

GROUP 306

DATE 16/2/43

COMBAT DUPLICATION CHECK FORM

PUTNAM
(514)

SEELOS (465) B'BAUM (467)

REGAN
ABORTED

SMILEY (466) FRIEND (129)

BUCKEY
ABORTED

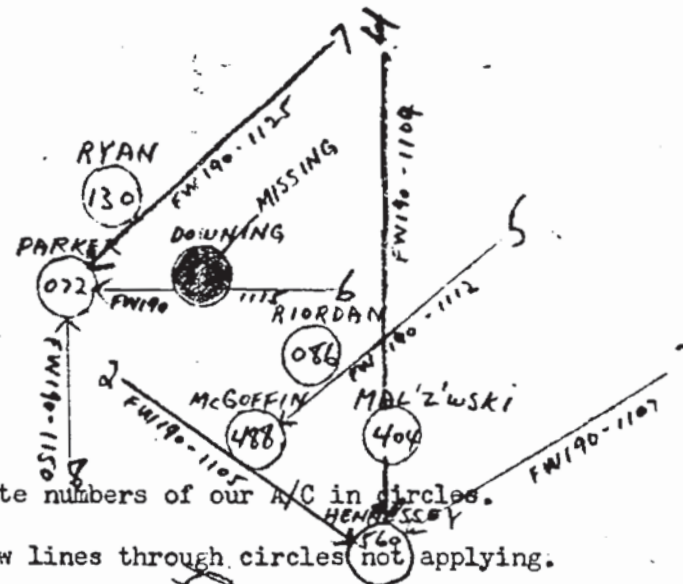
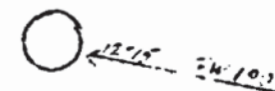
SALADA (180)

YOUNG (714) CHECK (720)

WARNER
MISSING

JONES (171) SMITH (460) FW190 - 1102

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



Write numbers of our A/C in circles.

Draw lines through circles not applying.

Block out our missing A/C in Red.

(430) MISSING

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

1. HU NR THU 17/16 174. IMPORTANT NOT VT
CG, 1ST BOMB WING (ATTENTION A-2)
FROM 306 BG
F-233-D 16 FEB 43

INTELLIGENCE TELETYPE REPORT.

1. 2 A/C MISSING. 2 A/C RETURNED EARLY BROUGHT BACK 10X1000 1 A/C
BROUGHT BACK 1X1000.

3. HEADING 90 DEGREES TO 135 DEGREES. BOMB RUN 40 SECONDS
BURSTS SEEN DIRECTLY ON TARGET AND ENTIRE AREA ADJACENT THERETO.
OTHER BURSTS IN WATER. BOMBING IN GENERAL APPEARS GOOD.

4. 40 TO 50 E/A SEEN.

FORMATION ATTACKED FIRST JUST AFTER LEAVING TARGET AREA CONTINUING
UNTIL MIDWAY TO COAST. SLIGHT LULL THERE AND THEN NEW ATTACK FROM
COAST TO KI MID CHANNEL.

ATTACKS WERE MOSTLY FRONTAL.
CLAIMS TO FOLLOW.

5. SEE PHONE REPORT.

6. 5 FROM 4 CREWS NONE SERIOUS.

7. 1 WITH OXYGEN FAILURE.

8. SUBSTANTIAL DAMAGE TO SEVERAL SHIPS XX SHIPS SS

SHIPS PRIMARILY FROM FLAK OVER TARGET. MOST SHIPS HAVE AT LEAST
SOME DAMAGE FROM FLAK OR ENEMY ACTION.

9. XMM SMOKE SCREEN INEFFECTIVE - PROBABLY TURNED ON TOO LATE.

1 OF OUR A/C FROM FOLLOWING GROUP REPORTED FIRED UPON AT ENGLISH
COAST AND MAY HAVE BEEN DAMAGED.

SPIT SUPPORT NEVER SEEN.

F.V.'S REPORTED FLYING FORMATION WITH OURS AND APPARENTLY

MAKING OBSERVATIONS.

J.B. WRIGHT

~~MAJOR 8-2~~

HOLD

CC N IN PARA 4. VA TARGET. ATTACK AND NOT AS SENT
JUN B2

THU R...1916A/16 EC VA+7

A.O. 1084,
14 February 1943.

MEMORANDUM

TO : Commanding Officer, 305th Bombardment Group (M), APO 63.

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

1. Route followed by this Group on mission 14 February 1943, Field Order No. 39, VIII Bomber Command, is as follows.

T.O. 0820
Depart Base 0852 (3000')
Rassinsbourne 0902 (assemble at 3000')
Horncastle 0934 (climbing to 13,000')
Sutton Bridge 0945 (climbing to 17,000')
Norwich (climbing to 18,000')
Cromer 1000 (climbing to 19,000')
Sling to maintain formation 1015-1024 (climbing to 22,000')
Turn Around 53°36' N 104°0' (05°15' E)
53°25' N 05°15' E 1042 (22,500' flak)
53°25' N 04°15' E 1058 (descending to 12,500')
53°17' N 03°13' E 1112 (descending to 8,500' TFP on)
53°05' N 02°15' E 1130 (descending to 6,000')
Cromer 1139 (6000')
Base 1214 (1300')
Landed 1226

2. Bombing - Information

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

3. Formation

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

b. (1) Right turns at assembly point to avoid the line, from preceding on course.

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

MEMORANDUM (CONT'D)

were reached. Aircraft landed at base with bombs aboard.

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

4. Battle Damage

No battle damage on this mission.

5. Communications

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

b. Equipment

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

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

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

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

c. Navigational Aids

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

No reports on SRA, VHF, or Command reception.

6. Fire Control

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

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

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

7. a. Enemy Fighter Attacks

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

b. Flak

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

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

A P O 634,
17 February, 1943.

MEMORANDUM:

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

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

1. Route followed by this Group on mission 16 February 1943, Field Order No. 100, VIII Bomber Command, is as follows:

T.O.	(0825)
Depart Base	0849 (2,000')
Basingbourne	0856 (12,000')
Chippenham	0929 (16,000')
Farnham	0949 (20,000')
Selsey Bill	0955 (20,000')
360° to Right	(assemble 102nd Wing, 20,500')
Selsey Bill	1003 (21,000')
Carentan	1019 (23,000')
Tombelaine	1028 (23,500')
Elven	
Penrins	1047 (23,500')
Target	1052½ (23,000')
Pont Chateau	
5 mi E Pleneston	1101 (21,500')
Ploermel	1113 (17,000')
Guingamp	1145 (12,000')
Start Point	1235 (6,500')

REMARKS: Arrived Selsey Bill 4½ min. early, 102nd Wing over channel. 360° to right waiting for 102nd Wing.

2. Bombing - Information.

<u>Bombardier</u>	<u>Rate</u>	<u>Deflection</u>	<u>Toggle</u>	<u>Salvo</u>	<u>Reason</u>
Lt. Yausti	x	x			
Lt. Ford	x				
Lt. Kisseberth				x	Bombardier hit.
Lt. May	x				
Lt. Saunders				x	
Lt. Rotter	x				
Lt. Kyllus				x	Did not return.
Lt. Wilkins				x	

MEMORANDUM: (Cont'd)

Bombardier	Rate	Deflection	Toggle	Salvo	Reason
Lt. Colantoni	x				
Lt. Travis				x	
Lt. Laine	x				
Lt. Bryan	x				
Lt. Horner	x				
S/Sgt. Ball					x Twin nose gun
Sgt. McDonald					x Twin nose gun
Twin nose guns in two other ships					x

3. Formation.

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

b. Airplane no. 42-5175, which did not return, was in no. 2 position of first element of the second Squadron echeloned to the left. Airplane no. 42-5717, which did not return, was lead ship of second element, of the Squadron echeloned to the right.

c. (1) 3600 right turn at assembly point to assemble wing, then proceeded on course.

