

By AB/mgNARA, Date 9-91

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

14 October, 1943  
APO 634

SUBJECT: Intelligence Narrative.

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

1. Hot News

1 Bl7 at 1400 hrs, horizontal stabilizer shot up. No more information. A/C # 420. Pilot: Lt. D. H. White.

1 Bl7 at 1400 hrs. left formation with #4 engine on fire. 4 chutes. Ship blew up. Another chute opened from middle of flames and got out OK. A/C #779. Pilot: Lt. W. H. Lockyear.

1 Bl7 at 1415 hrs. #2 engine on fire. Big flames; 4 chutes. A/C # 710. Pilot: Lt. J. D. Jackson.

1 Bl7 at 1430 hrs. On fire and disintegrated; 4-5 chutes. Believed to be A/C # 707. Pilot: Lt. G. S. Holmstrom.

1 Bl7 at approximately 1500 hrs. peeled off under control; 7 chutes. No fighters around. This A/C # 811. Pilot: Lt. R.T. Peters.

2 Bl7s peeled off few minutes before target. These ships reported to be A/C # 971 and # 813. Pilots: Lt. V. K. Cole and Lt. R. (NMI) McCallum. Cole, A/C # 971, reported smoking but headed in direction of Switzerland.

Reports indicate that enemy fighters and rockets accounted for all but one of the above-mentioned aircraft.

2. Narrative

18 A/C of 306th Bomb Group were dispatched to bomb Schweinfurt. Only two Groups of the 40th Combat Wing (92nd and 306th) made rendezvous. So the Wing leader made a 360-degree turn off the English coast and told the 41st Combat Wing to take over the lead. Over enemy territory three of our A/C were forced to turn back. Five A/C which reached the target attached themselves to the 92nd Group and bombed with them.

3. Fighter Opposition

No trouble was encountered until the P-47 escort left. Between the Rhine and the target the formation was attacked by 300 enemy A/C, chiefly FW 190s, ME 110s, ME 109s, JU 88s, and a few DO 217s. 10 A/C were knocked out of a tight defensive formation by rockets. These A/C were not straggling, but were in good formation when hit. Rockets were released inside the range of the 50's, but there were too many A/C attacking for the gunners to keep them off. FW 190s acted as a defensive screen for the twin-engines, attacking the formation and distracting gunners. Twin-engines in formations of three, four and five, slipped in behind this diversion screen, released their rockets at ranges as close as 200 yards, and slipped away, most attacks being from the tail. One good hit by one rocket was enough to account for a Bl7. Attacks stopped short after target. Only a few attacks were reported after the target on the way out. The enemy A/C remained in a compact group in overpowering strength to deal with other formations approaching the target.

4. Fighter Escort

Fight escort, good on the way in, was not seen on the way out.

5. A.A. Gun Fire

A.A. Gun Fire was spasmodic, though accurate, over the target, and intermittent and scattered en route.

6. Bombing

Bombing was good. Photographs show our bombs bursting right on aiming point, while a concentration of earlier bursts is bunched on and to the West of, target "A". A third concentration, also earlier, landed just South of the river. Scattered bursts appear in the center of the town.

7. Smoke Screens

No signs of a smoke screen were seen at the target. At Ludwigshafen and other unidentified places, smoke screens were seen, and at one place an effective screen was created practically while the reporting A/C flew overhead.

8. Claims

We claim 7-4-0.

*John A. Bairnsfather*  
JOHN A. BAINSFATHER,  
Major, AC,  
Group 8-2.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005

BY *AP/mg* NARA, Date *9-21*

2 - Narrative

also in 12

18 A/C of 306th Bomb Group <sup>were</sup> dispatched to bomb Schweinfurt. Only two Groups of the 40th Combat Wing (92nd and 306th) made rendezvous. So the Wing leader made a 360-degree turn off the English coast and told the 41st Combat Wing to take over the lead. Over enemy territory three of our A/C were forced to turn back, fifteen continued. No trouble was encountered until fighter escort left. Between the Rhine and the target the formation was attacked by 300 enemy A/C, chiefly Fw 190s, ME 110s, ME 109s, JU 88s, and a few DO 217s. 10 A/C were knocked out of a tight defensive formation by rockets. These A/C were not straggling, but were in good formation when hit. Rockets were released inside the range of the 50's but there were too many A/C attacking for the gunners to keep them off. Fw 190s acted as a defensive screen for the twin-engines, attacking the formation and distracting gunners. Twin-engines in formations of three, four and five, slipped in behind this diversion ~~xxxx~~ screen, released their rockets at ranges as close as 200 yds. and slipped away, most attacks being from the tail. One good hit by one rocket was enough to account for a B-17. Attacks stopped short after target. Only a few attacks by a few planes were reported after the target on the way out. The enemy A/C ~~xxxxxxxxxxxxxxxx~~ remained in a compact group in overpowering strength to deal with other formations approaching the target. Fighter escort, good ~~as above~~ on the way in, was not seen on the way out.

3 - Fighter escort of 1st

4 - Light aircraft

5 - A.A. fire

Hot News

A.A. fire was sporadic, though accurate, over the target, and intermittent, and scattered en route.

Our A/C in distress:

- 1 B17 at 1400 hours, horizontal stabilizer shot up. No more information. A/C # 420. Pilot: Lt. D. H. White.
- 1 B17 at 1400 hrs. left formation with # 4 engine on fire. 4 chutes. Ship blew up. Another chute opened from middle of flames and got out OK. A/C # 779. Pilot: W. H. Lockyear.
- 1 B17 at 1415 hrs. #2 engine on fire. Big flames; 4 chutes. A/C # 710. Pilot: Lt. J. D. Jackson.
- 1 B17 at 1430 hrs. On fire and disintegrated; 4-5 chutes. Believed to be A/C # 707. Pilot: G. S. Holmstrom.
- 1 B17 at approximately 1500 hrs. peeled off under control; 7 chutes. No fighters around. This A/C # 811. Pilot: R.T. Peters.
- 2 B17s peeled off few minutes before target. These ships reported to be A/C # 813 and # 971. Pilots: Lt. V. K. Cole and Lt. R. (NMI) McCallum). Cole, A/C # 971, reported smoking but headed in direction of Switzerland.

Other A/C in distress:

- 1 B17 at 1321 hrs. near Antwerp ~~hit~~ hit by flak apparently; went into flames; then into clouds. No chutes observed.
- 1 B17 at 1332 hrs. going down under control; 4 chutes observed. No more details.
- 1 B17 at 1341 hrs. going down; one chute observed. No more details.
- 1 B17 at 1430 hrs. going down burning; 1 chute observed.
- 1 B17 at 1430 hrs. burning; blew up. 8 bailed out while under control; 2 bailed out while ship was spinning.
- 1 B17 at 1440 hrs. apparently not in trouble. 2 chutes observed to come out, one of which ~~did not open~~ was not seen to open.
- 1 B17 at 1440 hrs. on fire; 3-4 chutes. #1 engine on fire. Spread to fuselage.
- 1 B17 at 1443 hrs. going down; 3 chutes observed. No more details.
- 1 B17 at 1505 hrs. left formation, headed straight for home. One E/A attacked. No results seen.
- 1 B17 at 1558 hrs. fell behind; 6 chutes observed.
- 1 B17 about 12 miles South of IP on way out, going down. 3 chutes.

Reports indicate that enemy fighters and rockets accounted for all but one of the above-mentioned aircraft.

(OVER)

Not available.

7 - ~~South Sea~~  
No signs of a smoke screen were seen at the target. At Ludwigshafen and other unidentified places, smoke screens were seen, and at one place an effective screen was created practically while the reporting A/C flew overhead. One crew reported that all chutes were fired at by enemy fighters. One I/E enemy fighter hit a Fort in mid-air and both went down.

6 - ~~Photograph~~  
Bombing was good. Photographs show our bombs bursting right on aiming point, while a concentration of earlier bursts <sup>is bunched on</sup> ~~is bunched on~~ <sup>appears to</sup> ~~is bunched on~~ the West of, ~~and scattered on~~ target 'A'. A third ~~earlier~~ also earlier concentration landed just South of the river. Scattered bursts appear in the center of town.

None.

2 - ~~Navigation~~ ~~Navigation~~ ~~Navigation~~  
18 at 1025 hours.

Orfordness.

Followed 92nd Group all the way.

1308 at 51° 35'N, 03° 40'E.

5 A/C which reached the target attached themselves to the 92nd Group and bombed with them.

1755.

A/C # 767, Pilot Lt. Tackmier, turned back at Noensdrecht at 1314 hrs. due to supercharger failure. Brought back 6 x 1000.

A/C # 728, Pilot Lt. Davis, turned back at ~~51° 16'N, 04° 35'E~~ 51° 16'N, 04° 35'E, east of Antwerp at 1320 hrs. Jettisoned 6 x 1000 in mouth of Schelde river.

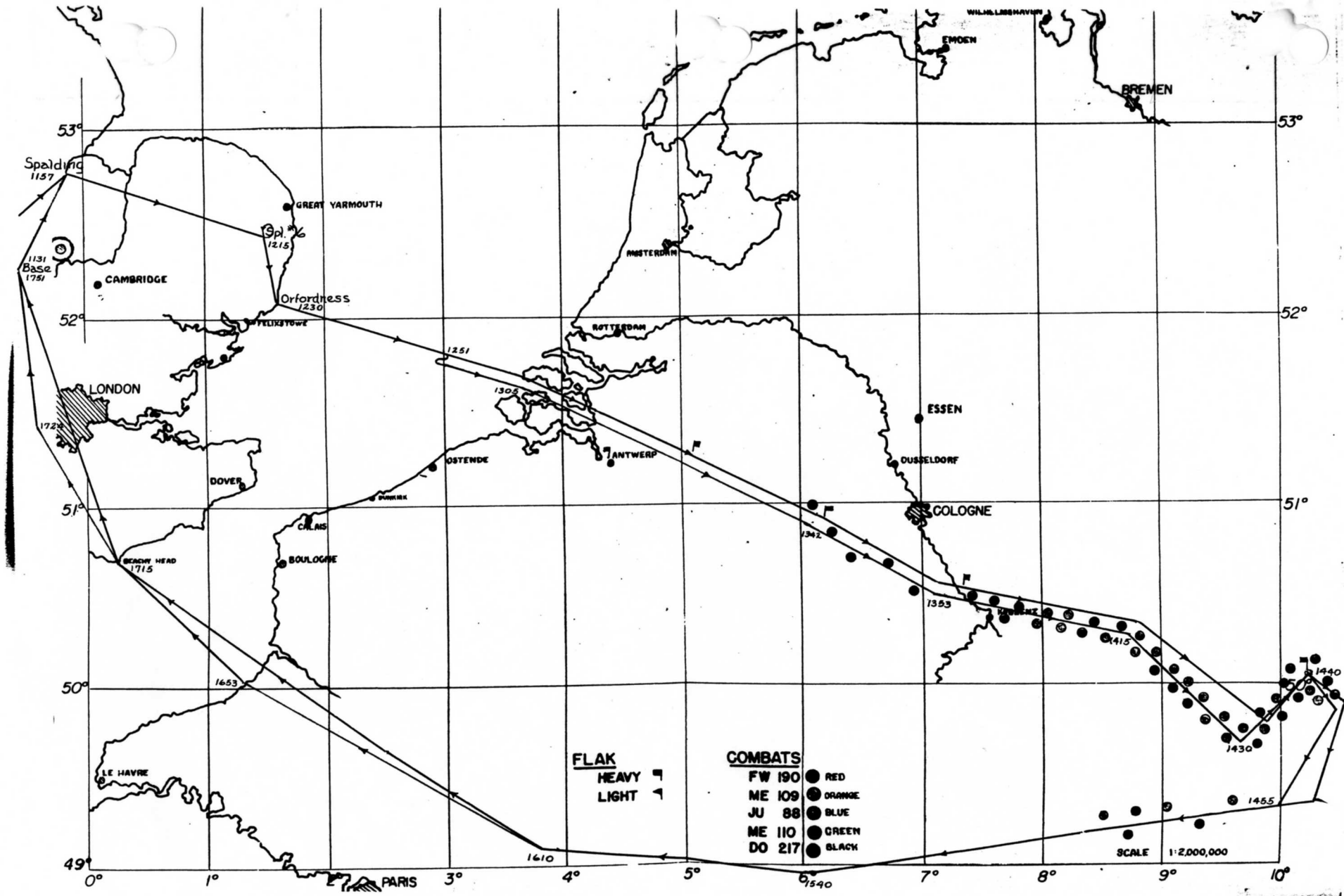
A/C # 812, Pilot Lt. Mungler, turned back at Domburg at 1312 hrs. due to battle damage to induction system. Jettisoned 6 x 1000 in channel.

