SGT R. L. NEWPORT Radio

SGT J. J. O'NEILL Top T.

T/SGT U. L. ROSE Ball T.

S/SGT J. T. DEETS R. Waist

SGT C. W. McGRANEL. Waist

T/SGT A. N. McMAHAN Tail G.

2. TARGET ATTACKED:

Primary Time: 17:58

Alternate Height: 25900

Last Resort Heading: 237.

Duration Bomb Run: One minute

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

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

Own Bombs: Hit along Scher Harbor. Quite some smoke
shid good. But smoke screen played near. Missed most
with rest except 1 dropped early.
Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: None.

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early and disposition of bombs.)

Followed plan more than 90% of Heligoland. Very close to land when headed
for Wilhelmshaven (8 mi. north of Heligoland) to target. Ret from 1 another

8. WEATHER: (If it affected mission) Cirrus off on front

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

Table with columns: 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

17:58. Target 25,900 Saw lots of flak (orange) on ground ahead but
low. Not much for us.

18:08 Cirrus off on way out 25,900
Big cone shaped white smoke (near target) started at top and read down until
Crew observations about flak in all got was 1000 ft long. Saw front burst
nearby. 2-3 fighters close at same time.
not shot.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74500
By RLB/JAC NARA Date 1/18/99

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

FW 190s
ME 210

10. ENEMY FIGHTER OPPOSITION:
The regular group was hit better group ahead.

(Estimated total number of E/A seen) _____ (Types) _____
None came off Heligoland saw them making passes at lower groups.
(Location and length of fight)

3 attacks on low squadron coming in from below at 9 o'clock but attacking from below.
(Tactics of E/A)

ME 210 seen all painted white. Looked as tho it was going to attack but then went off.
(Color, markings, etc. of E/A)

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

(Our defensive action)

11. FIGHTER SUPPORT
None

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

Saw 4 B17 go down. 1 B17 turned to right, shot 2 rolls came off ground engine, but didn't burst. 1 B17 exploded on ground. 1 B17 exploded going out with over land. 1 B17 turned to go back inland with 2 birds on tail. Not seen to land.

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)
None

15. DAMAGE TO A/C: (Briefly) None

16. TECHNICAL FAILURES: None, 2 impediments saw no good, made us struggle a couple of times.

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)
Two main combat hours on these engines.

S-2 OFFICER: Capt Baldwin TIME COMPLETED _____

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74500
By RLB/WAC
Date 1/8/94
MARA

INTERROGATION FORM

(13)

SQUADRON 367 368 (369) 423 A/C Number 426 Letter _____ Date 11/6/43

Bomb Load 10X500 H.E. Incendi.

Position in Formation

Time Took Off 1454 Time Landed 2026

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

1. HOT NEWS to be phoned in? Yes No

Details:

1754 - B17 on engine on fire went down
out controls blew up about 3000 ft
1806 - B17 went with thin landed with
friendly A/C in any kind of distress?
(Give position, time, altitude, full
details)

CREW: Give Rank and Initials

- G. R.A. Vinmedge Pilot
- Lt. B.C. Bryant CO-P
- Lt. Kermit B. Cavada Nav.
- Lt. Roger S. Lindsay Bomb.
- T/Sgt. Billy S. Brown Radio
- Sgt. Paul M. Lambert Top T.
- Sgt. Carl Frymoyer Ball T.
- Sgt. S.H. Holliman R. Waist
- Sgt. B.L. Farris L. Waist
- Sgt. Harry W. Haler Tail G.

2. TARGET ATTACKED:

Time: 1758
Alternate Height: 26,200
Last Resort Heading: 2480
Duration Bomb Run: 40 seconds

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: one in B70 chaffers through smoke screen
" to left " on docks & breakwater

5. Any PHOTOGRAPHS taken: Yes? No? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early and disposition of bombs.)

Turned right NE of target Willhelmshaven
to check weather

8. WEATHER: (If it affected mission)

fairly clear effective smoke screen

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

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

1758 target 26200 Heavy Black moderate inaccurate
Some aerial bombs from minutes after target

Crew observations about Flak:

10. ENEMY FIGHTER OPPOSITION:

50⁺ E a few T/E

(Estimated total number of E/A seen)

(Types)

(Location and length of fight)

None came in close enough to shoot at.

(Tactics of E/A)

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

(Our defensive action)

C L A I M S	
DESTROYED	_____
PROBABLY	<u>None</u>
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

None

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

One FW190 in forward parts coming off target baled out just before making turn into target

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, Accident or Undetermined Cause)

1813 - two m/s going NE had loss of security

14. INJURIES TO CREW (Give name, position in A/C, type of injury, how received, Place and Time.)

15.

15. DAMAGE TO A/C: (Briefly)

None

16. TECHNICAL FAILURES:

Slight burn from electrical fire.

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

About 1825 #488 swished and went down in water.

S-2 OFFICER

Capt W Glass

FILE CO: PLETED

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

14
Logan

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 180 Letter _____ Date 11/6/43

Bomb Load 10-500 H.E. Incendi Position in Formation

Time Took Off 1457 Time Landed 2021

1. <u>HOT NEWS</u> to be phoned in? Yes No	X	X	X	X	X
Details:	X	X	X	X	X
	X	X	X	X	X

CREW: Give Rank and Initials

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

- 1st Lt. T.E. Logan Pilot
- 2nd Lt. M.W. Davis CO-P
- 2nd Lt. A.S. Morse Nav.
- 2nd Lt. D.A.R. Teller Bomb.
- S/sgt. A. Swartz Radio
- S/sgt. S.M. Wentworth Top T.
- S/sgt. H.V. Wilson Ball T.
- S/sgt. A. Romero R. Waist
- S/sgt. J.C. Webb L. Waist
- S/sgt. F.N. Porcelli Tail G.