(2) Flak was very intense and accurate for about five minutes of formation at target area. Very little encountered elsewhere. Gentle evasive action was taken.

d. Overcast all but coastal areas. North coast 8/10 to 10/10 target clear, 10 mile radius.

e. None.

4. Battle Damage.

Plane No. 42-4560. Leading edge of right wing at supercharger duct pierced by flak causing aileron cable to be shot in two. Outer wing panel and aileron pierced by 303. Inner wing panel at trailing edge pierced in three places by 303. Outer wing panel peppered by 303 on left wing. Left aileron damaged by 303. Hole in fuselage above and just in back of ball turret on left side, by flak. Tail section on left side hit in two places by 303 causing oxygen line to be punctured. Rudder hit in one place by 303. Both pilot and co-pilots windshield damaged by shells coming back from lead ships.

Plane No. 42-24488. Leading edge of left wing next to no. 2 and 3 engine pierced by flak and causing hydraulic line to be punctured. Leading edge of left wing next to nacelle punctured by flak and causing lines to be punctured. Leading edge of right wing next to outboard side punctured by flak, also another flak hole in front part of outer wing panel. De-icer boot damaged in two places by flak on right wing. Nose section has small flak hole in left front. Landing elevator de-icer boot hit in two places by flak. Flak hole in ring cowling of no. 2 engine causing no. 6 cylinder rocker arm to be damaged.

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

A P O 634,
17 February, 1943.

MEMORANDUM:

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

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Selsey Bill	0955	(20,000')
3600ft Right	(assemble	102nd Wing, 20,500')
Selsey Bill	1003	(21,000')
Carentan	1019	(23,000')
Tombelaine	1028	(23,500')
Elven		(23,500')
Penvins	1047	(23,000')
Target	1052 $\frac{1}{2}$	(22,300')
Pont Chateau		(22,000')
5 ml E Pleneston	1101	(21,500')
Ploermei	1113	(17,000')
Guingamp	1145	(12,000')
Start Point	1235	(6,500')

REMARKS: Arrived Selsey Bill 4 $\frac{1}{2}$ min. early, 102nd Wing over channel. 3600 to right waiting for 102nd Wing.

2. Bombing - Information.

Bombardier	Rate	Deflection	Toggle	Salvo	Reason
Lt. Yausai	x	x			
Lt. Ford	x				
Lt. Kisseberth				x	Bombardier hit.
Lt. May	x				
Lt. Saunders				x	
Lt. Rotter	x				
Lt. Kytius			x		Did not return.
Lt. Wilkins			x		

MEMORANDUM: (Cont'd)

Bombardier	Rate	Deflection	Toggle	Salvo	Reason
Lt. Colantoni	x				
Lt. Travis			x		
Lt. Laine	x				
Lt. Bryan	x				
Lt. Horner	x				
S/Sgt. Hall					Twin nose gun
Sgt. McDonald					Twin nose gun
Twin nose guns in two other ships				x	

3. Formation.

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d. Overcast till but coastal areas. North coast 8/10 to 10/10 target clear, 10 mile radius.

e. None.

4. Battle Damage.

Plane No. 42-4560. Leading edge of right wing at supercharger duct pierced by flak causing aileron cable to be shot in two. Outer wing panel and aileron pierced by 303. Inner wing panel at trailing edge pierced in three places by 303. Outer wing panel peppered by 303 on left wing. Left aileron damaged by 303. Hole in fuselage above and just in back of ball turret on left side, by flak. Tail section on left side hit in two places by 303 causing oxygen line to be punctured. Rudder hit in one place by 303. Both pilot and co-pilots windshield damaged by shells coming back from lead ships.

Plane No. 42-24488. Leading edge of left wing next to no. 2 and 3 engine pierced by flak and causing hydraulic line to be punctured. Leading edge of left wing next to nacelle punctured by flak and causing lines to be punctured. Leading edge of right wing next to outboard side punctured by flak, also another flak hole in front part of outer wing panel. De-icer boot damaged in two places by flak on right wing. Nose section has small flak hole in left front. Landing elevator de-icer boot hit in two places by flak. Flak hole in ring cowling of no. 2 engine causing no. 6 cylinder rocker arm to be damaged.

MEMORANDUM: (Cont'd) Battle Damage-

Plane No. 41-24466- No. 1 main tank hit by flak. Small flak hole in left hand stabilizer. 2 small flak holes in left outboard wing. 1 flak hole in front left inboard wing. 2 flak holes in no. 2 engine cowling. 1 small flak hole in rear right inboard wing. 2 small flak holes in rudder.

Plane No. 41-24514- Medium flak hole in right inboard wing. Small flak hole in left inboard wing. Small flak hole in no. 3 engine cowling. Small flak underneath ship just in front of ball turret.

Plane No. 41-24465- Flak hole in front of ball turret. Flak hole underneath nose. Ribs and skin torn loose around station 6.

Plane No. 41-24467- No. 2 engine push rod housing damaged by flak. Front spark plug lead cut in two by flak. Hydraulic line shot in two under instrument panel shot by flak. One 303 hole and one flak hole in rudder. Small flak hole in right side elevator. Small flak hole in left horizontal stabilizer. Two flak holes in plexiglass in nose. No. 2 engine cowling has flak hole. 2 flak holes in top of navigator's compartment.

Plane No. 42-5129- One small flak hole in left horizontal stabilizer. One small flak hole in left hand elevator. 1 small flak hole in No. 2 engine cowling. Two flak holes underneath left inboard wing. One small flak hole in leading edge of wing (inboard). Two flak holes in right inboard wing. Four flak holes in rudder. One flak hole in waist gunner's window left side. Two flak holes on left side of fuselage in front of waist window. One small flak underneath waist window left side.

Plane No. 42-5086- No. 1 prop. damaged by 303. Right flap damaged by 303. Left elevator damaged slightly by flak.

Plane No. 42-5404- Pilots windshield pierced by 303. Left wing trim tab damaged by 303. Left aileron damaged by 303. No 4 propeller damaged by 303. Left stabilizer damaged slightly by 303. Left elevator damaged slightly by 303.

Plane No. 42-5130- Flak holes in bombardier's compartment. Side of center section of left wing along side no. 1 engine nacelle on side trailing edge of left wing. Left wing outer section, top surface left wing, left side fuselage below pilot's window, leading edge left wing, left side nose section, No. 1 engine nacelle, no. 2 engine nacelle left side, exhaust tail pipe, no. 2 supercharger bucketwheel bent. Trim tab control cable shot out. Aileron control cable shot out. Tail wheel latch cable shot out. Numerous other flak holes throughout fuselage.

Plane No. 42-5072- 1 flak hole in trailing edge of right wing flap, 6 ft. from end of flap. Flak hole leading edge right hor. elevator 6 ft. from fuselage. 3 flak holes left hor. stab. and elevator on top side and three holes underneath. 2 flak holes trailing edge left wing 12 ft. from fuselage. Flak hole midway left wing on leading edge. Flak hole by no. 1 nacelle, underneath. Flak hole left side top turret. Flak hole in fairing by left wing, leading edge. Flak hole No. 4 wing cowling. No. 3 cylinder fins damaged.

SECRET

MEMORANDUM: (Cont'd) Battle Damage-

Plane No. 42-5714- A hole in the waist severed the rudder control cable. Two vacuum lines, to the rear and under no. 3 engine, were shot out. There is a hole in the plexiglass nose.

Plane No. 42-5180- Flak hole in the right wing, damaging a vacuum line and a rib.

Plane No. 42-5720- Flak hole in the plexiglass nose. Hole in no. 2 engine nacelle damaging a former.

Plane No. 41-24460- Hydraulic system shot out. No. 3 engine is leaking oil. Radio shot out.

Plane No. 42-5171- Left horizontal stabilizer damaged. Rudder shot up. Left tire shot up. Nose section shot up.