10 A/C, missing in action, did not bomb target.

8) None.

After Squadron Leader (A/C # 767), turned off, he could not again catch wing formation which was "S"-ing sharply on course at the time.

JOHN A. BAIRDSPATER,  
Major, AC,  
Group 3-2.



14 October 1943  
 SCHWEINFURT, GERMANY

By RLB/NM

NARA, Date 7-14-92

INFORMATION FOR OCTOBER 14, 1943

C  
Schoolfield  
782-0

C  
Tackmier  
767-Y

Peters  
811-D

Noack  
169-S

C  
Jeffries  
603-H

Butler  
175-B

Kirk  
301-P

C  
Bettinger  
199-R

Munger  
812-Q

Bickett  
606-U

Bisson  
727-Z

Lockyear  
779-U

Holmstrom  
707-B

C  
Jackson  
710-I

Davis  
728-S

C  
White  
720-N

C  
McCallum  
813-L

Cole  
971-F

C above pilot's name indicates camera on ship.

By

EB/mg

NARA, Date

9-91

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

A P O 654,  
14 October, 45.

SUBJECT: Group Leader's Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 654.

1. The 306th Bombardment Group (H), which was flying high Group of the 40th Combat Wing, took off on time at 1025 hours. We climbed individually through the overcast and joined formation over Cranfield airdrome at 14,000 feet. We then proceeded to Thurlough to join the 40th Combat Wing. Arriving there, we could not identify our Wing leader, so elected to fly to Spaulding and intercept him there.

2. We arrived at Spaulding about 3 minutes early and proceeded on course to Splasher #6 and then to Orfordness, where we finally contacted the 92nd Group and fell into our position. The 306th Group had not as yet appeared, so the Wing leader proceeded to the enemy coast.

3. At 5155N - 0300E the Wing leader turned to a heading of 270° and started back to England, but then turned back on course after flying on this heading for about 3 minutes. At that time, we were behind the 1st Combat Wing and flying just to the right of them.

4. We proceeded to the target in that position and were subjected to intense opposition by single and twin-engined enemy aircraft, which were firing rockets with very good accuracy. Upon reaching the IP, and having lost 12 aircraft due to abortions or enemy action, we joined the 92nd Group and flew high Squadron with them and bombed on their release.

5. The navigation was very good all the way in and out. The course prescribed was followed except for cutting a few corners short to make our fighter rendezvous.

6. The route out was uneventful as the fighters left us to engage other formations and we proceeded to base.

7. Our escort met us as planned on the way in to the target but we did not meet our withdrawal support because we were 12 minutes late at the rendezvous point.

8. The 40th Combat Wing flew good formation until our losses were too great for proper protection, so we joined the 41st Combat Wing for withdrawal. The mission was well planned, but as we were without one Group's support and encountering intense enemy fighter opposition, we didn't have the success of previous missions. AFCE was used until the controls were damaged by AAGF, and manual control had to be used.

By AB/mg NARA, Date 9-91HEADQUARTERS 306TH BOMBARDMENT GROUP (H) (E-D-7)  
Office of the Group BombardierA. P. O. 634,  
14 October, 45.

SUBJECT: Bombing Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. A.F.G.E. was used throughout the entire mission.

2. Before reaching the Initial Point, the 306th Group was reduced to four aircraft in formation. One other aircraft flew in another formation; all others are missing. The run on the target was made in a Combat Wing formation to defend the remaining aircraft. The 306th Bombardment Group (H) dropped on the leader of the Wing.

3. The 306th Bombardment Group (H) dispatched 18 aircraft, all of which carried 6 X 1000 lb. M44 bombs. Three aircraft were abortive - 2 jettisoned because of engine failure, and one returned bombs to base. Five aircraft released on target and 10 were lost before reaching target.

4. Bombardiers reported a good concentration of bombs in the target area. Strike photographs show some direct hits on the aiming point.

5. Pertinent information: -

- |  |               |
|--|---------------|
| a. True altitude   | 23,580 feet   |
| b. Indicated altitude  | 23,000 feet   |
| c. True heading  | 40 degrees    |
| d. Time of release   | 1441:30 hours |
| e. Wind direction and velocity   | 200° @ 25 MPH |
| f. 30 X 1000 lb. M44 bombs were released at target; 12 were jettisoned because of engine failure and 6 were returned to base. 60 bombs are unaccounted for through missing aircraft. |               |

HUGH J. TOLAND,  
Major, AG,  
Group Bombardier.



By

SP/MG

NARA, Date

9-91HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Operations OfficerA P O 634,  
14 October, 43.

SUBJECT: Navigation Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. The 306th Bombardment Group (H) took off at 1025 hours, 14 October, 1943. Normal Group assembly was carried out and we proceeded to base for the 40th Combat Wing rendezvous. We arrived over the base at 1151, making rendezvous with a Group which we believed to be the 92nd Group. At this time nothing was seen of the 305th Group, which was supposed to be the lead Group in the Wing formation. The lead Group made a 360 degree turn just North of the base. During this time we lost sight of the 92nd Group in the clouds, so we proceeded to Spaulding, arriving there at 1148 hours at 17,000 feet. The lead Group was not in sight at Splasher #8, arriving there at 1215 hours at 21,000 feet. At Splasher #8 we made a 360 degree turn and set course for Orfordness. On a line between Splasher #8 and Orfordness we made rendezvous with the 92nd Group. During this time we still hadn't sighted the 305th Group.

2. The 92nd Group and 306th Group left the English Coast at Orfordness at 1230 hours and set course for the Dutch Coast. At DR point 5155N - 0300E the 92nd Group started a 180 degree turn to the right and proceeded on a heading of 270 degrees for three minutes, at which time they made a 180 degree turn to the left. This maneuver placed us directly in back of the 41st Combat Wing. Following the 41st Combat Wing, we crossed the Dutch Coast 1305 hours. From this point we proceeded to the IP by the following route:

5054N - 0607E at 1342 hours at 24,000 feet

5025N - 0715E at 1353 hours at 24,000 feet

5017N - 0845E at 1415 at 24,000 feet.

At a point 4941N - 0945E the lead Group fired a red flare, identifying the IP. We made our run over the target (Schweinfurt) at 1440 on a heading of 45 degrees at 22,300 feet. After bombs were away, we set course for the French Coast by the following route:

4950N - 1030E at 1445 hours at 22,500 feet

4922N - 1000E at 1455 hours at 23,000 feet

4858N - 0605E at 1540 hours at 22,000 feet

4905N - 0350E at 1610 hours at 21,000 feet

We crossed the French Coast at Latitude 50°01' N at 1653 hours at 20,000 feet and set course for Beachy Head, arriving there at 1715 hours at 12,000 feet. From Beachy Head we proceeded to base via Winden, arriving at the base at 1751.

3. The fighter support was excellent. No enemy aircraft attacks were observed on any of our planes until after the support turned back. The enemy aircraft attacks began near Aachen and continued intermittently until the French border was reached, near Ludwigshafen. Groups of 50 to 60 E/A pressed their attacks closely, breaking off only when replaced by fresh fighters. The E/A observed were FW 190's, Me 109's, JU 88's and Me 110's.

By EB/mg NARA, Date 9-91

4. The AAGF over the target was light and inaccurate. Accurate AAGF was encountered near Antwerp, Duren, Sinzig, Limberg, Badnauheim, and the IP, Wurtsburg.
5. The weather was 10/10 undercast from base to a point near the vicinity of Aachen, being clear from this point to the target.

JOHN B. MAZANEK,  
1st Lieut., AC,  
Lead Navigator.

By

EB/mg

NARA, Date

9-91

HEADQUARTERS 306th BOMBARDMENT GROUP (H)  
Office of the Communications Officer

3-4-1

APO 634.

14 October, 1943.

**SUBJECT:** Communications Report for Mission of 14 October, 1943.

**TO :** Commanding Officer, 306th Bombardment Group (H), APO 634.

**1. PROCEDURES:**

The correct procedure was followed throughout the mission.

**2. RADIO AIDS:**

Eighteen airplanes were equipped with "Gee", and reported good results to O5 O1 E longitude, after which the signals faded. Some jamming was reported on the return trip.

Splasher Beacons numbers 6 and 9 were used for homing with good results.

The 40th Combat Bomb. Wing Buncher was used for homing with good results reported up to fifty miles.

Two airplanes obtained QRM's, and one obtained a weather report from our base HF D/F station.

**3. RADIO DISCIPLINE:**

No breaches in radio discipline were observed or reported.

**4. EQUIPMENT:**

4-30603-423rd Squadron, IFF shot up, liaison antenna shot off, replaced.

4-30714-423rd Squadron, "Gee" out, replaced.

4-23301-367th Squadron, Interphone weak at altitude, command antenna shot off, being fixed.

4-30782-368th Squadron, "Gee" out, replaced.

4-23169-369th Squadron, Command antenna shot off, replaced.

By

EP/mg

NARA, Date

9-21

HEADQUARTERS 306TH BOMBARDMENT GROUP (H) (E-A-7)  
Office of the Operations Officer

A P O 634,  
14 October, 43.

SUBJECT: 8-5 Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. At 1025 hours, 14 October, 1943, eighteen aircraft of this Group began taking off to attack targets at Schweinfurt, Germany. None flew with other units, three aborted near Antwerp, and ten failed to return.

2. The Group took off and made an uneventful join-up over the clouds. The take-off and join-up were accomplished under extremely adverse conditions, since the clouds were right on the ground, and the visibility less than 1000 yards. The rendezvous with the lead Group was complicated by a lack of identifying flares from that Group, poor navigation in the attempt to follow the rendezvous line and climb path, and by the fact that there were too many Groups attempting to rendezvous in the same general area. The low Group completely failed to make the rendezvous, which exposed the tactical formation to more than their share of attacks. A 360 degree turn at the enemy coast caused such difficulty in our formation, resulting in two abortions. The route over enemy territory was flown substantially as ordered, although small towns with flak batteries were not ordered. Opposition was extremely effective.

3. It is recommended that more consideration be given to the weather at take-off and landing times, since many of the losses can be traced directly to bad weather at take-off, resulting in a poor join-up, and bad weather at landing, causing many crashes. It is also recommended that the Combat Wing have a rendezvous point further from the center of activity, such as Splasher #12, in order that there will be fewer Groups joining up in the area. Navigation can be improved in the lead Group.

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

By EB/mg NARA, Date 9-91

HEADQUARTERS 808TH BOMBARDMENT GROUP (H) (7-4-6)  
Office of the Materiel Officer  
United States Forces

APO 634,  
14 October, 1943.

SUBJECT: B-4 Combat Mission Report on Mission of 14 October, 1943.