2. TARGET ATTACKED:

Primary Time: 1759
 Wilhelmshaven
 Alternate Height: 26,000
 Last Resort Heading: 920°
 (circle)
 Duration Bomb Run: 25"

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

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

Own Bombs: no.

Other Bombing: head group in water and on target.

5. Any PHOTOGRAPHS taken: Yes? No? no.

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: no

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

About as briefed.

8. WEATHER: (If it affected mission) target okay, but heavy clouds Bremen looked completely covered to East and coast

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

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

low group in wing ahead of us got heavy flak. We got few close bursts.

Crew observations about flak: looked like barrage

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By RLB/BAC MABA Date 1/8/91

10. ENEMY FIGHTER OPERATIONS:

About 25 E/A including 6 T.E. probably JU 88s.
 (Estimated total number of E/A seen) (Types)

One F/W must have dropped bombs on us - he flew parallel
 (Location and length of flight)
 same speed as us 1500 ft above. We saw big black bursts 400
 to 500 at 2300 / o'clock.

Otherwise no direct attacks - no claims

(Tactics of E/A)

2 minutes after target E/A went down at 4 o'clock. saw flames
 from fuselage - pilot bailed out.
 (Color, markings, etc. of E/A)

15 minutes after target a single 17 with #1 engine feathered
 shot down one of 30 (37 E/A) E/A.
 He went straight down in dive.
 (Our defensive action)

CLAIMS	
DESTROYED	0
PROBABLY	0
DAMAGED	0
(fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

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

1) During bombing run B-17 went down at 10 o'clock and exploded at 2000 ft below us.

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by E/A action, accident or lightning) at about 20 miles off coast circle at 1800 hours. we saw 17 at about 20 miles off coast circle out of formation, spiral down and crash in water.

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, (date and time))

no.

15. DAMAGE TO A/C: (Briefly) one hole in prop flew in fuselage no rivet if flake.

16. TECHNICAL FAILURES:

no.

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

S-2 OFFICER 1st Lt. R. H. Richardson FILE CO. FILED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
 By RLB/JAC MABA Date 1/8/9

12

INTERROGATION FORM

G-7-

SQUADRON (367) 368 369 423 A/C Number 274 Letter V Date 11-6-43

Bomb Load 10x500 H.E. Incend.

Position in Formation

Time Took Off 1450 Time Landed 2010

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

1. HOT NEWS to be phoned in? Yes No

Details:

1-B17- Exploded

CREW: Give Rank and Initials

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

1812 (2) B17 - each with 2 fighters - heading back for Germany - Fighters on wings almost as escort.

- Witts Pilot
- Z DAVIS CO-P
- Alexander Nav.
- Moray Bomb.
- T/S Jc. Bocelli Radio
- T/S Gus Rickie Top T.
- S/S FW Pulliam Ball T.
- S/S CA Adams R. Waist
- S/S WR Earnest L. Waist
- S/S WD Sherrill Tail G.

2. TARGET ATTACKED:

Primary Time: 1758

Alternate Height: 16000

Last Resort Heading: 278 (circle)

Duration Bomb Run: 500

3. Number of BOMBS dropped on target: 10x500 - Jettisoned: Returned: Abortive:

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

Own Bombs: Witts near north mole on entrance of North Lock

Other Bombing: See photo attached

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

HAZY-

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

Time	Place	Height of A/C	Type (Type, Range, Altitude or other)	Color of Bursts	Location Bursts in relation to A/C	Accuracy
------	-------	---------------	---------------------------------------	-----------------	------------------------------------	----------

Very ineffective slow

Group in front got hell - seemed barrage

Crew observations about Flak:

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16

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 794 Letter _____ Date June 11

Bomb Load 10 X 500 H.E. Incendi. _____ Position in Formation _____
Time Took Off _____ Time Landed _____

1. HOT NEWS to be phoned in? Yes No
Details: _____

CREW: Give Rank and Initials

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

1st McKearn Pilot
F/O B. H. Brown CO-P
2nd J. G. Fogarty Nav.
2nd G. R. Alexander Bomb.

2. TARGET ATTACKED:
W. Wilhelmshaven
Primary Time: 17:59
Alternate Height: 26,700
Last Resort Heading: mag. 206°
(circle)
Duration Bomb Run: 60'

T/s E. W. Norden Radio
T/s G. W. Diggs Top T.
S/s P. G. Pedersen Ball T.
S/s R. Y. Wilson R. Waist
S/s L. D. McCoy L. Waist
S/s J. O. Wheeler Tail G.

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

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

Own Bombs: Heavy Smoke Screen
obscured target area

Other Bombing: Couldn't see

5. Any PHOTOGRAPHS taken: None

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Too close to Frisian Is. going in between Heligoland
Altmark (I.P.)

8. WEATHER: (If it affected mission) crossed nearer Gunde on way out (8 mi from Gunde)

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

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

T. Moderate - To right and low
A few scattered burst later -

Crew observations about Flak: _____

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450a
By RUB/WAC NARA Date 1/8/91

17

INTERROGATION FORM

SQUADRON 367 (368) 369 423 A/C Number 793 Letter _____ Date June 11

Bomb Load 10 x 500 H.E. Incendi _____ Position in Formation

Time Took Off _____ Time Landed _____

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

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

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

at 18:23 B-17 turned back to Germany - Lt. George Meltzer

O.S. [Name] Pilot
A. J. [Name] CO-P
George Meltzer Nav.
T.W. [Name] Bomb.
[Name] Radio
[Name] Top T.
Sgt. P. [Name] Ball T.
Sgt. A. [Name] R. Waist
Sgt. F.H. [Name] L. Waist
[Name] Tail G.