5. Communications Report.

a. Procedure:

General prescribed procedure was followed during the flight. Radio silence was maintained very well prior to and during take-off. Radio operators reported good radio reception on Wing operational frequency and all copied message sent. Two A/C which turned back (378, 367th Sq. and 251, 368th Sq.) each obtained one QDM from base HF D/P station. No MF D/P contacts were made.

b. Equipment:

460-423rd Sq.- tail gunner's interphone wiring shot out.
180-423rd Sq.- co-pilot's mike button out.

720-423rd Sq.- Liaison antenna shot off.

130-367th Sq.- Wiring shot up, general check up needed.

514-368th Sq.- Liaison antenna shot off.

465-368th Sq.- Liaison antenna shot off. Ball turret interphone out.

560-369th Sq.- Command antenna off and pilot's mike button out.

404-369th Sq.- Upper turret mike cord broken.

c. Navigational Aids:

One plane tried B and D multi-group beacons, reported good results while another navigator reported no results. One plane tried Nos. 11 and 15 Splasher beacons and reported interference, another reported using no. 15 on route back. One pilot reported using J beam, no results reported, another reported that nothing was heard. Command set reported as working good.

SECRET

By RLB/JHC NARA Date 1/8/91

INTELLIGENCE PHONE REPORT

Squadrons 412Groups 306Wing 101Date 11-11L. Results of bombing: (Include Secondary and Last resort in separate paragraphs)

Heading - 90° to 135°. Bomb run 40"
 Bomb seen directly on primary and on
 entire area adjacent thereto. Other bomb in water.

2. Were photos taken? Yes - 4 cameras.3. Friendly A/C in distress:

1. 1 B17 hit and blew up over target at ~~1100~~ 1100. 1 chute
 2. 1 B17 seen going down in spin at same time - 4 chute.
 3. 1 B17 seen 2 motion out disorganized in cloud at 1156 after

4. Leaving track directly overhead at 1153 - 1 chute.
 5. Comets & Claims: (Summaries only, no details. Delay report for
 Claims)

40-50 1/4 seen

Formation attacked first just after leaving target.
 attack continued striking to south. Full. then new attack to
 5. Track: location, intensity, accuracy, heavy or light?
 Very intense and accurate over St. Nazaire.
 kills seen elsewhere.

6. Injuries: (How many men injured now many crews? No names in this report.)

5 from 4 crews;

7. Reason for abortives:

1 Oxygen failure
 1 B2E third gunner sick

8. Route: (If different than ordered. Start with rendezvous point)

As ordered.

9. Other Important Information:

Substantial damage to several ships
 Primarily from heat.
 Clear view of target. Smoke screen
 operating ineffectively.
 Spit supports never seen.

Phoned by:

To:

Time:

70110 1
Sheet 151
Attack by USAAF on 16/2/43

A. A very large concentration of bombs bursting across the southern part of entrance, from the Avenue de Lesséps, south of the U-boat shelters, to the Vieux Mole off the Jeeve Est. Some of these bursts are seen individually on other prints one on or very near to the inner lock gate, another in the SE corner of the Bassin de St. Nazaire, but even an approximate count is impossible.

B. About eighteen bursts in the water East of the entrance.

C. Seven bursts in the water $2\frac{1}{4}$ miles south of the harbor, between Le Pointeau and Fort Leve.

D. About thirty bursts in the water $2\frac{1}{4}$ miles South of the harbour, between Le Pointeau and Fort Leve.

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED



NAV-303-3 (X) 12-25-000

17-0001

ST. NAZAIRE

SA 226
16-2-43
Annotated Print No 1
Neg No 19355

2-16-43

MISSION REPORT

(To be submitted by teletype within three hours after landing)

1.	a. Group participating	b. Primary Target	c. Secondary Target	d. Last Resort Target
	306	At NAZARE		

2.	a. Sqdn	b. Aircraft Off Grd.	c. Atkd Prim	d. Atkd Secy	e. Atkd L.R.	f. Abor tive	g. Lost Flak	h. Lost E/A	i. Lost Acct	j. Lost Unkn	k. Time of Attack	l. Alt of Attack	m. HE Bombs No Size	n. Inc. Bomb No Size	o. E.A./C Deds	p. E.A./C Prob.	q. E.A./C Dand.
	367	4	3	0	0	1	1	0	0	0	10 ⁵²	23000	15 1000	0	0	0	0
	368	6	5	0	0	1	0	0	0	0	10 ⁵⁴	23000	15 1000				
	509	4	4	0	0	0	0	0	0	0	10 ⁵²	22500	14 1000				
	423	6	6	0	0	0	1	0	0	0	10 ⁵³	22500	30 1000				
	306	20	18	0	0	2	2	0	0	0	10 ⁵²	23000	89 1000				

NOTES: 1. Targets will not be listed unless actually attacked. 2. j. Average altitude of attack 2.m&n. Bombs dropped at target. In case more than one target is bombed by a formation, additional lines will be added under that unit to show how many

bombs were dropped on each target, and the time.

By KLB/ku NARA, Date 5/25/89

H. Malingowski H/c 25404

Capt Ryan
X May Gleason

Parker
X

X Downing

X McElhin

X Richardson

X Hewitt X Neal

STAND BY FOR B/CAST

BAS, MOL, CLV , THU PASS SELF

NR GPII 19/15 2145/15 U.S. SECRET URGENT NOTWT

TO: C.O. 91.303.305 , 306 GPS, VIII BOMBER COMMAND, (REPEAT 2ND

WING).

1. BW F257E 15/2

FIELD ORDER NO 100

1. TO FOLLOW

2. A. PRIMARY TARGET: Z-540, AIMING POINT 8925 S5490/4.

B. SECONDARY TARGET: Z-540, AIMING POINT 4245 S5490/5.

C. LAST RESORT: Z-544, AIMING POINT BETWEEN 'A' AND 'B' ON

ANNOTATED PHOTO S/574.

3. A. 101 COMBAT WING LEADING 102 COMBAT WING WITH ALL AVAILABLE
AIRCRAFT TO ATTACK Z-540 TO CAUSE MAXIMUM DAMAGE TO LOCKS
IN BASSIN ENTRANCE.

B. 101 COMBAT WING ASSEMBLE EAST OF LINE BEDFORD-PETERBOROUGH
EXTENDED AND 102 COMBAT WING ASSEMBLE WEST OF ABOVE LINE.
101 COMBAT WING PROCEED TO FARNBOROUGH AT 20,000 FT AT ZERO
MINUS 11 MIN TO CHICHESTER AT 20,000 FT AT ZERO MINUS 2 MIN.
102 COMBAT WING JOIN 101 COMBAT WING ON LINE FARNBOROUGH-
CHICHESTER AT 21,000 FT AND FOLLOW 101 COMBAT WING.

C. ROUTE OUT: DEPART SELSEY BILL AT ZERO HOUR TO ISIGNY TO
AVRANCHES TO LA GREE PENVINS TO TARGET.

CLIMB TO REACH BOMBING ALTITUDE BEFORE REACHING ENEMY COAST.

D. AXIS OF ATTACK: 290 DEGREES.

E. RALLY: TURN LEFT AFTER BOMBING AND RALLY ON LINE TARGET 10 REDON.

LEAD GROUP TO MAKE A SERIES OF S TURNS UNTIL THE WING HAS FORMED INTO DEFENSIVE FORMATION.

F. ROUTE BACK: TARGET TO REDON TO GUINGAMP TO START POINT TO BASE REMAINING AT BOMBING ALTITUDE UNTIL MID CHANNEL.

G. BOMBING ALTITUDE:

101 COMBAT WING	23,000 FT.
102 COMBAT WING	24,000 FT.

H. BOMB LOADING: ALL A/C NOT ALREADY LOADED, LOAD 5 - 1,000 LB GP 1/10 SEC NOSE, 1/40 SEC TAIL.

X. A. ZERO HOUR: 1000 BST 16 FEB.

F. ALL BOMBARDIERS SET ALTIMETER ON 29.92.

4. NORMAL

5. A. SEC 'E' MF/DF

B. 'J' BEAMS: QTE 'F'-182 DEG TO BE TURNED ON AT ZERO PLUS 105 MIN.

C. SPLASHER BEACON NOS. 10 AND 11 TO BE TURNED ON AT ZERO MINUS 90 MIN.

SPLASHER BEACON NO. 15 TO BE TURNED ON AT ZERO PLUS 105 MIN.