TO : Commanding Officer, 808th Bombardment Group (H), APO 634.

1. The following aircraft were abortive due to listed reasons:

(1) B-17F Aircraft No. 42-30612 of the 433rd Squadron returned early.

- (a) No. 2 oil cooler out.
- (b) No. 2 supercharger induction elbow split.

(2) B-17F Aircraft No. 42-30607 of the 567th Squadron returned early.

- (a) No. 2 supercharger waste gate linkage broken.

2. The following listed engineering malfunctions occurred:

Overboosted Engines - 2  
Erratic Superchargers - 1

3. The following listed instrument malfunctions occurred:

Flight Indicator out - 1

4. The following listed armament malfunctions occurred:

Turret Gun Solenoid Conduit broken - 1  
Turret Solenoid out - 1  
1st Position Stoppage - 1  
Bomb Bay Door Limit Switch out - 1

5. The following listed communications malfunctions occurred:

Interphone Check - 1  
Interphone Out - 1  
GEE Radio Out - 1

By EB/mg NARA, Date 9-91

6. The following listed safety equipment malfunctions occurred:

Oxygen leak in Co-pilot's position-1

7. No heated clothing malfunctions occurred.

8. The following specified battle damages were incurred:

Total Damaged:	6
Serious-	6
Slight-	0
Flak damage-	5
.303 damage-	2
Friend 50 Ca. fire-	0
Friend 50 cal shell case-	1
17 MM damage-	1
Missing in action-	10

NOTE: It is possible that some of the damage classified as flak could be caused by Aerial Rockets.

HENRY J. SCHMIDT,  
Major, Air Corps,  
Material Officer.

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Materiel Officer  
United States Forces  
A. P. O. 634

14 October, 1943.

SUBJECT: S-4 Combat Damage Report.

TO : Group S-2 Officer, 306th Bombardment Group (H), APO 634.

1. The following listed damages were received by aircraft of this Group on the Combat Mission of this Date:

367th Squadron:

B 17F No. 42-30728-Explosive shell hit No. 2 nacelle, 17MM, left inner wing damaged, category AC, severe damage.

B 17F No. 42-3301-No. 3 ring cowl hit by flak, right inner wing leading edge and internal damage by flak. Right side dorsal fin hit by 20MM, Servo unit wiring hit by 20MM, elevator and trim tab cables hit by 20MM. No. 10 bulkhead severely damaged by 20MM. Right frn.h.taperpin fitting hit by 20MM. Internal damage to vertical fin and dorsal fin hit by 20MM. Left inner wing hit by flak. Internal damage to left inner wing by flak. Left aeliron hit by flak. No. 2 engine nacelle hit by flak. Rudder hit by 20MM. Severe damage.

B 17F No. 42-30175 missing in action

B 17F No. 42-30727 missing in action

B 17E No. 42-37720 missing in action

368th Squadron (aircraft flown by 369th Sq.)

B 17F No. 42-30782, No. 1 and 4 props hit by 20MM, right aeliron hit by 20MM, right horiz. stab. hit by 20MM. Inner right wing over No. 4 main tank hit by 20MM. Fuselage forward of right waist gunner's compt. hit by 20MM. Tail gun compartment right side hit by flak near No. 10 bulkhead. Left side of nose below plexiglass hit by flak and .303. Left inner wing over No. 2 main tank hit by flak. Serious damage.

B 17F No. 42-30707 missing in action.

369th Squadron:

B 17F No. 42-3169, 20 mm damage to oxygen and hydraulic system in pilot compartment. Right wing flap hit by 20MM. Trailing edge right wing hit by 20 MM doing internal damage. Serious damage.

Continued:

B 17F No. 42-30779 missing in action

B 17F No. 42-30199 missing in action

B 17F No. 42-30811 missing in action

423rd Squadron:

B 17F No. 42-30603, right horizontal stabilizer hit by flak, left horizontal stabilizer hit by empty shell case, Left outer wing hit by flak, Fuselage forward of waist gunner on right side hit by flak, serious damage.

B 17F No. 42-30714, left inner wing near fuselage hit by flak. Right outer wing hit by .303, right and left horiz, stab. hit by flak, Tokyo tank No. 9 in left inner wing hit by flak. Tail gun compartment on both sides hit by flak. Left side of fuselage to rear of waist gun hit by flak. No. 2 engine nacelle hit by flak damaging hydraulics line as well as wing. Left landing wheel nacelle hit by flak. Serious damage.

B 17F No. 42-30710 missing in action

B 17F No. 42-29971 missing in action

B 17F No. 42-30813 missing in action.

B 17F No. 42-30812 aborted due to No. 2 oil cooler out and No. 3 supercharger induction elbow spitting.

367th Squadron: Continued.

B 17F No. 42-30767, Aborted due to No. 2 supercharger waste gate linkage breaking.

*Henry J. Schmidt*

HENRY J. SCHMIDT,  
Major, Air Corps,  
Material Officer.

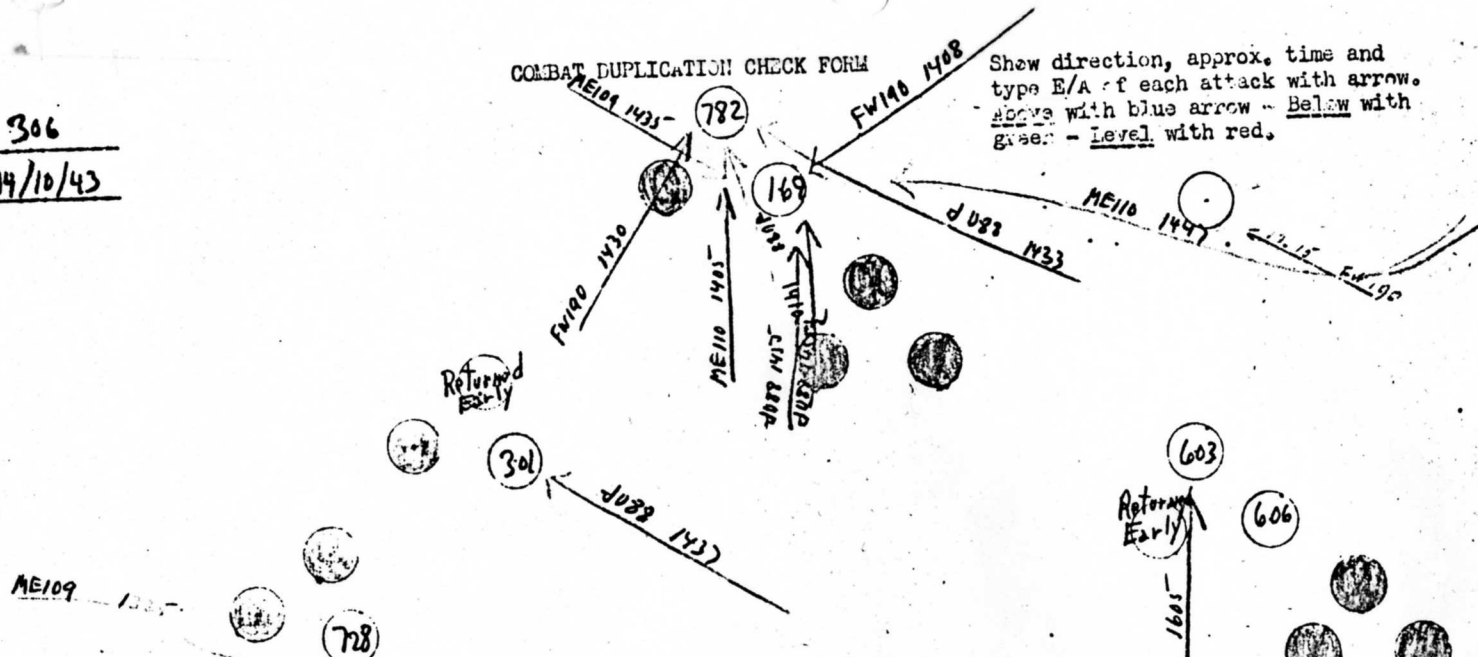


GROUP 306

DATE 14/10/43

COMBAT DUPLICATION CHECK FORM

Show direction, approx. time and type E/A of each attack with arrow. Above with blue arrow - Below with green - Level with red.

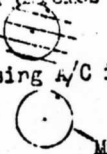
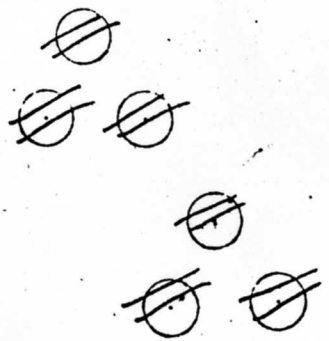


If actual formation is completely different from position of circles turn page over and prepare diagram on back.

Write number of our A/C in circles. Draw lines through circles not applying.

Block out our missing A/C in Red.

Missing

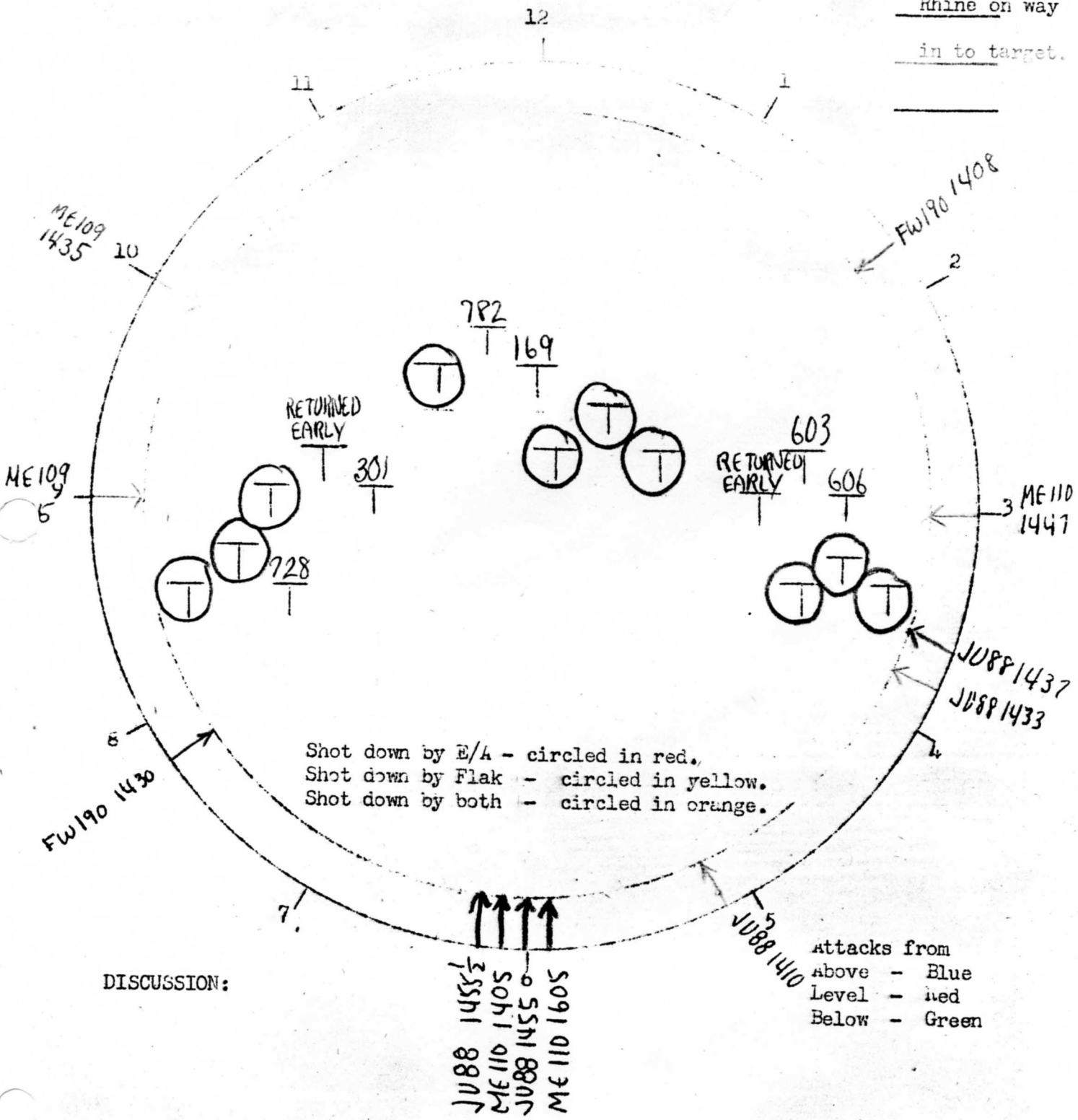


COMBAT REPORT FORM - (GROUP).