2. TARGET ATTACKED:

Primary Time: 17 59
 Alternate Height: 26,000
 Last Resort Heading: 240°
 Duration Bomb Run: 30'

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

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

Own Bombs: Couldn't see - (bombed on leader)

Other Bombing: Smoke screen

5. Any PHOTOGRAPHS taken: Yes No? _____

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

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

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

T. Light at all. ahead & behind
 for this group

Crew observations about flak: _____

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74501
 BY RLB/BAC
 Date 1/8/94
 NARA

10. ENEMY FIGHTER OPPOSITION:

15

(Estimated total number of E/A seen) (Types)

1800-1825 attacks on this wing

(Location and length of fight)

3 nose + 1 Tail attack
not close

(Tactics of E/A)

Aerial bombs - scattered ahead 200
yds. ahead or so - black burst much

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

igger than - bombs not seen but
E/A seen over bursts

(Our defensive action)

Turn(?) exploded near target

C L A I M S

DESTROYED _____

PROBABLY None

DAMAGED _____

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

11. FIGHTER SUPPORT

None

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

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

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

Lester & Nabors had frozen feet & hand respectively

15. DAMAGE TO A/C: (Briefly)

none

16. TECHNICAL FAILURES:

Plenty -

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

Ammunition rusty -

Weld

S-2 OFFICER

TIME COMPLETED

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

18

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 957 Letter M Date 11 June 43

Bomb Load 10 X 500 H.E. Incendi. Position in Formation

Time Took Off 1500 Time Landed 2030

1. HOT NEWS to be phoned in? Yes No
Details:

	X	X	X	X
X	X	X	X	X
<u>(X)</u>		X	X	X
X	X	X	X	X
X				X

CREW: Give Rank and Initials

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

Lt. Pulkameiti Pilot

Lt. E. O. Rasmussen CO-P.

Lt. A. P. Peters Nav.

Lt. J. J. Koski Bomb.

1st Sgt. J. J. Thompson Radio

1st Sgt. C. E. Vondraček Top T.

Sgt. W. R. Clark Ball T.

Sgt. G. Toney R. Waist

Sgt. O. K. Nelson L. Waist

1st Sgt. H. B. Kolberg Tail G.

- (1) hit water 1820 hrs - 3 chutes
- (2) hit water 1837 - no chutes
- (3) blew up 1800 over target (before bombs dropped)
- (4) ~~hit~~

2. TARGET ATTACKED:

Primary Time: 1805

Alternate Height: 26000

Last Resort Heading: 250°
(circle)

Duration Bomb Run:
45"

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

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

Own Bombs: not observe

Other Bombing: good on target

5. Any PHOTOGRAPHS taken: (Yes) No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

to Wilhelmshaven

8. WEATHER: (If it affected mission) not go to Bremen - overcast. good visibility at Wilhelmshaven

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

Time	Place	Height of A/C	Type (light, heavy) moderate or intense	Color of bursts	Location of Bursts in relation to A/C	Accuracy
<u>1700</u>	<u>Wanganz</u>	<u>26000</u>	<u>heavy, moderate</u>	<u>Black</u>	<u>behind</u>	<u>poor</u>
<u>1805</u>	<u>W. Haven</u>	<u>26000</u>	<u>heavy, moderate</u>	<u>Black</u>	<u>level & below</u>	<u>good</u>

Track.

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450a
By RLB/JFC MABA Date 1/8/94

10. ENEMY FIGHTER OPPOSITION:

50

ME 109's

PW 790

(Estimated total number of E/A seen)

(Types)

4 attacks - before & after target. 1755-1820

(Location and length of fight)

all low attacks - one from nose. Did not press attack.

(Tactics of E/A)

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

Violent evasive action

(Our defensive action)

C L A I M S

DESTROYED

PROBABLY

DAMAGED

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

11. FIGHTER SUPPORT

None

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

Smoke screen (good) at target.
Two ships in harbour. Convoy near Borkum.

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

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

15. DAMAGE TO A/C: (Briefly) right landing light damaged by flak.

16. TECHNICAL FAILURES: engine throttle not effective: spark plug, need change

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

S-2 OFFICER

J. C. Sullivan

FILE COMPLETED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 245005
By RLB/BAC NARA Date 1/18/91

19

INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 876 Letter W Date 11-6-43

Bomb Load 10x500 Hi.E. Incend. Position in Formation

Time Took Off 1457 Time Landed 2026

- 1. HOT NEWS to be phoned in? Yes No
- Details: 1 B17 - Exploded over target - 17⁵⁵ to 18⁰⁰

1 B17 - Turned back at coast - Friendly A/C in any kind of distress? (Give position, time, altitude, full details) Fights circled him.

	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

- 1st F.P. Sherman Pilot
- 1st RW Porter CO-P
- 2nd AB Derifield Nav.
- 2nd L.P.B. Jones Bomb.
- S/S H. H. Kreeger Radio
- S/S J.B. Kimball Top T.
- S/S F. McCabe Ball T.
- S/S J.E. Hodger R. Waist
- S/S B. Cook L. Waist
- S/S H.F. Rogers Tail G.

- 1 B17 Spinning 15 miles after leaving coast - 18¹⁵ ←
- 1 B17 on deck 25 miles off coast under attack.

2. TARGET ATTACKED?

Primary Time: 1758

Alternate Height: 26000

Last Resort Heading: 200°

Duration Bomb Run: 30°

3. Number of BOMBS dropped on target: 10x500 Jettisoned: Returned: Abortive:

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

Own Bombs: On target and on south side of Baulafen

Other bombing: Wind blew smoke screen away. Most bombs toggled - Bombs scattered all over hell.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission) HAZY

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

Time	Place	Height of A/C	Type, height, intensity, or nature of flak	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

Only 2 bursts

Not too much at Wilhelmshaven

Crew observations about flak: Two lead wings went to Bremen - we went to Wilhelmshaven

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C BY RLB/JAC Date 1/8/94 MABA

10. ENEMY FIGHTER OPPOSITION:

50

(Estimated total number of E/A seen)

(Types)

(Location and length of fight)

Only few attacks

(Tactics of E/A)

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

4 fighters down on left

(Our defensive action)

Fighter blew up at
1752 Right in
front of nose - Group
ahead

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

11. FIGHTER SUPPORT

got him -

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

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause).