DK CHANNEL B VHF FIGHTER TO BOMBER
COMMAND FREQUENCY: 5010 KCS BOMBER TO BOMBER FROM ENGLISH
COAST OUT AND RETURN, THEN 6440KCS TO HOME BASE.

E. CALL SIGNS:
306 - ROCKSACK ONE
91 - TWO

305 - THREE

303 - FOUR

FIGHTERS - GAFFER

GROUND SECTOR- BASTEL.

COMBOWING ONE

HOLD R
M.F. VA
N 5000 0 20 000000 0

MINUS 40 MIN TO ZERO PLUS 30 MIN. SPLASHER BEACONS NO. 11 AND 12 W

XXX 15 TO 30 TURNED ON AT ZERO PLUS 76 MIN TO ZERO PLUS
200 MIN.
F. GROUP IDENTIFICATION SIGNALS FOR ASSEMBLY

305 - YELLOW - YELLOW

303 - YELLOW

306 - RED- YELLOW

91 - GREEN

CHANGE THE FOLLOWING TO READ:

3D AXIS OF ATTACK: 110 DEGREES

3F. ROUTE BACK: TARGET TO REDON TO GUNGAMP

TO START POINT TO BASE DESCEND TO 12000 FT OR 1000 FT

ABOVE THE OVERCAST BETWEEN REDON AND GUNGAMP.

5 B 'J' BEAMS QTE 'F' - 182 DEG IN OPERATION FROM TIME
OVER TARGET UNTIL END OF MISSION

5 G. CANCEL 2ND PARA.

5 E GROUND SECTOR : RASTO

COMBOWIG ONE

H O L D L

CC IN PARA 3 F. VA REDON AND - GUNGAMP

K. WILCOCK VA
ALL STATIONS Q FOR K WITH R

THU K WITH R R 0028/16 CUM VA

STAND BYF RO GPH R+X

STAND BY FOR GPH R/C

1 BAS= MCL = CLV= THU V GPH NR GPH 22/15 2345A/15 URGENT SECRET
2 SENT IN CLEAR AUTHORITY A-3

1 BW F-261-E 15/2

REFERENCE FIELD ORDER NO 100.

ADD:

1. 7 SQDNS SPIT V WITHDRAWAL SUPPORT FROM GUINGAMP TO START POINT
C 2 SQDNS AT GUINGAMP AT ZERO PLUS 121 MXX MINS. 3 SQDNS AT
ZERO PLUS 128 MINS. 2 SQDNS AT ZERO PLUS 135 MINS) 2ND WING
WILL JOIN 1ST WING AT SELSEY BILL AND FOLLOW FORMATION TO
TARGET AND BACK. RAF DIVERSIONS FOR SUPPORT ON ROUTE OUT.
3. X CC) TIME SCHEDULE

SELSEY BILL	ZERO HOUR
ISIGNY	ZERO PLUS 26 MIN
AVRANCHES	ZERO PLUS 38 MIN
LA GREE PENVINS	ZERO PLUS 70 MIN
TARGET	ZERO PLUS 76 MIN
REDON	ZERO PLUS 88 MIN
GUINGAMP	ZERO PLUS 118 MIN
START POINT	ZERO PLUS 155 MIN

L.V. 38/43 -1-

C O P Y.

The Reich Minister of Aviation and
Commander in Chief of the Air Forces
Office of Air Force Personnel
File Remarks: Casualty Report 25 No. 100626/43
(Chief-Dep. IID)

Berlin W 8, 23 Febr. 1943
Leipziger Street 7
Internal Phone: 1193

Subject: Preliminary report on Engl. or American Air Force Personnel.

To

Supreme Command of the Wehrmacht
Dep. for Prisoners of War (V)
Berlin-Schöneberg, Badensche Street 50/51

We received the following reports on Engl. or American Air Force members:

14) 16 Febr. 1943	Fortress,	1/44/44	2 dead, 1 prisoner
<u>Name:</u>	<u>First Name:</u>	<u>Rank:</u>	<u>ASN:</u>
KSPITALLER	Eddy	Sgt.	39083381
<u>Given:</u>	J.C.		
<u>Previous:</u>	La vls		
	Dead,	according to statement of the prisoner	captured
	Dead,	"	"
	"	"	"

AV 80143

A393 16 Feb. 1943

Boeing

ESPITALIER, Eddie Frank

CARLSON, Robert D.

KILLIUS, Colonel

WILLIAMS, William E.

WHEELER, William

T/Sgt., born 18 Aug. 1916, ASN. 39 083 381

captured

2nd Lt. dead

S/Sgt. " "

2nd Lt. " "

S/Sgt. " "

2nd Lt. " "

1st Lt. " "

according to statement

given by

T/Sgt. Espitalier, B.F.

Paul Hill

306TH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER
APC #634

17th February, 1943

SUBJECT: Encounter Report. (St. Nazaire, 16th February, 1943)

TO.....: Commanding General, 1st Bombardment Wing.
Attention A-2.

NARRATIVE OF CLAMS

Boatswain
1. S/Sgt. H. J. Smith, right waist gunner of ship #24460, piloted by Captain Smith, claims one E/A. This plane, an FW190, came in from three o'clock and level. Time of attack about 1102. Height, 21,500. Place, about 15 miles after leaving target enroute back. As E/A came in, it was picked up at 500 yards and was definitely seen to be hit at 300 yards, the bullets hitting in the center of the engine. At 150 yards, this E/A suddenly peeled off, smoking and in such intense flames that the right waist gunner and tail gunner did not see how it could pull out.

Boatswain
2. Our A/C #560, piloted by Lieutenant Hennessey, 369th Squadron, 306th Group, claims one FW190. Our A/C was flying at 23,000 feet over St. Nazaire at about 1105 hours, when attacked by FW190 and two or three others which came in at 11 o'clock from just above. E/A was first hit at 300 yards and at about 180 yards went down in a flaming dive and disintegrated in the air. This was seen by most members of the crew. It was fired upon by the navigator, 1st Lt. C. F. Jones, and no other crews were believed to have fired upon this A/C.

Boatswain
3. Our A/C #560, piloted by Lieutenant Hennessey, 369th Squadron, 306th Group, claims one FW190. Our A/C was flying at 23,000 feet over St. Nazaire. At about 1107 hours, a FW190 came in with two others at two o'clock from just below. The E/A was fired upon at 600 yards, and at 400 yards it broke away and was seen to descend in flames in a steep glide into the clouds below, after being fired upon by the bombardier, 1st Lt. W. Colantoni. This encounter was witnessed by most of the crew.

Boatswain
4. Our A/C #560, piloted by Lieutenant Hennessey, 369th Squadron, 306th Group, claims one FW190. Our A/C was flying at 23,000 feet over St. Nazaire. At about 1109 hours, an FW190 came in with three others at two o'clock, level. The E/A was fired upon at 300 yards, and at 150 yards it broke away and went down in a steep glide. It was descending in flames and was last seen going into clouds. It had been fired at by the bombardier, 1st Lt. R. Colantoni, and no other of our A/C were believed to have fired at this E/A.

Boatswain
5. Our A/C #560, piloted by Lieutenant Hennessey, 369th Squadron, 306th Group, approximately in number 2 position (circling on Lt. Kuliszowski's right wing), hit one FW190 at approximately 1112 hours when attacked from two o'clock, below, at 600 yards. Tracers were seen striking E/A, which, turned away in a burst of flames. Planes died down, but A/A dived into cloud, under control, smoking heavily, and was lost to sight. 2nd Lt. C. J. Trivette, bombardier, was the only one to fire at this E/A. Navigator, 2nd Lt. D. F. MacInnes, witnessed the incident. E/A is believed to have been damaged. No other friendly A/C were seen to fire at E/A.