TARGET Schweinfurt GROUP 306 DATE 11/10/43

TIME OF ATTACKS 1305-1605

VICINITY OF ATTACK Mostly from Rhine on way in to target.



DISCUSSION:

Target SCHWEINFURT

1. Route followed.

Same as 92nd.

2. Visibility at Target (Any condensation trails?)  
Clear over target - no condensation trails.

3. No. of A/C over Target,  
5 A/C over target.

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:

# 767 - returned early  
# 728 - returned early  
# 812 - returned early

	$\frac{8}{s}$	
	$\frac{782}{22,500}$	
	$\frac{602}{s}$	169
	$\frac{301}{s}$	
	$\frac{714}{s}$	

# 175 - down  
# 727 - down  
# 720 - down  
# 811 - down  
# 199 - down  
# 779 - down  
# 707 - down  
# 710 - down  
# 813 - down  
# 971 - down

5. General Axis of attack (from lead A/C if possible)  
45° Magnetic.

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

7. Turn after bombing.

8. Position of Group in relation to other Groups. Bombed with 92nd.

9. What evasive action was taken?

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.

Domburg (Westkapelle) meager, inaccurate, three or four bursts.

Woersrecht—meager, about six bursts, altitude good, inaccurate.

Antwerp—meager, inaccurate.

Schweinfurt—moderate, black, accurate.

South of Koln—moderate, accurate.

Intermittant A/A. fire throughout route. Two red bursts observed at French coast.

11. Any other Comments, Phenomena, etc.

1. T/E enemy fighters flying parallel to our formation dropped smoking object probably bombs, moderate sized burst, then could see silver objects in clusters burning.

2. JU-88 sat back and pumped slow velocity rockets, two or three fired at one time, bursts like light flak, some accurate.

3. Smoke screens observed at Ludwigshafen and several unidentified towns.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.

By AD/mg NARA, Date 9-21

74500

TARGET: Schweinfurt

HEADQUARTERS  
1ST AIR DIVISION  
APO 557

DATE: 14.10.43

GROUP: 306

TABULATION OF E/A ENCOUNTERS

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005

NARA, Date 7-14-92  
By RLB/NM

EM	GROUP SQUADRON	A/C NO.	CLAIMANTS NAME AND RANK	GEN POSITION	DESTROYED	PROBABLY DESTROYED	DAMAGED	NO CLAIM ALLOWED
1	306-367		S/Sgt. T. E. Wilson	T/G				X
2	306-367		S/Sgt. T. E. Wilson	T/G				X
3	306-369		S/Sgt. Bill Oliver	RW/G				X
4	306-369		Sgt. Bill Oliver	RW/G				X
5	306-369		Sgt. Bill Oliver	RW/G				X
6	306-367		T/Sgt. Osep	TT/G				X
7	306-423		T/Sgt. M. L. Bartlett	E			X	
8	306-367		T/Sgt. A. Heyburn	E				X
9	306-367		T/Sgt. A. Heyburn	E				X
10	306-367		S/Sgt. R. H. Vader	RW/G				X
11	306-369		S/Sgt. Ernest J. Gilbert	RW/G	X			
12	306-423		T/Sgt. M. L. Bartlett	E				X
13	306-369		S/Sgt. John J. Regan	W/G				X
14	306-369		S/Sgt. Lester J. Kirk	T/G	X			✓
15	306-369		S/Sgt. Lester J. Kirk	T/G			X	
16	306-423		S/Sgt. Burl W. Ford	BT/G				X
17	306-369		S/Sgt. Fred K. Massey	BT/G				X



14 October 1943 SCHWEINFURT (Black Thursday)

Take off - 1000

200' visibility

10/10 clouds at 100 feet

Wind, north, 6mph

Other ~~st~~ations expecting fog, drizzle, rain. None at Thurleigh

Planes returning had used 29,290 rounds of .50 cal. ammunition.

Five planes came home, and group was stood down next day because there was not enough equipment to fly. Those returning were badly damaged.

Eighteen took off, three aborted over the continent, ten were shot down and five returned.

Schweinfurt raid destroyed "Some 455,000 sq ft of floor space in the UKF and Kugel-Fischer plants." Fortune, vol 31, no 1, p 246.



By AB/mg NARA, Date 9-21

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

F-D-4

APO 684,  
14, Oct., 1948.

SUBJECT: Ammunition and Bomb Expenditure for the Mission of 14, Oct., 1948.

TO : Commanding Officer, 306th Bombardment Group (H), APO 684.

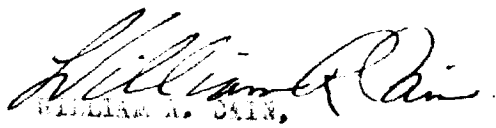
1. The following is the expenditure by individual gun positions of AP and F ammunition for the mission of 14, October 1948.

a. 10 UPPER TURRET GUNS	4,550 Rounds
10 LOWER TURRET GUNS	4,550 Rounds
10 TAIL GUNS	5,050 Rounds
8 RADIO GUNS	2,550 Rounds
5 LEFT WAIST GUNS	4,400 Rounds
5 RIGHT WAIST GUNS	4,500 Rounds
5 LEFT NOSE GUNS	1,450 Rounds
5 RIGHT NOSE GUNS	1,090 Rounds
5 CENTER NOSE GUNS	1,150 Rounds

2. A total of 60 .50 calibre guns expended a total of 29,290 rounds of ammunition.

3. 42- one thousand pound, M-44 Demolition Bombs were expended on this mission. Two abortive aircraft included.

4. Additional expenditure of ammunition and bombs submitted for missing aircraft.

  
WILLIAM A. CAIN,  
Capt., Air Corps,  
Armament Officer.



3:35 5100N. <sup>0700</sup>E also  
3 chutes (not in trouble)

at 1 B-17 No 2 Eng. on fire  
going down under control

720 Horizontal stabilizer seen  
shot up - 40 min. before T.

5 min before T. B-17 on fire  
maybe (4) 3 chutes out  
No 4 Eng on fire & spread to  
Fuselage

10 min before T.  
B-17 burning - blew up -  
8 bailed while under control  
2 bailed while spinning

at T.  
1 - B-17 hit ground & exploded  
1 - B-17 No 3 burning under control  
2 - B-17's peeled off & went  
down over Mt.

No #175 B-17 flown for  
9 chutes long time  
with stabilizer  
shot up -

KIRK

10-12 B17's before target - down

1341 - one down - one chute

1343 - one smoking

1430 1/2 - 707 exploded

1442 - one down - 3 chutes

1558 - one behind - 6 chutes

1325 - 779 - 4 chutes

1505 - B17 left formation headed st. for  
most home - one E/A attacked - no chutes  
seen

and fighters - rockets from  
twin engine E/A.

INTERROGATION FORM

SQUADRON ~~367~~ 369 ~~XXXVII~~ 309 ~~XXXI~~ A/C Number 782 Letter 0 Date 11/10/43

Bomb Load 6 x 1000 H.E. Incend.

Position in Formation

Time Took Off 1025 Time Landed 1755

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

1. HOT WEBS to be phoned in? Yes No

CREW: Give Rank and Initials

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

*See attached sheet*

Capt. C.T. Schoolfield	Pilot
Capt. C.E. Flannagan	Co-P ✓
Lt. D.B. Dash	
Lt. J.B. Mazanek	Nav. ✓
Capt. F.A. Evans	Bomb. ✓
T/Sgt. M.A. Narum	Radio ✓
T/Sgt. J.C. Stoner	Top T. ✓
T/Sgt. B.A. Hardy	Ball T. ✓
S/Sgt. B.H. Perlmutter	R. Waist ✓
S/Sgt. R.J. Conley	L. Waist ✓
Lt. C.L. Danlap	Tail G. ✓

2. TARGET ATTACKED:

Primary Time: 1445  
 Alternate Height: 22500  
 Last Resort Heading 45°  
 (circle).  
 Duration Bomb Run: 40 sec

3. Number of BOMBS dropped on target: 6 Jettisoned: Returned: Abortive:

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

Own Bombs:

*Bursts of 92nd  
 Right in town center - fires &  
 Other Bombing: 2000 FEET  
 large smoke col. in target area*

5. Any Photographs taken: Yes No? Any Mickers: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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

*as briefed over Germany*

8. WEATHER: (If it affected mission)

*Clear over 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
------	-------	---------------	---	-----------------	---------------------------------------	----------

*Intermittent strag-out route starting at*

*Bursterp - slight not too acc.*

*Target mod - black very acc, all right in the town*

Crew observations about Flak:

*2 red bursts - just at French*

border in - fighters missed bombed wing behind

10. ENEMY FIGHTER OPERATIONS:

Everything - mostly claims

250-300 blms (Estimated total number of E/A seen) (Types)

14:30 just before taken - near Ludwigshaven (Location and length of fight)

TLE ETA shot rockets. TLE shooting machine guns to rear - most attacks came from

direction 4 & 8 o'clock - ETA cued up. (Tactics of E/A)

Me110 solid black, silver, yellow & green

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

normal invasive action (Our defensive action)

CLAIMS	
DESTROYED	3
PROBABLY	1
DAMAGED	1

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

most rockets shot down

11. FIGHTER SUPPORT

Good going in, none seen coming out (wouldn't min take coming out)

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, Ludwigshaven smoke screens, several unidentified

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by E/A, in E/A Action, Accident or Undetermined Cause) observed - very quick action in one turn - resulting in an excellent smoke screen

37's most with rockets

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

Hand blown off by 20 mm - hit flak suit exploded.

15. DAMAGE TO A/C: (Briefly) - waist-gunner before 1 P. numerous flak hole, one brush by

16. TECHNICAL FAILURES: none

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

R.S. Conley - shot down fighter after hand blown off.

S-2 OFFICER RSkalak TLE COMPLETED

Need fighter support against rocket ships.

INTERROGATION REPORT

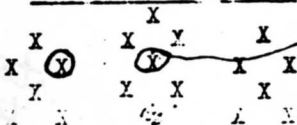
SQUADRON 367 ~~YBDOXXBLEWJLZ~~ A/C Number 301 Letter P Date 10/14/43

*Tachmeter out  
Bus in car  
White in hole  
then Butte  
left  
Kirk  
in back  
behind*

Bomb Load 6 X 1000 H.E. Incend.

Position in Formation

Time Took Off 10:25 Time Landed



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

*See attached*

CREW: Give Rank and Initials

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

1st. Lt. T.S. Kirk Pilot

F/O C.W. Cosper Co-P

2nd. Lt. J.L. Dougherty Nav.

2nd. Lt. J.A. Sparks Bombr

T/Sgt. G.G. Roberts Radio

S/Sgt. T.E. Boyd Top T.

S/Sgt. T.R. Hill Ball T.