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

15. DAMAGE TO A/C: (Briefly)

40 - 50° Bullet holes.

16. TECHNICAL FAILURES:

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

S-2 OFFICER

Barnes

FILE NO. FILED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
BY RLB/BAC NARA Date 1/8/11

20

INTERROGATION FORM

SQUADRON 367 368 369 425 A/C Number 809 Letter BOL Date 11/5/43

Bomb Load 10x500 H.E. Incendi.

Position in Formation Hi

Time Took Off Time Landed

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

1. HOT NEWS to be phoned in? Yes No
Details: *Am 13170 and*

CREW: Give Rank and Initials

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

A. RL Robinson Pilot
A. WT Dolecki CO-P
A. CW Holmes Nav.
A. BR Lamb Bomb...
T/S SP Bearden Radio
T/S J L Robertson Top T.
S/S G P Fisher Ball T.
S/S R J Longo R. Waist
S/S DC Brower L. Waist
S/S J W Hayward Tail G.

2. TARGET ATTACKED:

Primary Time: 17:59
 alternate Height: 26,000
 Last Resort Heading: 243 mag
 (circle) *within bank area*
 Duration Bomb Run: *Erased column*
aimed to target. 20 Sec return/4 land

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

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

Own Bombs: *not seen. Smoke screen*
Could not see ballbombs even. Had smoke screen
 Other Bombing: *making 10 minutes before target*

5. Any PHOTOGRAPHS taken: Yes? No? *No?*

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: *none.*

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn, reason for returning early, and disposition of bombs.)

*Hit coast + straight to Baltimore
after reconnaissance decided to fruit & went out over eastern end of pit.*

8. WEATHER: (If it affected mission)

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

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

17:59	Target	26000	Moderate for nos. Blah.	Accurate for alt. but to left.		
-------	--------	-------	-------------------------	--------------------------------	--	--

Not hit

Some very slight coming out of Baltimore Island on way in.
1 B17 flew up over target probably from the.
 Crew observations about plane:
1 streak of smoke about 500 yds long with description of cloud (at top) white smoke.
Some several bombs hit near to what they came from.
Saw 3 planes in formation drop bombs to our right.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74501 BY RLB/JAC MABA Date 1/8/94

10. ENEMY FIGHTER OPPOSITION:

110-50

1-4110
Nov. 20, 1948

(Estimated total number of E/A seen)

(Types)

None

(Location and length of fight)...

*Fighters up at 30,000 feet never came in to us.
Others came up along side but never came in*

(Tactics of E/A)...

All fighters were silver colored

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

Good formation
(Our defensive action)

C L A I M S

DESTROYED

PROBABLY

DAMAGED

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

11. FIGHTER SUPPORT

None

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

Smoke screen proved lots more than the harbor. No good. Lots from flash ships & barges. Other

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

And B17 crash in water when turning into coast and No chutes. Saw pieces fall in bay but not a ship

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

None

15.

15. DAMAGE TO A/C: (Briefly) *None*

16. TECHNICAL FAILURES:

Temperature gauge out. #4 smoking. Didn't effect mission.

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

Not much use in going in solid escort.

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

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 766 Letter 6 Date 1/18/44

Bomb Load OX 500 H.E. Incendi. Position in Formation

Time Took Off 1507 Time Landed 2018

1. HOT NEWS to be phoned in? Yes No

Details: 1805-317 circling down under control until out of vision no chutes
considered of just B-7 went down in smoke.
Friendly AC in any kind of distress? (Give position, time, altitude, full details)

- CREW: Give Rank and Initials.
- P. W. Koivina Pilot
 - P. H. Crawford CO-P
 - A. W. Simpson Nav.
 - G. C. A. Cressy Bomb.
 - T. Sgt. C. L. Brooks Radio
 - T. Sgt. A. Struckhoff Top T.
 - S. Sgt. S. J. Covillion Ball T.
 - S. Sgt. F. E. Hutchison R. Waist
 - S. Sgt. A. W. Timpley L. Waist
 - S. Sgt. R. S. Weston Tail G.

2. TARGET ATTACKED:

January Time: 1759
Alternate Height: 26000
Last Resort Heading: 235°
Duration Bomb Run: 40 seconds

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

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

Own Bombs: none

Other Bombing: first over could not observe

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Turned into target just N of Nordholtz

8. WEATHER: (If it affected mission) fairly clear, smoke screen

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
<u>1759</u>	<u>Target</u>	<u>Wood</u>	<u>heavy</u>	<u>black</u>	<u>moderate</u>	<u>inaccurate</u>

Crow observations about Flak:

DECLARED PER EXECUTIVE ORDER 12356, Section 3.3, 74501
By RLB/BAC MABA Date 1/18/44

10. ENEMY FIGHTER OPERATIONS:

40 E. few T/E.

(Estimated total number of E/A seen) (Types)

most fighters came up after target.

(Location and length of fight)

Came in no closer than 800 to 1000 yds.

(Tactics of E/A)

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

(Our defensive action)

CLAIMS

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately separate claim form for each claim.)

11. FIGHTER SUPPORT

none

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

About 10 miles south of Heligoland saw flak boat

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

14. INJURIES TO FRIENDLY A/C: (Give name, position in A/C, type of injury, how received, M.D. and T.M.E.)

none

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

Ticker unit on Ball turret need a new gasket, oil leaking. Elevation gear train in bad shape.