Ltr: 16/2/43 S-2, 360th Bomb. Group TO: OJ, 1st Bomb Wing. etc. A-2.

6. Our A/C #5072, piloted by Lieutenant Parker of 367th Squadron, 360th Bomb. Group, claims one P-190. At about 115 hours, northwest of Necon, altitude 18,000 feet, four P-190s came in from three o'clock and below. They turned to eight o'clock and Sergeant G. W. Pederson, right waist gunner, fired several bursts at them. One of them made several fast snap rolls, broke out in heavy, black smoke, and was seen to disappear through a thin film of clouds after a plunge to at least 8,000 feet. This A/C is claimed by Sergeant G. W. Pederson.

7. Our A/C #5072, piloted by Lieutenant Parker of 367th Squadron, 360th Group, claims one P-190. At about 115 hours, northwest of Necon, altitude 18,000 feet, one P-190 came in from 11 o'clock and level. He went under our A/C and came out at seven o'clock with dual turret gunner, C/Sgt. J. W. Clark, let him have it. At about 700 yards, twin gunner L. H. O'Brien saw him break into flares which seemed to envelope the A/C and he went down in a slow spin. C/Sgt. J. W. Clark claims this A/C.

8. Our A/C #5072, piloted by Lieutenant Parker, of 367th Squadron, 360th Group, claims one P-190. At about 1150 hours, near Oulungamp, while at 8,000 feet, an P-190 came from below and at six o'clock, and apparently was attacking a formation of B-24s above our A/C. As he went by, radio gunner S/Sgt. H. B. Huett let go a long burst right into his belly. He stopped, flopped over and went down spinning, apparently out of control. S/Sgt. H. B. Huett claims this A/C.

For the Commanding Officer.

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

Ref: 16/2/43 S-2, 306th Bomb. Group TO: CG, 1st Bomb Wing. Att. A-2.

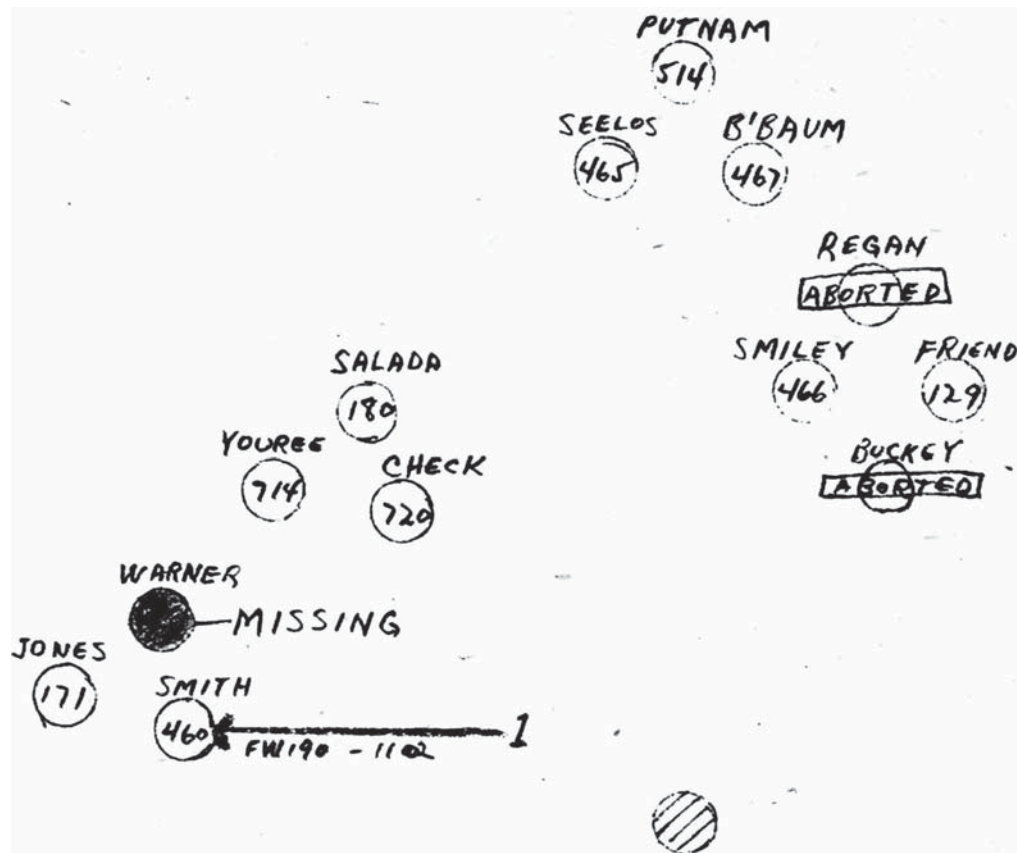
6. Our A/C #5072, piloted by Lieutenant Parker of 367th Squadron, 306th Bomb. Group, claims one P-190. At about 1115 hours, northwest of Redon, altitude 18,000 feet, four P-190s came in from three o'clock and below. They turned to eight o'clock and Sergeant G. W. Pederson, right wing gunner, fired several bursts at them. One of them made several fast snap rolls, broke out in heavy, black smoke, and was seen to disappear through a thin film of clouds after a plunge of at least 8,000 feet. This A/C is claimed by Sergeant G. W. Pederson.

7. Our A/C #5072, piloted by Lieutenant Parker of 367th Squadron, 306th Group, claims one P-190. At about 1125 hours, northwest of Redon, altitude 18,000 feet, one P-190 came in from 11 o'clock and level. He went under our A/C and came out at seven o'clock when ball turret gunner, S/Sgt. J. S. Clark, let him have it. At about 700 yards, ball gunner L. H. O'Brien saw him break into flames which seemed to envelope the A/C and he went down in a slow spin. S/Sgt. J. S. Clark claims this A/C.

8. Our A/C #5072, piloted by Lieutenant Parker, of 367th Squadron, 306th Group, claims one P-190. At about 1150 hours, near Luingamp, while at 8,000 feet, an P-190 came from below and at six o'clock, and apparently was attacking a formation of B-24s above our A/C. As he went by, radio gunner S/Sgt. R. E. Haeft let go a long burst right into his belly. He stopped, flipped over and went down spinning, apparently out of control. S/Sgt. R. E. Haeft claims this A/C.

For the Commanding Officer.

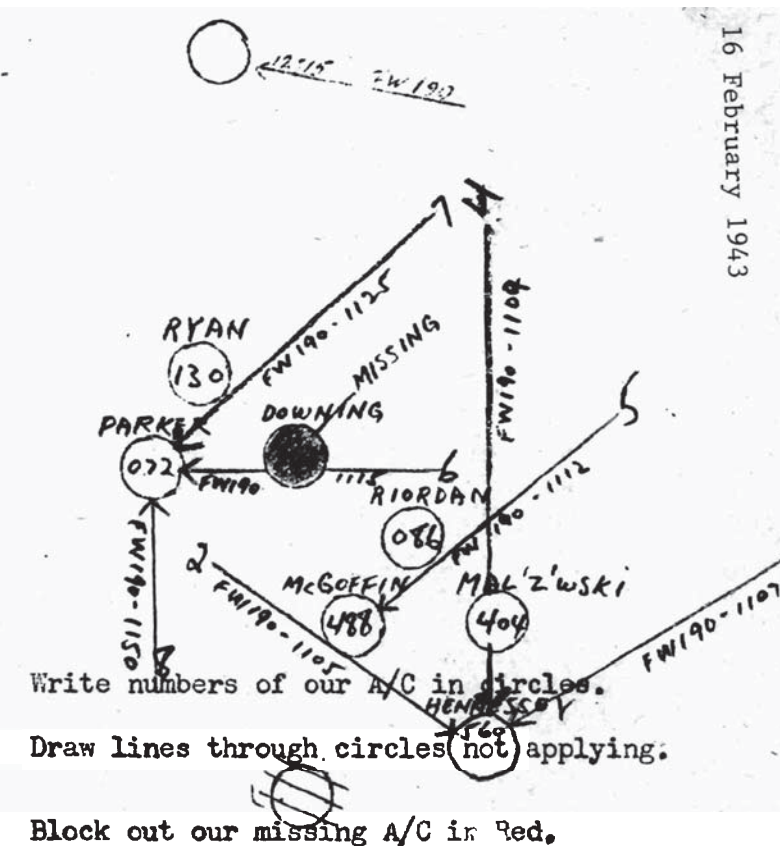
JOHN B. WRIGHT,
Major, Air Corps,
Group S-2.

$$\begin{array}{r} 06 \\ \hline 12 \overline{) 43} \end{array}$$


Information is completely different from
of circles turn page over and prepare
on back.