S/Sgt. T.R. Kelly A. Waist

S/Sgt. R.E. Weber B. Waist

S/Sgt. C.A. Poff Tail G.

*Lead then went to  
Kirk  
left the other  
back into  
in lead  
Target  
10 min  
afterward  
dropped  
down to  
with L group  
A + B  
on fire  
mostly  
L  
unit  
5 min.  
of Charnel  
then  
dropped  
to 1500*

*Good bombing run -*

2. TARGET ATTACKED:

Primary Time: 14 40

Alternate Height: 24,000

Last Resort Heading 41° Mag.

Duration Bomb Run: 2 min

*all*

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

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

Own Bombs: Saw Target clearly and plenty of smoke on it

Other Bombing: Couldn't see impact - No sign of smoke screen at target

5. Any Photographs taken: Yes? (No) any Micals: Yes No

6. GROUND TARGETS ATTACKED BY GUNPIPE AND RESULTS: Number boxes dropped Number boxes returned

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

*On course throughout except didn't go quite as far as after T.*

8. WEATHER: (If it affected mission) Hazy before T. - clear over T. moved out

9. FLAK: Encountered on way out, at target and on way home. of front at 8° E.

Time	Place	Height	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location of bursts	Accuracy
------	-------	--------	---	-----------------	--------------------	----------

① Coast - scattered -

② 2°30 E, 49°40 N. Huge bursts of Flak - just ahead

③ I. Mod. + very acc.

Crew observations about Flak:

*They saw 4 others - found them - our own - they dropped to 1500*

2 or 3 Turins to a Single

10. ENEMY FIGHTER OPPOSITION: 300-400

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

Turins came in at about 8° East-  
and hit hard

about 13:20

(Location and length of fight)

Singles soon after - they were mostly  
on tail - some to -

stopped  
to  
1600  
all resumed  
to leave  
at once

Turins 10-15 at a time on tail in line  
abreast -

(Tactics of E/A)

E/A using smoke cloud as deception -

Yellow nose FW 190's  
(Color, markings, etc. of E/A)

Big burst over T. - bright reddish - then fighters  
let up for a few minutes

fighters went out & circled round  
(Our defensive action)

CLAIMS

DESTROYED	_____
PROBABLY	_____
DAMAGED	_____

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

Burst  
like small  
flak - some  
acc.  
some  
T-

me 210's  
from JU 88's sat back pumped  
rockets - slow velocity -  
2 or 3 guns fired at 1 time  
1 gun ea. side - 1 in nose?

11. FIGHTER SUPPORT

Met 47's at Coast way above Casted  
about 5 min.

2. 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; con-  
centrations 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)

Oxygen / Many guns out / Ammunition cleared out

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

15. DAMAGE TO A/C: (Briefly)

Some holes - Serious damage  
stabilized  
bulkheads

16. TECHNICAL FAILURES:

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

S-2 OFFICER Weld FILE COMPLETE

SQUADRON ~~65~~ 423 A/C Number 603 Letter H Date 14/10/43

Bomb Load 6 x 1000 H.E. Incend.

Position in Formation

Time Took Off 1025 Time Landed 1755

		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:

1340 " 3 chutes but no parachute  
 1440 " 14th " 14th on fire the chutes out  
 B17 # 710 Friendly A/C in any kind of distress?  
 (Give position, time, altitude, full details)  
 1355 hrs low level take  
 1430 " B17 " 14th on fire  
 1440 " 2 chutes out of B17 not in trouble  
 one of the chutes did not open  
 About 12 miles south of I.P. way out  
 chutes out this one.

CREW: Give Rank and Initials

1st Lt. Virgil H. Jeffries Pilot

2nd Lt. T.R. McGalliard Co-P.

2nd Lt. W.H. Dickenson Nav. ✓

1st Lt. J.H. Moon Bomb. ✓

S/Sgt. R.G. Mowrer Radio ✓

T/Sgt. J.S. Porter, Jr. Top T. ✓

S/Sgt. Carl Shelley Ball T. ✓

S/Sgt. W.L. Threatt, Jr. R. Waist ✓

S/Sgt. George Michaely L. Waist ✓

T/Sgt. H.C. Cordery 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: Too busy with fighters did not follow

Other Bombing: Saw smoke thick result of bombing

5. Any Photographs taken: Yes No Any Nickels: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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

About as ordered.

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

South of Kelen  
 22900 Heavy moderate accurate.  
 1439 Primary " " actual altitude  
 On way home target flak nil.  
 Crew observations about flak: Saw several B17's blow up

10. ENEMY FLIGHT OPERATIONS:

300 7/8. - about 110 5/8.

(Estimated total number of E/A seen)

(Types)

1330 hrs first E/A attacked forward class both 7/8 and 7/8. The attack

(Location and length of fight)

from E/A continued to level and about 15 minutes after, the 110 came

attacks level, there was a time probably 4-5 min. 600 to 800 yds

About 75 allies on this 7/8.

(Tactics of E/A)

7/8E has yellow cross underneath wing tips, the 1095 was in  
yellow

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

(Our defensive action)

C L A I M S

DESTROYED

4

PROBABLY

DAMAGED

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

11. FIGHTER SUPPORT

Saw P-47's going in, no escort coming

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,

Attacks continued during bomb run  
7/8 flying parallel to our formation dropped smoking objects, probably bombs, moderate sized burst they could see silvery objects in clusters during

INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or undetermined cause)

7/8 attacking mostly from tail firing rockets, came in three or four at a time during these attacks 7/8 attempted to divert attention of other bombers.

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how

received, TIME and T.O.E.)

15.

15. DAMAGE TO A/C: (Briefly)

one critical  
two minor  
RW  
TT.

16. TECHNICAL FAILURES:

S/S manually

Flak holes, 20mm holes, wing spar damaged.  
Ran short of oxygen, had to use walk around tactics from target.  
D.H. out. Probes damaged no pressure.

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

Top turret gunner T/S Porter and T/S right hand throat, left hand  
gunner all in hospital and making claims on 7/8 destroyed.

S-2 OFFICER

Capt. O. Glass

TIME COMPLETED

Should have ticket to flak home before another trip.



Start yesterday 2 hours ...

Coli ...  
92nd plane ...

SQUADRON ... Letter U Date 14/10/43  
Bomb Load 6 x 1000 H.E. Incend.

Time Took Off 1025 Time Landed 1745

Position in Formation

		X		
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

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

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

- 1st Lt. K.R. Bickett Pilot ✓
- 2nd Lt. R.B. Thompson Co-Pr
- 2nd Lt. D. McCauley (368) Nav. ✓
- 2nd Lt. D.A. Cook Bomb. ✓
- S/Sgt. W.A. Snedden ✓ Radio
- T/Sgt. L.C. Capper ✓ Top T.
- S/Sgt. J.H. Coleman ✓ Ball T.
- S/Sgt. J.P. Clarke ✓ R.Waist
- S/Sgt. H.C. Turner ✓ L.Waist
- S/Sgt. J.C. Dehler ✓ Tail G.

2. TARGET ATTACKED:

Primary Time: 1440  
Alternate Height: 24000  
Last Resort heading ?  
 (circle) -  
Duration Bomb Run:  
Dropped on leader

3. Number of BOMBS dropped on target: 6 x 1000 Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)  
Own Bombs: held by 2nd plane ...

Other Bombing:

5. Any Photographs taken: Yes? No Any Nickels: Yes No  
Number boxes dropped

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: Number boxes returned

7. ROUTE: (If different than ordered) (If EVASIVE give time, place, height of turn; reason for returning early; and disposition of bombs)  
Great evasive maneuver forced out lack of oxygen.

8. WEATHER: (If it affected mission) Clear over 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	Accuracy Bursts in relation to A/C
<u>Target pretty good but not accurate.</u>						
<u>Intermittent inaccurate (low to high) on way in.</u>						

Other observations about Flak: not hot.

10. ENEMY PLANE SIGHTING:

300 fighters. More than expected <sup>type of target</sup> lots of D0217s this time.  
(Estimated total number of E/A seen)  
first group was at 10000 when event left on. kept with us to 20-30 minutes after target. Direct attacks up to target then fighters pulled on another.  
(Location and length of fight)

1st group of fighters. Beam attacks with rockets from 10000 ft. D0217s. Lots of rockets. You can see them. Most of middle of formation. 3 pieces flew up which in formation says that from rockets. heard 500 from eye ahead.

3 E/A. 1st fighter was dropping stuff that landed all my down (bombs?)  
→ Every time I had 20mm bursts all around it. ←

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

2 E/A's saw up in air on my back.

(Our defensive action)

Our formation good until fighters pulled off a few. One in perfect formation down up into the air.

CLAIMS	
DESTROYED	Wrecked down grate a
PROBABLY	few but no claim. Don't know who got them.
DAMAGED	
(Fill out immediately separate CLAIM FORM for each claim.)	

1. FIGHTER SUPPORT

Good on my in. But downed it on my out.

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, none. Lots of hangars on Rhine.

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) none. Holes in wing - yours etc.

5. TECHNICAL FAILURES:

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

Can't make this like that without fighter support.

S-2 OFFICER Capt. [Signature] FILE COMPLETED

SQUADRON ~~35~~ 423 A/C Number 812 Letter Q Date 14/10/43

Bomb Load 6 x 1000 H.E. Incendi.

Position in Formation

Time Took Off 1025 Time Landed 1410

		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)

1st Lt. C.E. Munger Pilot

1st Lt. H.J. Engel Co-P

1st Lt. R.D. Barton Nav.

2nd Lt. Leon Feldman Bomb.

T/Sgt. E.J. Borlik Radio

T/Sgt. H.W. Hawkes Top T.

S/Sgt. J.T. Brinkman Ball T.

S/Sgt. J.L. Braman R.Waist

S/Sgt. J.H. Jessup L.Waist

S/Sgt. L.B. Parks Tail G.

2. TARGET ATTACHED:

Primary Time: 1312 hrs.

Alternate Height:

Last Resort Heading  
(circle)

Duration Bomb Run:

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

4. Observed RESULTS OF BOMBING: (For this plane or others) *Dropped bombs in channel*

Own Bombs: *Turned back at 1355 hrs. at Domburg.*

*#3 super charge induction system had hole in*

Other Bombing: *it #2 oil cooler shooting oil out over ball turret. Crossed coast at 1252 back 1256 hrs.*

5. Any Photographs taken: Yes? No? Any klicks: Yes No  
Number boxes dropped

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: Number boxes returned

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) *10/10 cloud + haze.*

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

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

*Domburg - merger flak.*

Crew observations about Flak:

A/C. 511. *after the 1st engine was down, it was on fire. The crew then moved when he peeled off.*

(Estimated total number of E/A seen) \_\_\_\_\_ (1, 2, 3)

*Jackson 710 #2 engine on fire. Lots of big flames. 4 chutes before target.*

(Location and length of fight)

*with #3 engine on fire flames 10 ft.*

*peeled off to right before target 3 chutes.*

(Tactics of E/A)

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

(Our defensive action)

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

1. 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,

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)

4. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLA and TUE.)

15.

15. DAMAGE TO A/C: (Briefly)

(6)

A.

INTERCOMBAT FORM

SQUADRON 567 ~~1089269~~ A/C Number 767 Letter Y Date 14/10/43

Bomb Load 6 X 1000H.E. Incend.

Position in Formation

Time Took Off 10:25 Time Landed 1730

		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)

1st. Lt. J.W. Tackmier Pilot

2nd. Lt. D.L. Jacobs Co-P

1st. Lt. C.D. Moore Nav.

1st. Lt. W.F. Morey Bomb.

T/Sgt. A.E. Coulter Radio

T/Sgt. J. Argentos Top T.