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

S-2 OFFICER Capt Wood Glass FILE COMPLETE

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

72

Conley

INTERROGATION FORM

040

SQUADRON 367 368 (369) 423 A/C Number Letter Date 11/6/43

Bomb Load 10506 H.E. Incendi. Position in Formation

Time Took Off 1432 Time Landed 2019

	X	(X)	X	...	X
X	X		X		X
X		X	X		X
X	X		X		X
X					X

1. HOT NEWS to be phoned in? Yes No

Details:

no

CREW: Give Rank and Initials

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

- 1) Just before target 17 from gp 2nd Lt. Keith Conley Pilot
- ahead circled out of formation 2nd Lt. I.J. Klette CO-P
- and went down in spin - exploded 2nd Lt. H. Adler Nav.
- 2) 4 minutes after target 17 went 1st Lt. W. McDonald Bomb.
- almost straight down out of control 5th Sgt. O.B. Schuttz Radio
- 2. TARGET ATTACHED. No chutes 5th Sgt. R.W. Holloway Top T.
- Primary Time: 1900 1st Lt. T.H. Ray Ball T.
- Alternate Height: 26,000 1st Lt. J.F. Williams R. Waist
- Last Resort Heading: 220° 5th Sgt. H.K. Fowley L. Waist
- Duration Bomb Run: 45" 5th Sgt. R.J. Daly Tail G.

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

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

Own Bombs: Hit "Harbour Island" and to west. Target effectively covered with smoke screen. Other Bombing: Many landed in Torpedo Boats Harbour

5. Any PHOTOGRAPHS taken: Yes? No? no

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: no

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

As ordered going in and out except for

8. WEATHER: (If it affected mission) secondary

Clear over secondary except for smoke screen. Looked 10/10 over Bomb.

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
------	-------	---------------	---	-----------------	---------------------------------------	----------

Saw in a group ahead but we got practically none. Looked like barrage - accurate.

Crew observations about Fleak: Holloway saw what looked like rocket with repeated explosions go up leaving results near me. White,

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74501 By RLB/BAC MABA Date 1/8/99

INTERROGATION FORM

73

SQUADRON 367 (368) 369 423 A/C Number 163 Letter D Date JUNE 11, 1943

Bomb Load 10X 500 H.E. Incend.

Position in Formation

Time Took Off 1450 Time Landed 2030

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

1. HOT NEWS to be phoned in? Yes No

Details:

13 Ships in Company just inside Borkum

CREW: Give Rank and Initials

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

1 Blew up over Wilhelmshaven no chutes wing ahead

- 1st Lt. FRYER, R.R. Pilot
- 2nd Lt. PETERSON, W.D. CO-P
- 2nd Lt. DIX, M.D. Nav.
- 1st Lt. WINTERS, A. Bomb.
- T/SGT. HOFFMAN, W.F. Radio
- T/SGT. CROWTHER, J.K. Top T.
- S/SGT. BARNT, G.D. Ball T.
- T/SGT. HEBERT, H.H. R. Waist
- SGT. MYNATT, J.G. L. Waist
- S/SGT. ARRIETA, M.B. Tail G.

2. TARGET ATTACKED:

Primary Wilhelmshaven Time: 17:39

Alternate Height: ~~26500~~ 26300

Last Resort Heading: 237 mag

Duration Bomb Run: 20"

3. Number of BOMBS dropped on target: 10x500 Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Whole Group was to left of Amming Point

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

hazy Solid wall of cloud in front of Bremen

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

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

1. Moderate to Light - below
 looked like barrage ahead
 continuous following on group behind
 Crew observations about flak: below

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74501 BY RLB/WAC NARA Date 1/8/99

204

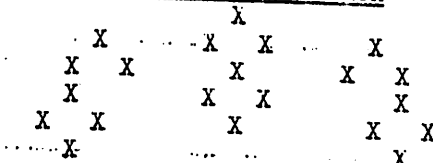
INTERROGATION FORM

SQUADRON 367 (368) (369) 423 A/C Number OR6 Letter J Date 11 June 1943

Bomb Load 10 x 500 H.E. Incendi.

Position in Formation

Time Took Off 1457 Time Landed 2035



1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials Wheeler ^{Coast} Wheeler Pilot

- Capt Wheeler Pilot
- 1st Lt F. Thomas CO-P
- 1st Lt D. Bollenbach Nav.
- 1st Lt F. A. Evans Bomb.
- Sgt M. A. Varum Radio
- Sgt H. L. Noyes Top T.
- Sgt E. W. Mills Ball T.
- 1st Lt R. D. Swiggins R. Waist
- Sgt J. F. Montana L. Waist
- 1st Sgt R. L. Norms Tail G.

- (1) after target (5 minutes) exploded ~~target~~
- (2) before " 3 minutes " " - 3 minutes
- (3) one in water (in spin) 10 miles at sea Wardenay

2. TARGET ATTACKED:

Primary Time: 1758
 Alternate Height: 26500
 Last Resort Heading: 240°
 (circle)
 Duration Bomb Run: 45"

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

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

Own Bombs: not observed

Other Bombing: Smoke screen very effective preventing observation

5. Any PHOTOGRAPHS taken: Yes No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

turned at German coast 53050'
8020'

8. WEATHER: (If it affected mission) Clouds over Bremen

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location Bursts in relation to A/C	Accuracy
1750	Wm Haven Bay	26000	heavy moderate	Black	below	poor
1758	Wm Haven	26000	heavy moderate	Black	below	good.

Crew observations about FLAK:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, Date 1/18/94 By RLB/JAC MARA

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 084 Letter _____ Date 11/6/43

Bomb Load 10x500 H.E. Incendi.

Position in Formation

Time Took Off _____ Time Landed _____

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

1. HOT NEWS to be phoned in? Yes No

Details:

B-17 - down over target - landed in water
in water near Bremen

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

B-17 - went into spin - hit the water - near coast on way out - shot down a fighter just before hit. no chutes.

CREW: Give Rank and Initials

H. T. B. Husband Pilot

H. P. W. Shingler CO-P

H. G. Bycott Nav.

H. E. M. Montoya Bomb.

T/S W. J. Skahan Radio

S/S D. E. Neff Top T.