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

16 February 1943



430 missing

Date 16 Feb. 1973

Place where attacked Sta. Naraia

Time 1223 Height 15000

10-2
— and one 1/2 with Crown sweeping from under engine nozzle.

(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)

On Diagram, show.

- a. which of our A/C was attacked;
- b. Direction of E/A attack;
- c. Sun position.

100

back;

3 O'clock

0'clock

016106

0'clock

0'clock

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

Corroborated by Sgt. Walter Hagen (K X A)

Position in A/C Roll Forward

Other A/C firing at the same time?

5. Comments of the interrogator: _____

Time Interrogator

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

Let Us. Reunite

TARGET: St. Nazaire

DATE: 16.2.43

HEADQUARTERS
1ST AIR DIVISION
APO 557

SUPPLEMENTAL

GROUP: 306

TABULATION OF AIR ENCOUNTERS

CONFIDENTIAL

ITEM	GROUP SQUADRON	A/C NO.	CLAIMANTS NAME AND RANK	GUN POSITION	DESTROYED	PROBABLY DESTROYED	DAMAGED	NO CLAIM ALLOWED
1	306-367		S/Sgt. George W. Green	LM/O	X			
2	423		T/Sgt. Eddie F. Hospitalier	Radio/O			X	
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								

CONFIDENTIAL

By KL B/ku NLRB, Date 5/25/89

INTERROGATION FORM

42

SQUADRON 4143 GROUP 366 A/C Number 25171 Date 16/2/43

Position in formation	2nd Squad	3rd Squad	4th Squad	5th Squad	6th Squad	7th Squad	8th Squad	9th Squad	10th Squad	11th Squad	12th Squad	13th Squad	14th Squad	15th Squad	16th Squad	17th Squad	18th Squad	19th Squad	20th Squad	21st Squad	22nd Squad	23rd Squad	24th Squad	25th Squad	26th Squad	27th Squad	28th Squad	29th Squad	30th Squad	31st Squad	32nd Squad	33rd Squad	34th Squad	35th Squad	36th Squad	37th Squad	38th Squad	39th Squad	40th Squad	41st Squad	42nd Squad	43rd Squad	44th Squad	45th Squad	46th Squad	47th Squad	48th Squad	49th Squad	50th Squad	51st Squad	52nd Squad	53rd Squad	54th Squad	55th Squad	56th Squad	57th Squad	58th Squad	59th Squad	60th Squad	61st Squad	62nd Squad	63rd Squad	64th Squad	65th Squad	66th Squad	67th Squad	68th Squad	69th Squad	70th Squad	71st Squad	72nd Squad	73rd Squad	74th Squad	75th Squad	76th Squad	77th Squad	78th Squad	79th Squad	80th Squad	81st Squad	82nd Squad	83rd Squad	84th Squad	85th Squad	86th Squad	87th Squad	88th Squad	89th Squad	90th Squad	91st Squad	92nd Squad	93rd Squad	94th Squad	95th Squad	96th Squad	97th Squad	98th Squad	99th Squad	100th Squad
Position in formation	2nd Squad	3rd Squad	4th Squad	5th Squad	6th Squad	7th Squad	8th Squad	9th Squad	10th Squad	11th Squad	12th Squad	13th Squad	14th Squad	15th Squad	16th Squad	17th Squad	18th Squad	19th Squad	20th Squad	21st Squad	22nd Squad	23rd Squad	24th Squad	25th Squad	26th Squad	27th Squad	28th Squad	29th Squad	30th Squad	31st Squad	32nd Squad	33rd Squad	34th Squad	35th Squad	36th Squad	37th Squad	38th Squad	39th Squad	40th Squad	41st Squad	42nd Squad	43rd Squad	44th Squad	45th Squad	46th Squad	47th Squad	48th Squad	49th Squad	50th Squad	51st Squad	52nd Squad	53rd Squad	54th Squad	55th Squad	56th Squad	57th Squad	58th Squad	59th Squad	60th Squad	61st Squad	62nd Squad	63rd Squad	64th Squad	65th Squad	66th Squad	67th Squad	68th Squad	69th Squad	70th Squad	71st Squad	72nd Squad	73rd Squad	74th Squad	75th Squad	76th Squad	77th Squad	78th Squad	79th Squad	80th Squad	81st Squad	82nd Squad	83rd Squad	84th Squad	85th Squad	86th Squad	87th Squad	88th Squad	89th Squad	90th Squad	91st Squad	92nd Squad	93rd Squad	94th Squad	95th Squad	96th Squad	97th Squad	98th Squad	99th Squad	100th Squad

1. HOT ITEMS to be phoned ?

Yes ☒ No ☐

Details:

2-B-17's down -

Friendly A/C in any kind of distress? hail - 11. W. - 50m - 5 Pilot

CRIE

DA. Steele Co. P.

Chilifamilia Nav.

22
Sgt. W. E. H. J.
Bomb.

T/sgt. PT Symonds Radio.

Top T. Demuth 11/11/21

5/591. W. T. Tirowsky Ball T.

1/24. C.A. Sheidig. R. Waist.

Stiff. Curved. — L. Waist.

2/5/17 Tail C.

Last Resort Heading: 110°
(check)

(check)

2. TARGET ATTACKED:

✓ Primary Time: 1053

Alternate Height: 27500

3. Number of BOMBS dropped on target: 541 ~~Jet-tioned: Brought Back:~~

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

1st Building on better side of aiming point.

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

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L, S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: $\mathcal{N} \cup$

7. ROUTE (If different than ordered,) (If returned early: time, place, hgt. of turn)

As ordered.

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

[illegible]

By KL Bldu MRA, Date 5/25/89

JONES

9. ENEMY AIRCRAFT

a. Total E/A seen:

Number 50-60 ^{From Near Robin to mid Channel}
Time 1100-1300 ^{Height} 2300-2500

b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

Notes:

There were about 10 A Hawks on our A/C during
game in from 10 o'clock to 3 o'clock and level and
then were under us.

c. Claims: DESTROYED PROBABLE DAMAGED

d. ENEMY TACTICS OBSERVED:

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C, etc.)

Smoke seen was not effective in large area -
thin wisps of smoke did not cover target.

11. INJURIES to Crew: (Name, injury, how received.)

Nav. Col Hamilton - made injury from shrapnel
Sgt. W E Hale - ^{above} eye - cut from shrapnel.

12. DAMAGE to A/C: (briefly) F-4 at time -

Horizontal stab. - 4 ft. of stab. ^{on left wing}

Vertical stab. - 1-20 in. hole ^{in fuselage}

Small shrapnel hole in left wing.

13. TECHNICAL FAILURES: Fuel gauge out about half the time

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

"We have Sigs when we are told we will."

Communication is very poor grade.

3-2 OFFICER

Shirley E

Time Completed 1500

By KLB/ltc MRA, Date 5/25/89 145000

11

INTERROGATION FORM

SQUADRON 308 GROUP 306 A/C Number 119 Date 16/1/83

Position in formation Lead plane formation Bomb load 5 x 1000

1. Hot news to be phoned in? Yes 110
Details: see above

Friendly A/C in any kind of distress?