S/Sgt. J.E. Corcoran Ball T.

S/Sgt. H. Sall R.Waist.

S/Sgt. H.E. Twing L.Waist

S/Sgt J.P. Bloom 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:  
all

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

Own Bombs:

turned back at Woensdrecht. Came in right of course. (314 hrs) 23000' - Couldn't hold enough speed to keep squadron in group formation so aborted

5. Any Photographs taken: Yes? No? Any Nickels: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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

Had to make big S turn off coast because other wing was late

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

Domburg - meager about three bursts.  
Woensdrecht - just behind high squadron, 4 to 6 bursts.

Crew observations about Flak:

More flak from Domburg on way out.

10. ENEMY FIGHTER OPERATIONS:

*saw 2 S/E enemy fighters below - they did not*  
(Estimated total number of E/A seen) (Types)

*came up to attack*  
(Location and length of fight)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(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

*good -*

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 B-17 from another group drop his bombs in Holland*

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.  DELAY TO A/C: (Briefly)

16. TECHNICAL FAILURES:  
*Linkage on supercharger broken*

17. CREW COMPLAINTS: (any unusual incidents, any suggestions?)

S-2 OFFICER *Murtha*

TIME COMPLETED

INTERROGATION FORM

SQUADRON 367 ~~REFUGEE~~ A/C Number 728 Letter S Date 10/14/43

Bomb Load 6 x 1000 H.E. Incend.

Position in Formation

Time Took Off 10:25 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

1. HOT NEWS to be phoned in? Yes No

Details:

13:21 - over Antwerp? - hit by Flak apparently - went into flames - then into clouds straight down - no chutes seen.

Dropped back at the time of the turn towards the coast

CREW: Give Rank and Initials

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

1st. Lt. Z.D. DAVIS Pilot

1st. Lt. I.R. Elliot Co-P

1st. Lt. H.C. Edelstein Nav.

2nd. Lt. C.L. Couch Bomb.

T/Sgt. L.C. McCullar Radio

T/Sgt. G.T. Webb Top T.

S/Sgt. D.J. Foster Ball T.

Sgt. E.E. Ball R.Waist

Sgt. F.L. Shade L.Waist

S/Sgt. D.J. Antonelli Tail G.

Crossed Enemy Coast 13:08 Turned back at 13:20 51:16 N. 04:35 E.

Lost Group when Tackmeir aborted + Group 5" ahead of group ahead of them

2. TARGET ATTACHED:

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:

After Turning, Pilot did heavy evasive action Other Bombing: to shake Fighters -

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

Any Nickels: Yes (No) Number boxes dropped

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: Number boxes returned

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

Entered Enemy Coast 5 mi. S. of Course -

8. WEATHER: (If it affected mission) 10/10 at 3000' over Dutch Coast - deteriorating to 3/10 over England at 1000' 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	accuracy Bursts in relation to A/C
------	-------	---------------	---	-----------------	----------	------------------------------------

Only at distance.

Crew observations about Flak:

Combat Wing made several 360's over Belgium apparently trying to rendezvous with other group?

10. ENEMY FIGHTER OPERATIONS: *S - Mostly 190's*

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

*Came in just as this a/c turned back -  
(Had been hitting a group ahead) - then hit  
this a/c - already alone on sides + from  
the tail - pressed in hard.*

(Tactics of E/A)

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

(Our defensive action)

C L A I M S	
DESTROYED	<u>1</u>
PROBABLY	_____
UNRECOVERED	_____

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

11. FIGHTER SUPPORT

*Good but high -*

2. OBSERVATIONS: Give TIME, PLACE, HEIGHT (list any observations of military importance such as balloons, decoys, dummys, 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)

*30 cal. holes.*

16. TECHNICAL FAILURES: *Spair Left Wing Right Waist T.g. Corob.*

*M 2109 at 13:25  
Came from 3 high,  
in from 3 o'clock  
and across tail  
and blew up at about  
300 yds. level -*

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

S-2 OFFICER *Wald*

TIME CO. FILLED \_\_\_\_\_



10/10/43  
SECRET FORM

Group 30

Date 14 October 1943

Squadron 413

Place where attacked \_\_\_\_\_

A/C No. 603

Time 1110 height 20,000

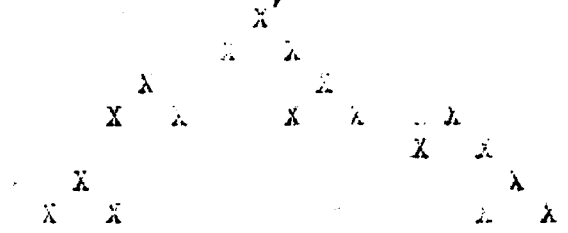
1. Story of the attack-- Two P-51's attacked our plane from 3 o'clock, one right after the other. A. Faist gunner fired at them, one after the other. The first started burning when six hundred yards off and the second one (not sure) 10-15 feet apart from the first) almost immediately caught fire. They headed down past line of sight. A. Faist gunner saw these two head on. He says flames burned and more intensely as they approached ground. Will try to see one pilot but insists that both were certain because of intensity of fire raging when last seen.

(Include above information at destroyed; where he was hit; how much he was damaged, etc.; how he looked and acted (only if possible))

**DESTROYED**

**DAMAGED**  
A-2  
I.B.W.

2. Diagram of attack:



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

Data on Combat  
a. our heading 1150  
b. visibility Clear  
c. type of A/C 2 P-51's  
d. level of attack;

From high above \_\_\_\_\_ o'clock  
level 3 o'clock  
below \_\_\_\_\_ o'clock  
very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A.

(check One)

Names Sgt. William L. Threatt, Jr. 14072711  
1118 Buchanan Ave., Charlotte, N. Carolina  
Positions: Right Waist

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

Corroborated by Sgt. Shelley  
Position in A/C Ball turret

Other A/C firing at the same time? None

5. Comments of the interrogator: A kill. Claimant was hospitalized for wounds received on this mission.

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

Time \_\_\_\_\_ Interrogator Capt. Baldwin

CONFIDENTIAL

**CONFIDENTIAL**

Group 306  
Squadron 367  
A/C No. 720

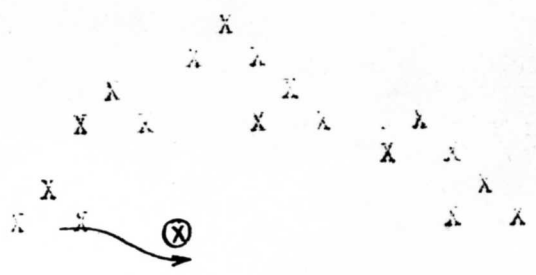
Date 11/10/43  
Place where attacked \_\_\_\_\_  
Time 13:25 Height 18,000

1. Story of the attack-- E/A came in from three o'clock high and Right Waist  
Gunner got in a long burst. When the E/A crossed tail of this A/C it blew up  
about 300 yds behind.

**DESTROYED**  
A-2. I.B.W.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and 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.

Data on Combat  
a. our heading: Doing evasive action.  
b. visibility: clear  
c. type of E/A: ME 109  
d. level of attack;  
From high above 3 o'clock  
level 0 o'clock  
below 0 o'clock  
very low 0 o'clock

3. Our Gun Positions Firing on E/A.  
Names Sgt Bennett B. Ball 17035260

(check One) very low 0 o'clock

Positions: Right Waist Montgomery City, Missouri.

4. If E/A was Shot Down or Damaged:  
Corroborated by S/Sgt E.J. Antonelli  
Position in A/C Tail Gunner

Other A/C firing at the same time? No

5. Comments of the interrogator: A certain destroyed

If formation was very different from standard, show on back of sheet. Time \_\_\_\_\_ Interrogator Capt A.W. Wald

17035260

Group 306th.

Date 11/10/43.

Squadron 423rd.

Place where attacked SCHWEINFURT

A/C No. 603

Time 1/15 Height 24,000

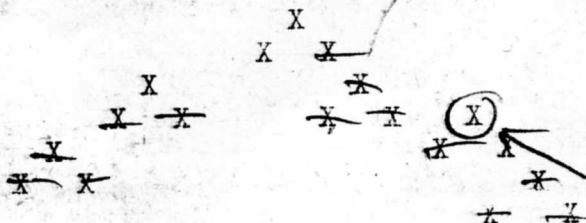
1. Story of the attack:-

"SEE ATTACHED NARRATIVE"

When the first Ju88 came, Porter, though wounded, set the direction dial for 140 feet, frened him as E/A fired his rockets and then as he started to break away, gave him a long burst. A large piece which Porter thought was the right engine of E/A broke off. E/A rolled over on its back as the pilot bailed out. Porter called over microphone to Co-Pilot Lt. T.R. McCalliard, "There's one down - mark him up for me, Tex". Co-Pilot says he saw this Ju88 as it came out from under his right wing, that E/A was in a spin and went down completely out of control.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and 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.

**DESTROYED**  
E.W.

Data on Combat  
a. our heading 160  
b. visibility good  
c. type of E/A JU-88  
d. level of attack;  
from high above 5 O'clock  
level      O'clock

3. Our Gun Positions Firing on E/A.

(Check below One) very low      O'clock

Names T/Sgt. J. S. Porter, 33279509, Vandergrift, Pa.

Positions Top Turret Gunner

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

Corroborated by Lt. John H. Moon

Position in A/C Bombardier

Other A/C firing at the same time? No.

5. Comments of the interrogator:

Gunner has been in hospital due to wounds from this mission.

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

Time 0900 24/11/43 Interrogator

Lt. Hogg.

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

APD 634  
24 November, 1943

SUBJECT: Combat Claims Report

TO : A-2, First Bomb Division

T/Sgt. J.S. Porter flew as top turret gunner on A/C 603, piloted by Lt. Jeffries on the Schweinfurt raid of October 14, 1943. Approximately at the I.P. the 306th Group was attacked by a combination of S/E and T/E enemy fighters, the latter firing rockets to good effect into our formation. In but a few moments only five of the original 15 A/C remained in the air, including one A/C in the low squadron, two in the lead squadron and A/C 603 with A/C 606 on its wing in the high squadron. During these first attacks a S/E fighter, making a head on attack, fired a burst at A/C 603, one bullet (a .303) just missing Lt. Jeffries but hitting T/Sgt. Porter and passing entirely through the calf of his leg, grazing but missing the shin bone. Despite intense pain T/Sgt. Porter stood by his guns. A moment later 6 Ju88s came in from above and at 5 o'clock in perfect formation (two elements of three each). At 400 yards these E/A got into single file, fired two rockets each and then peeled off to the right and dove away.

When the first Ju88 came in, Porter, though wounded, set the direction dial for 40 feet, framed him as E/A fired his rockets and then as he started to break away, gave him a long burst. A large piece which Porter thought was the right engine of E/A broke off. E/A rolled over on its back as the pilot bailed out. Porter called over microphone to Co-Pilot Lt. T.R. McCalliard, "There's one down - mark him up for me, Tex". Co-Pilot says he saw this Ju88 as it came out from under his right wing, that E/A was in a spin and went down completely out of control.

In the meantime, T/Sgt. Porter again "framed" the third Ju88 and again fired a long burst with E/A "in his sights" and 400 to 350 yards away. E/A broke into flames, which, as it passed beneath our A/C, completely enveloped it. Porter called again over the interphone "There's one for you, Jeff" (meaning Lt. Jeffries, the Pilot). This A/C was picked up by Lt. John H. Moon, bombardier, who says it went into a tight spin and was still spinning and "wrapped" in high flames when last seen.

It is interrogator's firm belief that these claims are honest, that they don't conflict with other claims made on the same raid and they should be given full and complete credence.