S/S Paul Mardis Ball T.

Sgt. P. Manton R. Waist

S. F. J. Kilbride L. Waist

S. D. T. McCann Tail G.

2. TARGET ATTACKED:

Primary Time: 1759

Alternate Height: 26000'

Last Resort Heading: 260 mag.
(circle)

Duration Bomb Run: _____

3. Number of BOMBS dropped on target:

~~Detonated:~~ Returned: Abortive:

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

Own Bombs:

Dropped two bombs on the target - salvaged
10 bombs - near airfield - ~~not salvaged~~

Other Bombing:

Target area well covered with bombs - but there were a lot of bombs on the town.

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Turned right just before I.P. (over water) - to target - gradual right turn - E. of target.

8. WEATHER: (If it affected mission) Poor at Bremen - over target was clear - slight haze.

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

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

1759 Target. 26000 H-S - Bl. low-

3-4 bursts from land as we turned short of I.P.

Flak boats NE of Wilhelmshaven.

Crew observations about flak: 3- or 4 bursts at a time -

Saw them lining at the head 10-16 bursts - not was a good - slow down.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74501
By RLB/BAC Date 1/8/91 NARA

10. ENEMY FIGHTER OPPOSITION:

50-75 FW190s - Me109s

(Estimated total number of E/A seen)

(Types)

most were below us

(Location and length of fight)

no attacks.

not pressing attacks - were waiting for
stragglers.

(Tactics of E/A)

Silver - some black -

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

Slight turns - not much
change in alt.

(Our defensive action)

CLAIMS	
DESTROYED	nil
PROBABLY	
DAMAGED	
(fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

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

Saw fighter drop bombs - they exploded like a bundle of green and white - they exploded in a series of white puffs.

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)

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

15. CREW COMMENTS:

15. DAMAGE TO A/C: (Briefly) Windshield broken by shell from K-17 above.

16. TECHNICAL FAILURES: Bomb bay doors wouldn't open all the way so had to salvage.

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

Flasher #5 was weakened.

S-2 OFFICER

S. J. Owen

FILE COMPLETE

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

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 894 Letter Date 11/6/43

Bomb Load 10-020 H.E. Incendi.

Position in Formation

Time Took Off 1501 Time Landed 1945

1. HOT NEWS to be phoned in? Yes No
Details:

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

CREW: Give Rank and Initials

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

P/O. C.W. Brown Pilot
2nd Lt. W.V. Cunningham CO-P
2nd Lt. C.D. Moore Nav.
2nd Lt. F.A. Pierce Bomb.
T/Sgt. R.G. Schultz Radio
S/Sgt. J.W. Walker Top T.
S/Sgt. M. Causey Ball T.
S/Sgt. E.G. Newhouse R. Waist
S/Sgt. W.J. Hipley L. Waist
S/Sgt. W.D. Brittain Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

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

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

Own Bombs: Turned back at 54°N 06°33'E; 22,000 ft
1732 hours.

Other bombing: Reasons: #1 injure out - broken mist fire,
#4 out temperature excessive.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

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

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

A ship fired on us at 53°45'N 05°40'E. Times 1747
Ship proceeding on 50° course. We were 10,000 ft at time.
Noticed star of ship square - looked like 49mm battery in stern.
Another ship at 54°06'N 03°18'E.

(Over)

Brown

Aborted near enemy coast

DECLARED PER EXECUTIVE ORDER 12356, Section 3.3, 74501
BY RLB/BAC MABA Date 1/8/49

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 209 Letter _____ Date 1/6/43

Bomb Load 10-500. H.E. Incendi.

Time Took Off 1500 Time Landed 1600.

Position in Formation

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

1. HOT NEWS to be phoned in? Yes No

Details:

no.

CREW: Give Rank and Initials

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

Lt. Johnson's Pilot

CO-P

Nav.

Bomb.

Radio

Top T.

Ball T.

R. Waist

L. Waist

Tail G.

2. TARGET ATTACKED:

Primary Time:

alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

Aborted

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

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

Own Bombs: *Turned back at Burnham Market. 6,000 ft;
15-40 mi; (52°36' ~~0°22'~~ East)*

Other Bombing: *1) Burnt bearings in #1 Engine.
2) No oil pressure " "*

5. Any PHOTOGRAPHS taken: *Magnets dropped - Pulling 35"*

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.) *when decided to return*

8. WEATHER: (if it affected mission)

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

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C
By RUB/JAC MABA Date 1/8/99

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box 639

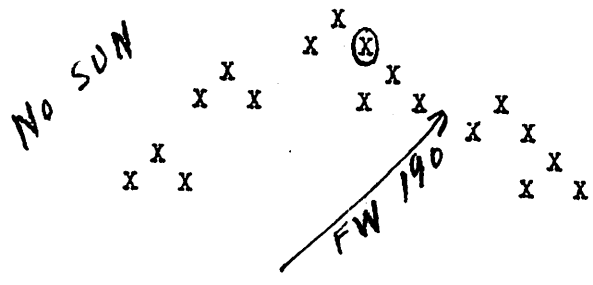
Group 306 Date 11/6/43
Squadron 369 Place where attacked 5 min. after target.
A/C No. 826 Time 1803 Height 26,000

Story of the attack— FW 190 500 yds. away - came from seven o'clock
toward 5 o'clock and down. Tail Gunner fired 80 - 100 rounds. E/A
disintegrated in the air - burning - wings flew off.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & how he looked and acted going away.)

DESTROYED
A-2
1.8.44
[Signature]

2. Diagram of attack:



On Diagram, show
a. which of our A/C was attacked;
b. direction of E/A attack;
c. sun position.