#1 - 1102 - same parachute -

#2 - } agrees with above -

#3 - }

2. 1. JET ATTACKED:

(Primary) Time: 10:54

Alternate Height: 71300

Last Resort Heading: approx 179
(check) 450 knots per

3. Number of BOMBS dropped on target: 5 x 1000 Jet/lisoned: Returned:

4. Observed RESULTS OF BOMBING: (for this plane or others)
thinks 3 systems of bomb went in water - not any ground

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

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: -

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered -

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

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

Target - Below

Very accurate distance

Black

the Flak

By KLB/ltc2 NARA, Date 5/25/89

FRIEND

After leaving target 10 minutes
to before - then back - then on course

9. ENEMY AIRCRAFT

a. Total E/A seen: Number (10) Place _____
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number _____ Time _____ Place _____ Height _____

Notes: Attacked 10 + planes ahead - down

c. CLAIMS: DESTROYED Yes PROBABLY Yes DAMAGED Yes

d. ENEMY TACTICS OBSERVED:

16. OBSERVATIONS (Always give TIME, PLACE, HEIGHT)
(Check list of items: Enemy signals; activity at airparks, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly ~~etc.~~ etc.)

Forward target

11. INJURIES to crew: (Name, injury, how received.)

None

12. DAMAGE to A/C: (Briefly)

4 holes near waist 1 in back tank

13. TECHNICAL FAILURES:

1 in tail about 20 holes
6 in wing

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

Yes

S - 2 OFFICER

Banning Smith TIME COMPLETED 305

By RLB/ku

NARA, Date 5/25/89

ALAN 170000

✓

INTERROGATION FORM

SQUADRON 367 GROUP 130 A/C number 130 Date 16 Feb.

Position in formation #1 - R. Enemy Bomb load 5X1000

1. Hot news to be passed in ? Yes no
Details:

Nil.

Chief

Trickily A/C in any kind of distress?

Capt. Ryan Pilot

Saw 1017 lit
by fighter
over enemy
or way out

Saw 1017 - Crossing France. May. Collins Co-P

Hermon Nav.

Lost at 1242 at 16000'

Leane Bomb.

Saw 817
from group
in rear
probably
diverted in
our path after fighter

This was downing with 2 jets
out down about 10000' and having
trouble from C/A

Leary Radio

Boydson Top P.

Quaine Ball T.

C. Smith R. 1st

Sehanning L. 1st

Quaine Tail J.

Quaine was
above him
also. 4000' on front run 30"

Last Resort Heading: 90°
(check)

3. Number of BOMBS dropped on target: 5X1000 Jetisoned: — Returned: —

4. Observed RESULTS OF FIGHTING: (For this plan. or others)
Saw own bombs dropping west of target and
some bombs just south of east.

5. W. PHOTOGRAPHS taken: Yes ? No ? No

(Sketch formation, and this plane's position in it, on a separate
sheet of paper, giving date, target, number of plane; send to Wing
by D. R. L. S.)

6. GROUND TARGETS ATTACHED TO GUNFIRE, NO. ULTRA

7. ROUTE (If different than ordered.) (If returned early, time, place,
height of turn.) As ordered with exception of going
8. FLUX: Encountered on way out; to target; and on way home. dragging

Time	Place	Height	Type (light: of heavy), intense, A/C moderate or slight	Color	Location of Bursts in re- lation to A/C	Other Data

(Very) Target was very accurate over target.
nothing unusual in color.

Little or no flak encountered on course.

By R.B. (Rus) NARA, Date 5/25/89

Ryan

None seen until after leaving target.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 20-FW's Place after target and above radar.
Time 1100 Height 22000.

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
1	attacks from	1100 E	1' below
	just after leaving target.		

Notes:

c. CLAIMS: DESTROYED None PROBABLY DOWNED

d. ENEMY TACTICS OBSERVED:

16. OBSERVATIONS (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airfields, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smc screens; landmarks en route or at target; incidents to friendly a/c; etc.)

Saw 2 FW's go down just after leaving target. Count after they had detached bombing. Smoke screen operating quite efficiently with flares on left. No balloons seen.

11. INJURIES to crew: (name, injury, how received.) *one man burned from explosion of flares.*

12. DAMAGE to a/c: (Briefly) *Severe damage to cables and structure from flares.*

13. TECHNICAL FAILURES:

14. OTHER COMMENTS: (Any unusual incidents? any suggestions?)

S - 2 OFFICER

Wright

TIME CAPTURED

62

Position in formation	9th in line
Bomb Load	600

and life in heaven as
Details:

5115 Fr.

Friendly A/C in any kind of distress ?

an ID card from 1 sheet

and now from the exploded

Primary ✓ Time: 1050

Alternate Height: 23,5 FT

Last Resort Heading: 125
(check)

afkiter 2 nuuui. bant allen

3. Number of BOMBS dropped on target: 5
 Jetisoned: Brought Back:

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

4. OBSERVED RESULTS OF BOMBING (for this plane or others)
Hit back - odd effect on target 12-15 ft from target. - 5-8 ft. from target.
Squads were behind aircraft a few feet in rear.

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

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. I., S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results:

7. ROUTE (If different than ordered), (If returned early: time, place, hgt. of turn)

as ordered. Get to target little early - 10 minutes.

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

[illegible]

By RUB/Ku2 NARA, Date 5/25/89

Buddensbaum

9. ENEMY AIRCRAFT

- a. Total E/A seen: Number 246 30 Place 11-10-11
Time Height
b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

12-15 fired on.

Notes:

FW 190's fired several times 11-10-11

c. Claims: DESTROYED ✓ PROBABLE ✓ DAMAGED —

d. ENEMY TACTICS OBSERVED:

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R. R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

(was within 10 mi. range)

Smoke screen, started before the attack
initial point

Now 4 open flat positions at target.

11. INJURIES to Crew: (Name, injury, how received.)

none

12. DAMAGE to A/C: (briefly)

several flat holes; cut hydraulic out; and engine out.

no mechanical failures.

13. TECHNICAL FAILURES:

not enough gas taken of oxygen tank. Had not
been cleared since last mission

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

S-2 OFFICER

Frederick F. Dullman

Time Completed

By ALB/ltj NAB, Date 5/25/89 173005

2

10/

INTERROGATION FORM

SQUADRON 123 GROUP 26 A/C Number 15720 2/16/42

Position in formation #2 in lead Bomb Load 51

1. HOT ITEMS to be phoned? Yes No

Details:

Friendly A/C in any kind of distress? Check CREW
 Pilot McGinnis Co.P.
Blanchette Nav.
Ford Bomb.
Johnson WT Radio.
Sawicki Top T.
Biploga Ball T.
Nelson R. Waist.
Bobbit L. Waist.
Strom Tail G.

2. TARGET ATTACKED:

Primary Time: 10:53
 Alternate Height: 2250
 Last Resort Heading:
 (check)

3. Number of BOMBS dropped on target: 5 Jetisoned: Brought Back:

4. Observed RESULTS OF BOMBING (for this plane or others)
Missed target. Went off to the right. 1000 yds short.
that appears to be the target.

5. Any PHOTOGRAPHS taken: Yes? No?
 (Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: MMV.

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)
No other as per 1st as ordered. - empty return.

8. 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	Other Data
11:20	<u>Target</u>	<u>11000</u>	<u>heavy slight</u>	<u>black</u>	<u>downward - 100 yds. to right.</u>	
10:53	<u>target</u>	<u>22500</u>	<u>heavy moderate</u>	<u>black</u>	<u>around</u>	

with 1st.

By RUB/ku MWA, Date 5/25/89

check

9. ENEMY AIRCRAFT

- a. Total E/A seen: Number 35-40 Place gunport + on down
Time 4:00 Height 1000
b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>35-40</u>	<u>4:00</u>	<u>gunport</u>	<u>1000</u>

Notes:

None.