ROBERT HOGG  
1st. Lt. AC  
Group 5-2

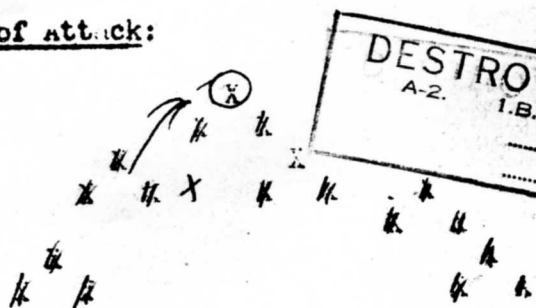
Group 306  
 Squadron 369  
 A/C No. 782

**CONFIDENTIAL**  
 Date 11/10/43  
 Place where attacked Near I.P.  
 Time 14:30 Height 23,000

1. Story of the attack-- T/Sgt R.J. Conley Left Waist Gunner was hit by a 20mm at about 14:25 result his left hand was blown off. Gunner went back to gun after tournquet was applied by Right Waist Gunner. E/A FW 190 attacked between 7:30 and 8:00 o'clock, slightly low Left Waist Gunner opened fire at close range at about 150 yds E/A was seen to Explode. Left Waist Gunner then passed out for few minutes, came to and tried to fight again.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and 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.

Data on Combat

a. our heading 140°  
 b. visibility good  
 c. type of E/A FW 190 Yellow Nose  
 d. level of attack;  
 From high above \_\_\_\_\_ o'clock  
 level \_\_\_\_\_ o'clock  
 below 7:30 o'clock  
 very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A.

Names T/Sgt Robert J. Conley 16036253  
 Positions- Left Waist

(check One)  
634 Pine  
Chicago, Ill.

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

Corroborated by S/Sgt B. H. Perlmutter T/Sgt J.C. Stoner  
 Position in A/C Right Waist Top Turret

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

5. Comments of the interrogator: Destroyed

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

Time \_\_\_\_\_ Interrogator Capt R. Skalak

Group 360

Date 1/21/44

Squadron 369

Place where attacked 10 miles before

A/C No. 109

**CONFIDENTIAL**

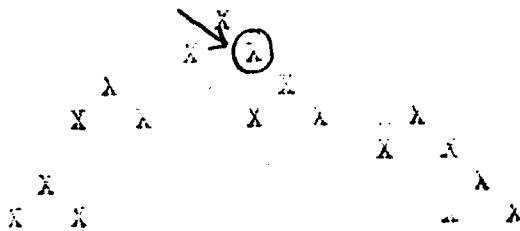
Time 10:34 height \_\_\_\_\_

1. Story of the attack--  
cut to 100 and came back at 10 O'clock at us. Navigator fired and we  
and went down. Little smoke was seen and pilot bailed out.

DESTROYED  
A/C 109

(Include above how E/A attacked; how good he was; where he was hit; how much he was damaged; and 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.

Data on Combat

- a. our heading \_\_\_\_\_
- b. visibility Good
- c. type of E/A No 109
- d. level of attack;

From high above 10 o'clock  
 level \_\_\_\_\_ o'clock  
 below \_\_\_\_\_ o'clock  
 very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A.

(check One)

Names 1st Lt. Dudley H. Fay Jr., ASN O-80124  
1628 Columbia Road, Washington, D.C.  
 Positions- Navigator

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

Corroborated by \_\_\_\_\_  
 Position in A/C \_\_\_\_\_

Other A/C firing at the same time? None

5. Comments of the interrogator: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

Time \_\_\_\_\_ Interrogator \_\_\_\_\_  
1st Lt. B.H. Pool

Group 306  
 Squadron 367  
 A/C No. 301

Date 11/10/43  
 Place where attacked 48°55'N, 10°05'E  
 Time 14:37 Height 24,000

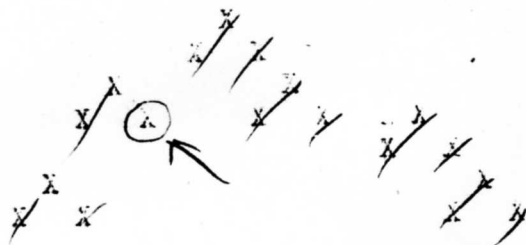
**CONFIDENTIAL**

1. Story of the attack-- E/A came in low from 4 o'clock, fired rocket and kept coming in. Ball Turret Gunner opened up at 600 yds, and kept firing as E/A passed under our A/C. When 200yds away at 8 o'clock E/A turned over and one man bailed out. E/A lost control. Further results not seen.

**DAMAGED**

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and 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.

Data on Combat

a. our heading \_\_\_\_\_  
 b. visibility good  
 c. type of E/A JU-88  
 d. level of attack;  
 From high above \_\_\_\_\_ o'clock  
 level \_\_\_\_\_ o'clock  
 below 4 o'clock  
 very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A.

Names S/Sgt Thomas R. Hill 38209877

Route #2  
 Holly Grove, Ark.

Positions- Ball Turret

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

Corroborated by \_\_\_\_\_  
 Position in A/C \_\_\_\_\_

Other A/C firing at the same time? None

5. Comments of the interrogator: A certain

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

Time \_\_\_\_\_ Interrogator Capt A.W. Weld

Date 14/10/43

Group 306

Squadron 369

A/C No. 169

**CONFIDENTIAL**

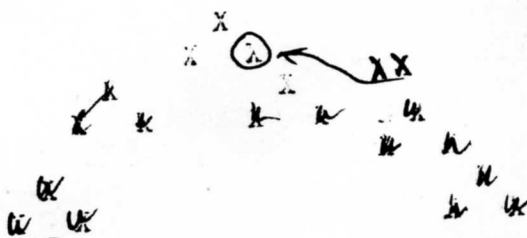
Place where attacked Just after target  
 Time 1447 Height 23,000

1. Story of the attack-- One ME 110 was attacking the high squadron (all that was left was two ships) then came in at three o'clock high and was fired on by Right Waist Gunner. A/C dropped down smoking a little.

NO CLAIM  
 A-2. I.B.W.

(Include above how W/A attacked; how close he came; where he was hit; how much he was damaged; and 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 W/A attack;
- c. sun position.

Data on Combat

- a. our heading \_\_\_\_\_
- b. visibility good
- c. type of W/A ME 110
- d. level of attack;

From high above 3 o'clock  
 level \_\_\_\_\_ o'clock  
 below \_\_\_\_\_ o'clock  
 very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A.

Names Sgt Albert E. Sewald 13107091

Positions Right Waist

(check One)

3116 Inglis St  
Pittsburgh, Pa.

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

Corroborated by S/Sgt D.J. Williams  
 Position in A/C Ball Turret

Other A/C firing at the same time? \_\_\_\_\_

5. Comments of the interrogator: \_\_\_\_\_

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

Time \_\_\_\_\_ Interrogator 1st Lt. B.H. Pool

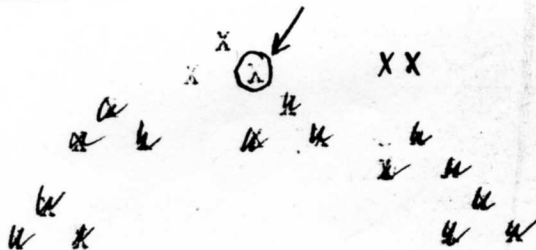


Group 306Date 10/14/49Squadron 369**CONFIDENTIAL**Place where attacked Before targetA/C No. 169Time 1408 height 29,000'

1. Story of the attack-- F. H. 190 attacked group ahead, then came down beneath other group and came up below us and in front of us. A/C busted up. Mine came off - his flash.

DESTROYED  
A-2 I.B.W.

(Include above how E/A attacked; how he came; where he was hit; how much he was damaged; and 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.

Data on Combat

- a. our heading \_\_\_\_\_  
b. visibility Good  
c. type of E/A F.H. 190  
d. level of attack;  
From high above \_\_\_\_\_ o'clock  
level 2 o'clock  
below \_\_\_\_\_ o'clock  
very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A:(check  
One)

Names Sgt. Duncan J. Williams, ASN 11071133  
42 Birch Street, Worcester, Mass.  
Position: Ball Turret

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

Corroborated by \_\_\_\_\_  
Position in A/C \_\_\_\_\_

Other A/C firing at the same time? None

5. Comments of the interrogator: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Time \_\_\_\_\_ Interrogator \_\_\_\_\_

1st Lt. B.H. Pool

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
UNITED STATES ARMY

IMMEDIATE RELEASE  
NUMBER 8084

14-October-1943

QUOTES ON TODAY'S RAID (SCHWEINFURT)

Maj. T. R. Diltz, 23, Saginal, Tex., flying on the Fort "Miracle Pride," commented: "When we reached the target, smoke was boiling up as far as I could see or more; there were fires all over the target area. I've never seen anything like it."

T/Sgt. Ancel Lode, Jr., 23, of Armoing, Okla., radio operator on the Fort "Temptation" said: "The bombs hit the target right smack on."

S/Sgt. Don McKelvey, 26, of Miami, Fla., radio operator, on the Fort "Miss My", declared, "We couldn't have asked for a better target. Today the fighters were very bold."

2nd Lt. Robert Irwin, 27, of Los Angeles, Calif., on the Fort, "Pochantas," said: "We came in over the target and got a good, clean hit."

S/Sgt. Richard Rucker, 21, of Fort Wayne, Ind., waist gunner on the Fort "Pochantas," said: "On leaving the target, I could see smoke all over the area."

S/Sgt. Joseph Pomy, 26, of 203 Colum St., Peoria, Ill., ball turret gunner on the Fort "Temptation" said: "An FW 190 came in a little low. I picked him up about 700 yards out, gave him a couple of bursts and he exploded about 400 yards from our ships."

1st Lt. Howard Simmamon, 23, of 3013 N. Franklin St., Philadelphia, Pa., navigator of the Fort, "Miss Behave," explained "We dropped our bombs, and how, there was a boil of smoke that came up to meet us."

1st Lt. Max C. Greze, 22, of 4713 Jarbo St., Kansas City, Mo., bombardier on the Fort "Lil One", said: "We went right in there and hit the aiming point on the nose. Flak broke the glass above the pilot's cockpit and took a chunk of metal out of number 3 prop."

2nd Lt. Sidney W. Alfred, 25, of 3313 Paul Ave., Belliot, Wisc., bombardier of the Fort "Slightly Dangerous" declared: "Hits were right in there. I never saw so much black smoke."

T/Sgt. Salvadore Sardo, 25, from Araiton, N.J., radio operator on the Fort "Slightly Dangerous" said: "There were fighters on us. They attacked other formations worse than they did us."

S/Sgt. D. O. Ellis, Newcastle, Ind., commented: "The bombing looked good. The Germans were using two-engined fighters in the formation, coming up behind us."

Sgt. T. A. Butts, Rockwood, Mich., ball turret gunner commented: "We ran into everything, and saw fighters all over the place. The bombing looked good to me."

2nd Lt. S. E. Mauro, 8835 195th St., Hollis, L.I., N.Y., a pilot, said: "There was lots of action around us, but we missed the most of it. It was a nice mission with a good bomb run."

T/Sgt. John K. Bard, 28, of Fort Blackmore, Va., radio operator on "Hard Luck," said: "An ME 210 came in high on the tail and I let him have it at 200 yards. He peeled and dropped about 5,000 feet. Then the pilot hit the silk."

2nd Lt. Yandell S. Warren, 25, of Genson, Miss., co-pilot, of the Fort "Hard Luck" commented "I couldn't see the target for the smoke and debris which rose to about 5,000 feet. It was very accurate bombing, right on the nose."

2nd Lt. Robert W. Saunders, 22, of Mopcrest, Wyo., navigator of the Fort "Royal Flush" said: "When we got through, the target was blanketed in smoke and flames. Our bombing was good. We ran into plenty of fighters on the way back."