Data on Combat
a. Our heading 300°
b. visibility Good
c. type of E/A FW 190
d. level of attack;
From high above X
(Check level _____
One) below _____
very low _____

3. Our Gun Positions Firing on E/A

Names Sgt. H. E. Rogers
Tail Gunner
Positions _____

4. If E/A was Shot Down or Damaged:

Corroborated by _____
Position in A/C _____

Other A/C firing at the same time? Possibly

Comments of the interrogator: _____

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If formation was very different from standard, show on back of sheet.

Time 9:25 Interrogator Capt. Daines

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C
BY RLB/JAC
Date 1/18/94
NARA

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Group 306

Date 7/14/43

Squadron 367

Place where attacked Just after target.

A/C No. 794

Time 1803 Height 26,700

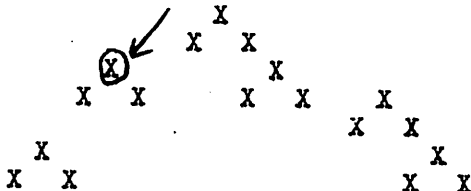
Story of the attack-- E/A came in from 2 o'clock below. At 800 yds. Ball Turret Gunner started firing. One wing caught fire. At 800 yds. Gunner turned away to fire at another a/c. Tail Gunner clearly saw E/A pass underneath on fire and pilot bale out.

(Include above how E/A attacked; how close he came; whether he was hit; how much he was damaged; & how he looked and noted going away.)

DESTROYED

2. Diagram of attack:

On Diagram, show
a. which of our A/C was attacked;
b. direction of E/A attack;
c. sun position.



Data on Combat 290(?)
a. Our heading Clear
b. visibility FT 100
c. type of E/A _____
d. level of attack:
From high above _____
(Check level _____
One) below _____
very low _____

3. Our Gun Positions Firing on E/A
S/Sgt. P. E. Pederson

Names _____
Ball Turret Gunner
Positions _____

4. If E/A was Shot Down or Damaged:

Corroborated by S/Sgt. J. O. Wheeler
Position in A/C Tail Gunner

Other A/C firing at the same time? _____

Comments of the interrogator: A certain

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If formation was very different from standard, show on back of sheet.

Time Valid Interrogator _____

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C.
BY RLB/JAC MABA Date 1/8/94

COMBAT FORM

Group 306
Squadron 368
A/C No. 809

Date 11/5/43

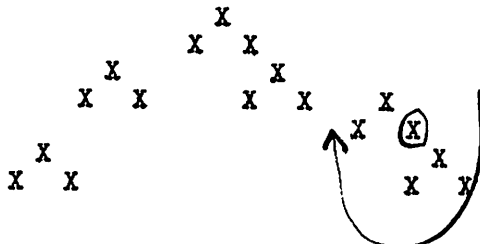
Place where attacked On way out.
Time 1804 Height 25,000

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Story of the attack--
FW showed up at 5 o'clock & went around tail and
then over to 9 o'clock 800 yds. away from our plane. Ball Turret Gunner
firing all the time. When at 9 o'clock seem to catch on fire and went
into a dive. Followed him down several thousand feet. Still burning
intensely when last seen.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:



On Diagram, show
a. which of our A/C was attacked;
b. direction of E/A attack;
c. sun position.

PROBABLE

Data on Combat
a. Our heading 312°
b. visibility Good at alt.
c. type of E/A FW 190
d. level of attack;
From high above _____
(Check level _____
One) below X
very low _____

3. Our Gun Positions Firing on E/A
S/Sgt. G. P. Fisher

Names Ball Turret

Positions _____

4. If E/A was Shot Down or Damaged:

Corroborated by S/Sgt. D. G. Brower
Position in A/C Left Waist

Other A/C firing at the same time? Not seen.

Comments of the interrogator: Good claim.

If formation was very different from standard, show on back of sheet.

Time 1804 Interrogator Capt. [illegible]

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DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74501
BY RUB/WAC NARA Date 1/8/91

CONFIDENTIAL

Group 306

Squadron 368

A/C No. 487

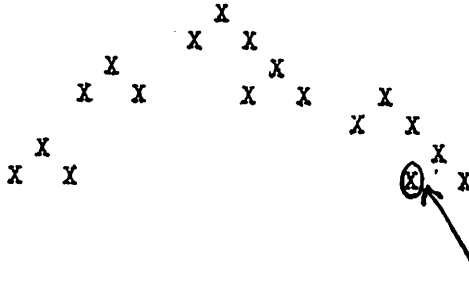
Place where attacked Just off islands.

Time 1812 Height 24,000

Story of the attack-- E/A came in from 4 o'clock. Left Waist Gunner & Ball Turret Gunner opened fire at 800 yds. Left Waist Gunner stopped firing as E/A was too low. Ball Turret Gunner Continued firing until at 500 yds. E/A peeled off, went straight down trying to make a small island. E/A failed attempt & was seen to hit the drink.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:



On Diagram, show **ROYED**
a. which of our A/C was attacked;
b. direction of E/A approach;
c. sun position.

Data on Combat

a. Our heading 340°

b. visibility Excellent

c. type of E/A PW 190

d. level of attack;
From high above _____
(Check level _____
One) below X
very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. William J. Trauper

Positions Ball Turret

4. If E/A was Shot Down or Damaged:

Corroborated by S/Sgt. R. J. Kenney
Position in A/C Right waist

Other A/C firing at the same time? None

Comments of the interrogator: It hit the drink. Destroyed.

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If formation was very different from standard, show on back of sheet.

Time 2139 Interrogator Lt. Skalak

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C
BY RUB/BAC MABA Date 1/18/94

CONFIDENTIALGroup 306 (Composite)Date 11/6/43Squadron 423Place where attacked Off Juist IslandA/C No. 172Time 1812 Height 26,000

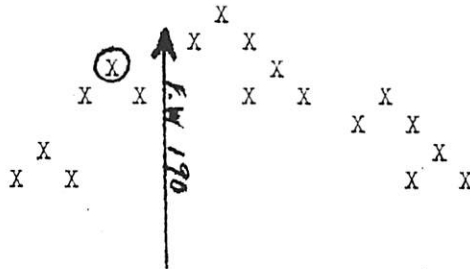
Story of the attack-- E/A was flying parallel to our A/C when ball turret opened fire at 650 yards. E/A immediately dropped trailing heavy smoke. Gunner feels sure he saw him hit water. Tail gunner also watched him go down and later saw a plane on fire in the water.