1st Lt. Nathaniel Mencow, 24, of 21 Strathmore Rd., Worcestershire, Mass., navigator of the Fort "Betty Boop, Thw Pitsol of Packing Mamma," said: "The bombing was swell,"

S/Sgt. William Armes, 25, 3724 S. E. Franklin St., Portland, Ore., ball turret gunner on the Fort "Lula Belle," said: "A good share of our bombs hit our main objective. The fighters were very persistent, but they didn't press home their attacks."

2nd Lt. Frederick B. Albert, 24, 1888 Arthur Ave., Bronx, N.Y.C., navigator of "Merry Pat," said: "The target was burning fiercely when we started our bomb run. We put our bomb right in with others."

T/Sgt. R. R. Johnson, 20, of Bogosa, N.J., radio operator, on the Fort "Sleepy Time Cal," said: "I think the bombing was good. We hit a lot of fighters, mainly at the target."

S/Sgt. David E. Rooney, 21, Chelmsford, Mass, waist gunner on the Fort "Lady Liz"

- MORE -

15 October 1943

ADDITIONAL QUOTES

"The Germans worked over us for two hours," said Capt. Orville Oldham, of San Diego, Calif., who flew on today's mission as a tail gunner. "It was the first time I was over on a raid where I doubted that I would get back."

Maj. George W. Harris, Jr., 27, of Beverly Hills, Calif., leader of another formation in today's attack, said he was satisfied that Schweinfurt was well hit in spite of concentrated enemy attacks.

"The German fighters picked us up miles from the target," said Major Harris. He piloted the Fortress "Battlewagon."

Major Harris's bombardier, Capt. James C. McClanahan, 26, of Hartsville, Tenn., said: "Schweinfurt was a mass of smoke and flames as his formation turned off the target."

"The visibility was good," he declared. "I saw bombs hit, and I can say we did a good job. There was an explosion, and, suddenly, a big flash of fire right in the center of everything. We got even with them today."

"Our bombardier had a 5-minute straight run and dropped his bombs with excellent results," said Lt. Col. W. Rohr, of Teaneck, N. J., who piloted the Fortress "Ragin' Red." "We had continuous and persistent fighter attack for more than an hour and a half before reaching the target. On the way home we were still under attack from the fighters. This, in our opinion, was the roughest raid I have ever been on, but I am ready to go again any time."

"It was certainly no picnic," said Major George G. Shackley, of Greenwood Lake, N. J., who led another group as co-pilot of the Fort, "Ted's Flying Circus" with Capt. Frank G. Chapman, of Old Orchard, Me., as pilot. "The visibility was good over Schweinfurt. We had no difficulty in distinguishing the target and we made a good bombing run, despite the fact that they put up a heavy barrage of flak and had plenty of fighters buzzing around. I believe our bombs caught the right of the target, but I'll wait for the pictures before I say any more. There was a hell of a lot of fighters of all types in the air against us. They were coming out of the sun, right through the formation, going like hell, blazing away with every gun. When we first came in, it looked like the first Schweinfurt mission. We were hit by 50 or more FW's and ME's, a few minutes past the coast. They made several passes at us, but we were able to break up their attack."

"It was the roughest raid I have ever been on and ever hope to be on," said Capt. James J. McLaughlin, of Charleston, W. Va., a veteran of 19 missions over Nazi Europe.

"We really hit the target today," declared 1st. Lt. Richard H. Sperry, of Norwalk, Conn.,

Lt. Col. Theodore R. Milton, of Washington, D. C., said, "The enemy fighters attacked shortly after they had started their penetration of the continent. They remained with us all the way into the target," he added. "We had about an hour and a half running battle with more than 200 Nazi fighters. The weather was good in the vicinity of the target and we had a long bombing run without interruption. The bombing looked good."

Major John R. Blaylock, Council Bluffs, Iowa, who piloted the Fortress "The Duchess" in another group, said the enemy fighters hit back halfway between the coast and the Ruhr. "The closer we approached to the target, the tougher they became," Major Blaylock declared.

"I didn't see a bomb land," said 1st. Lt. Neil P. Conroy, of Los Angeles, Calif., bombardier on the Fort "Amatel.", "But the city stood out like a picture, and we had a good bomb run."

"I should say the bombing was good," said 1st. Lt. Wilson W. Cupp, of Newark, N. J., lead bombardier. "There was plenty of smoke down below" after we passed over Schweinfurt."

"It was clear when we got over the target and I believe we plastered the town," said 1st. Lt. George W. Heinz, of Skokie, Ill., bombardier on the Fort "Miss Romance." "It looked to me as though a few of our bombs were right on the factory."

"The main cluster of bombs hit in a tight clump in one piece near the river," said S/Sgt. William Whittington, of Baton Rouge, La., ball turret gunner on the Fort "Full Bonst." "A few about four exploded on what looked like barracks."

commented: "We ran into about 100 fighters up there today. I got in a lot of shooting."

Capt. John ... 25, Augusta, Kan., pilot of "Good Time Charley, III." said: "Bombs blanketed the target nicely."

S/Sgt. Clyde Burkhardt, 22, Maestown, Ill., a ball turret gunner, said: "Bombing was darned good today, right in the group's pattern."

2nd. Lt. Charles S. Bance, 23, Rhineclay, Va., bombardier on the Fort "Piccadilly Virgin," said: "On the back ledge, I could see where smoke was coming from all points."

2nd. Lt. Edward Hearty, 26, of 179 Elisabeth St., Staten Island, N.Y., bombardier on the Fort "San Antonio-wise," commented: "The bombing looked plenty good to me. The group ahead of us had covered two areas, which had raised lots of smoke. Our target was just in the clear. After we dropped our bombs, that spot was smoke covered also. The fighter escort was swell."

2nd. Lt. Sam Garsaro, 26, Bloomfield, N.J., navigator of "Rambling Sweetheart," said: "I had a good view of the target, and saw thick heavy smoke spreading over Schweinfurt after the bombs dropped."

S/Sgt. Donald E. White, 22, North Bennington, Vt., top turret gunner on the Fort "Lonesome Polecat" reported: "It was the best pattern of concentrated bombing I've seen. I got an ME 110 as he was peeling off high, coming in on our tail."

S/Sgt. William R. Mortimer, 24, of Riversburg, Pa., ball turret gunner, said: "WE really smashed that ball bearing factory. When we left it was just a mess of smoke and flames. Our bombs were all concentrated right on the target. Every kind of German fighter was in the air. They were mainly twin-engined jobs."

S/Sgt. Orville Sulkerson, 22, of Owensburg, Ky., tail gunner on the Fort "Dull Tool," said, "The German fighters were breaking off their attacks at 800 yards."

Capt. Robert D. Brown, 22, of 2210 La Grange, Houston, Tex., pilot of the Fort "Cable in the Sky," said: "We made our run over the target. That was enough."

1st. Lt. Perry D. Row, 25, of 216 South Topeka St., Wichita, Kan., pilot of the Fort "Phyllis Marie," said: "A rocket went just over our right wing, between the in-board engine and the cockpit. We could see it coming from a long way off. When it went by it was just a big red brock."

T/Sgt. Johnny Williams, 30, of 3136 Kanfield Ave., Los Angeles, Calif., a photographer flying on the Fort "Tet Note" declared: "Boy what a slug feast, a piece of flak knocked a hole as big as my fist in the fuselage."

END

# Local Flier Lost In Fortress Raid

Emil O. Rasmussen Jr., lieutenant in the army air corps and copilot of a Flying Fortress, has

been missing since the costly daylight raid over Schweinfurt, Germany, October 14, his parents, Mr. and Mrs. Emil O. Rasmussen, 2417 NE 11th avenue, have been advised by the war department.



Lt. Rasmussen

His parents also have received a letter from his former commanding officer, a captain with whom Rasmussen flew until two weeks before the Schweinfurt attack. This officer counseled the Rasmussens not to lose hope because parachutes were seen descending from their son's disabled plane. Rasmussen had participated in 20 operational flights over Europe.

Rasmussen is 24, a graduate of Grant high school in 1936. He attended Oregon State college for two years. An excellent skier, he is widely known in Northwestern winter sports circles.

Receiving his commission in January, he flew to Africa, then to England and became a first lieutenant in August.

His twin brothers, Howard L. and Harold R., also are in the army.

• •

November 5, 1943.

Dear Mrs Vaughten,

Your letter of Oct. 30th arrived today, which is quite remarkable as most of the mail takes about three weeks now.

I probably should apologize for not writing you much sooner than this, but maybe I can explain. First I think the most important thing I can say is that I am almost certain that Jim is O.K. I will try to give you as clear a picture, of what happened that day, as I am able.

No doubt you have read that we had the biggest air battle that has ever been. It was my second raid with my own crew, so I can thank God that he permitted me to get safely through it. I was flying on the right wing of the lead ship of the Group - Ralph Peters and Jim were on the left wing, so I had them in constant view. Almost immediately after the attack began, Ralph's ship knocked back in the formation, however, they soon pushed back into position. After flying along for a few minutes, the ship pulled out slightly to

the side of the formation and opened the bomb bay doors. They dropped the bombs, closed the doors and rejoined the formation, apparently in good shape. This would indicate that Jim was O.K. because if the pilot had dropped the bombs, he would have been unable to close the doors.

After their bombs were away, they came back into formation and went to the target with us and then started on the homeward journey. At some time after that (I can't say just how long because things were happening too fast) I noticed Jim's ship pull off to the side and then lost sight of them completely.

When the fighting had subsided, I started questioning my crew as to the whereabouts of Petro's ship. It was then that I learned they had abandoned the plane. Here is the story as my Navigator and tail gunner told it. When the ship pulled over behind us, and to the side, the pilot apparently set up the automatic pilot and gave the order to jump. My navigator said that it was very orderly - they jettisoned the escape hatch doors, and the Yellows started

jumping out of the ship. At that point, he also lost sight of the plane. My tail gunner added that he saw all ten of the chutes open. Of course, there may have been some injuries, however they could not have been very bad since they were all able to jump and get out O.K.

It was quite a relief to get back to the home base and talk to my crew and having them tell me that all of the fellows got out O.K.

We were very lucky on that night. Only one of our crew was wounded, the engineer was hit by a piece of flak which broke his leg. He is getting along very well, however. It was the roughest thing I have ever seen, and it was three days later before I was able to sleep normally again. For quite a while I had great difficulty writing letters to anyone, even my wife. I am sorry that I didn't write to let you know sooner, but I hope you won't feel too harshly toward me.

Perhaps by the time you receive this letter you will have heard from Jim, however,



if you don't get word that he is a prisoner of war,  
don't give up hope because he may even now  
be making good an escape from enemy territory.

We have had quite a few men get out of  
there, so I am hoping that they are on the  
way out now. If you should receive word  
that Jim is a prisoner of war, won't you please  
write me about it? I would appreciate hearing  
from you from time to time, even though you  
may not receive word from Jim. If we hear  
anything over here, you may rest assured that  
I will let you know of it as soon as possible.

I sincerely hope that this letter  
will somewhat lighten the burden you have  
been carrying and I also hope that it will  
be a comfort to Jim's mother. Please tell  
her for me that I am certain he is alive  
and that we shall all see him again when  
the war is over, if not before.

Thank you so much for the very kind  
remarks in your letter. I am looking forward  
to the day when I shall be able to meet  
all of you and to talk to Jim again to  
compare notes with him. Sincerely,  
Father

Charles Schoolfield says

that Gen. Orval Anderson insisted on 2nd Schweinfurt that the withdrawal take place south of Paris. If it had been along the route of penetration, the loss would have been well above 60 bombers.