DESTROYED

A-2

J.B.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:

On Diagram, show

- which of our A/C was attacked;
- direction of E/A attack; Parallel
- sun position.

Data on Combat

- Our heading _____
- visibility Good
- type of E/A FW 190
- level of attack;
 - From high above _____
 - (Check level Parallel
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/ANames M. H. Smith.Positions Ball Turret.

4. If E/A was Shot Down or Damaged:

Corroborated by S/Sgt. M. B. Edwards.Position in A/C Tail Gunner.

Other A/C firing at the same time? _____

Comments of the interrogator: _____

If formation was very different from standard, show on back of sheet.

Time _____

Interrogator _____

Maj. John B. Wright.

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Group 306 (Composite)

Date 11/6/43

Squadron 4.1

Place where attacked on way home

A/C No. 218

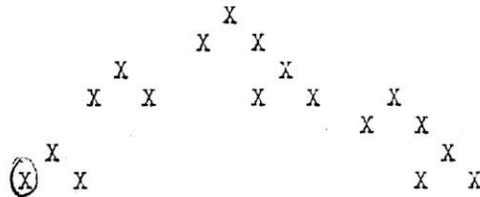
Time 1809 Height 26,000

Story of the attack-- FW 190 was flying below and behind at about 6:30.

At about 800 yards I opened up and gave him about 30 rounds. He began to smoke and went into a spin. The L. Waist gunner saw him hit the water.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:



3. Our Gun Positions Firing on E/A

Names S/Sgt. E. S. Mason.

Positions Tail Gunner.

4. If E/A was Shot Down or Damaged:

Corroborated by S/Sgt. L. J. Huschle.

Position in A/C L. Waist.

Other A/C firing at the same time? Yes.

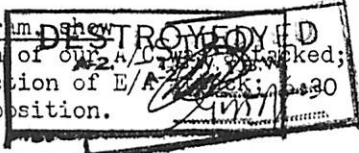
Comments of the interrogator: This looks like a certain destroyed if there are no other conflicting claims.

If formation was very different from standard, show on back of sheet.

Time _____ Interrogator _____

Capt. S. J. Owen.

On Diagram, show
 a. which of our A/C were attacked;
 b. direction of E/A attack;
 c. sun position.



Data on Combat
 a. Our heading _____
 b. visibility _____
 c. type of E/A FW 190
 d. level of attack;
 From high above _____
 (Check level _____
 One) below X
 very low _____

DECLARED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C
 BY RUB JAC MABA Date 1/8/44

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Group 306 (Composite)

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Date 11/6/43

Squadron 423

Place where attacked Near Borkum.

A/C No. 167

Time 1826 Height 16,500

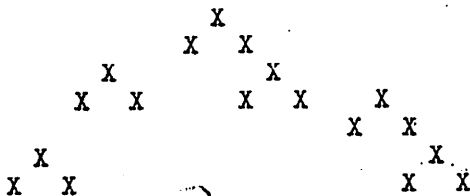
Story of the attack-- Fired on FW 1,000 yards. Tracers went into nose of FW 190. FW peeled off, glided down and hit the water. No pilot bailed out.

(Include above how E/A attacked; how close he came; whether he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:

On Diagram show
a. which of our A/C was attacked;
b. direction of E/A attack;
c. sun position.

CHECK
X



Data on Combat
a. Our heading 330°
b. visibility Good
c. type of E/A FW 190
d. level of attack;
From high above _____
(Check level _____
One) below X
very low _____

KELLY
X
Sugg
X

3. Our Gun Positions Firing on E/A

Names Sgt. Daniel De Florio.

Positions Ball Turret.

4. If E/A was Shot Down or Damaged:

Corroborated by Sgt. Clair E. Dickinson.
Position in A/C Tail Gunner.

Other A/C firing at the same time? None.

Comments of the interrogator: One for sure.

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If formation was very different from standard, show on back of sheet.

Time _____ Interrogator _____

Capt. F. F. O'Sullivan

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BY RLB/JAC
DATE 1/8/91
NARA

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Group 306 (Composite) Date 11/6/43

Squadron 423 Place where attacked Near Borkum.

A/C No. 167 Time 1829 Height 18,500

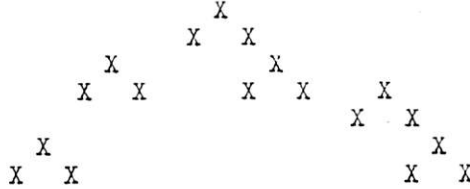
Story of the attack-- FW attacked 10 o'clock low. Fired burst into nose. Turned, smoking and fell into water.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:

On Diagram show 2.
a. which of our A/C was attacked;
b. direction of E/A attack;
c. sun position

check X
KELLY X
sugg X



Data on Combat
a. Our heading 270
b. visibility good
c. type of E/A FW 190
d. level of attack;
From high above _____
(Check level _____
One) below X
very low _____

3. Our Gun Positions Firing on E/A

Names Lt. Eugene F. Dombrook.

Positions Navigator.

A. If E/A was Shot Down or Damaged:

Corroborated by Lt. Stephen W. Peck
Position in A/C Co-Pilot.

Other A/C firing at the same time? None

Comments of the interrogator: Dead bird.

If formation was very different from standard, show on back of sheet.

Time _____ Interrogator _____

Capt. J. F. O'Sullivan.

DESTROYED

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DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7450C
By RLB/JAC MABA Date 1/8/91