- c. Claims: DESTROYED PROBABLE DAMAGED
d. ENEMY TACTICS OBSERVED: Came in at low - had in attack
by squadron.

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly N/C, etc.)
for small area. - 1000 ft. - 1000 ft.

11. INJURIES to Crew: (Name, injury, how received.)

None.

12. DAMAGE to N/C: (briefly) hit by 100 lb. and armor. in mid-
#2 engine and elevator lost. Airframe shot off.

13. TECHNICAL FAILURES: #2 engine down - 1000 ft.
#3 prop. started to run away.

14. CREW COMMENTS: (any unusual incidents? any suggestions?)
At no time.

S-2 OFFICER

100 lb. 1st Lt.

Time Completed

2:10

D2

714. Date 16/2/43

Load 5 x 1000

Lt. P. E. Youret Pilot

LT. P. E. Youree Pilot
LT. J. E. Hopkins Co. P.
LT. H. E. Gaskin Nav.
GS. W. Jones Bomb.

1/5 J.V. GARRIS	R. Waist.
1/5 E.V. ZABAWA	L. Waist.
5/5 W.V. BAKER	Tail C.

5 Jettisoned: Brought Back:

Scattered small rocks, few in some
slightly larger, none, very few in
others (this time)

No 2

position in it, on a separate
sheet, number of plane; send to Wing

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	Other Data.
10:50	15 mi. from coast	2300'	on wave	dark white	directly	
	under					
	merged 2300'		on wave	dark	d-m	several
	separately		more to east with		close	-bells
	after		of target. kind of blue	red		
10:55			slight.	black	near to	group behind

time been acted as a form of market
clearance - in this case

By RLB/Enc MRA, Date 5/25/89 145005
 9. ENEMY AIRCRAFT
 a. Total E/A seen: 40645 Mc 109 mostly
Mc 110 seen only
 b. E/A which fired at, or were fired upon by this plane:
 Number Time Place Height
15 10:56 just after leaving 15,000'
30-40 12115 1/2 way west 15,000' down 10000'

Notes: Some more attacks (approx 4 direct)
must have been about 10-12 attacks
at most

c. Claims: DESTROYED nil PROBABLE nil DAMAGED nil
 d. ENEMY TACTICS OBSERVED: large no. of attacks
at most.
 10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).
 (Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly NC, etc.)
Smokes screen ineffective
large no. of fighters than before
that gunners are still good

11. INJURIES to Crew: (Name, injury, how received.)
none

12. DAMAGE to NC: (briefly)
FLAK 2 holes (1 fuel) at wing, holes in left wing
#1 of 2 engines hit, started sputter and shut down
 13. TECHNICAL FAILURES: holes fuselage, E/A - some 60 in
engines Self. short-out, one waist gun out
 14. CREW COMMENTS: (any unusual incidents? any suggestions?)
B-17 does not bomb from above - took
hair off fuselage

S-2 OFFICER Wesley H. H. Time Completed _____

By R. B. (P.) MRA, Date 5/25/89 ALNUD 145005

8/

INTERROGATION FORM

SQUADRON 368 GROUP 514 Date Feb. 16

Position in formation leading Bomb load 5 x 1000

1. How news to be phoned in? Yes no
Details:

CHIEF

P. T. T. T. T. Pilot

McKay Co-P

Saltie Sustain
Heavy

11:55 - B-17 peeled off
headed for cloud
12:00 Friendly A/C in any kind of distress?
Leaving Coast - B-17 in dir
east near freshwater water
1 minute out -

2. TARGET ATTACKED: T/Sgt. W. E. ORMOND Radio

Primary Time: 10:52 1/2 T/Sgt. C. A. CHRISTIAN T.

Alternate Height: 22,300 S/Sgt. J. R. GEIMER Ball T.

Last Resort Heading: 84° S/Sgt. E. H. BROTHMAN Last
(check) Air Speed 150° n. pk. S/Sgt. R. L. BOHLAND Waist

Tamp. - 36° R. J. MCKENNA Tail G.

3. Number of BOMBS dropped on target: 5 x 1000 Jetisoned: Returned:

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

Smoke
near
All around looks + in water of looks
right across middle -

5. Any PHOTOGRAPHS taken: (Yes) ~~Yes~~

(Sketch formation, unless this plane's position in it, on a separate sheet of paper, giving date, target, number of planes and to wing by D. R. L. S.)

6. GROUND TARGETS ATTACHED B. CONFIRMED RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.)
approach as ordered (left coast 2 mi.)

8. FLAK: Encountered on way out; at target; and on way home.
Hit for 102 (wing)

Time	Place	Height	Type (light)	Color	Location of Bursts in re-Data	Other
		A/C	moderate or slight		1 ft to n/c	

30' before Bombing Run Mod. Black Acc to range
few small black deflection
+ until 5 min. after bombs away -

✓

By RJB/ku2 NARA, Date 5/25/89 Part NAM

9. ENEMY AIRCRAFT

- a. Total E/A seen: Number 1 *Silver, red & yellow*
Time 20190's Place right after target
b. E/A which fired at, or were fired upon by this plane:
Time Height

Number	Time	Place	Height
<u>5</u>	<u>attacked</u>	<u>from 12 o'clock level</u>	
<u>15</u>	<u>min</u>	<u>of the target</u>	

Notes:

Followed all way until others came up at Brest

- c. Claims: DESTROYED None PROBABLY DANGLED
d. ENEMY TACTICS OBSERVED:

16. Observations (always give TIME, PLACE, HEIGHT)
(Check list of items: Enemy signals; activity at airparks, ports, warehouses, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Smoke Screen started about 10:40

0

1. INJURIES to crew: (name, injury, how received.)

2. DAMAGE to A/C: (Briefly)
Antenna broke

3. TECHNICAL FAILURES:

*Radio liaison
VHF very - couldn't get fig data -*

4. CREW COMMENTS: (any unusual incidents? any suggestions?)
No fig data seen

- 2 OF NR Lt. Weld TIME COMPLETED

ANNUAL REPORT 2000

9.

Dates

Bomb Load ✓ X1000

Yes ☐ No ☐

to come out.
 I agree on that
 and should be.
 Pilot

2. TARGET ATTACKID:

6

Just Resort heading: 90
(check)

1st
1st
T.
1st
G.

Jetisoned: Returned:

to Latin

5. any PIOTOGRA.PHS taken : Yes ? No

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to "Ring by D. R. L. 5.")

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.)

8. FLIX: Encountered on way out; at target; and on way home.

Tr	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Other Data
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
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89						

slight	
Dis Target 2300 heavy	Back cleared to all, down direction

1

By RLB/ku MRA, Date 5/25/89 SALADA

9. NEW AIRCRAFT

a. Total E/A seen: Number 30 Place After leaving target
 Time 11:55 Height 12,000,
 b. E/A which fired at, or were fired upon by this plane:

Number 1 Time 11:55 Place Attack Height
One unknown after leaving target, 1st about 12 FM 190 lead on
from below, then with the lead on. passing on to chase behind.

Notes: Strongly renewed approach to target by water
rather than overland.

c. Claims: DESTROYED _____ PROBABLY _____ DANGED X

d. ENEMY TACTICS OBSERVED:

10. OBSERVATIONS (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity of rdromes, ports, wetways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks on route or at ferry; incidents to friendly A/C; etc.)

Right of I.I. observed enemy Airborne
and gun positions
fairly hit Dougs at 6:00 clock Little below
about 11:00 o'clock.

11. INJURIES to crew: (name, injury, how received.) NO,

12. DAMAGE to A/C: (Briefly)

Three small leaks before in middle
wing tip, bomb chain; passengers.

13. TECHNICAL FAILURES:

Pull lever not worked and function at high altitude

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

S - 2 OFFICER Bob Hall TIME COMPLETED 2 minutes

By RUB/ku MAR, Date 5/25/89 101

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 24460 Date 2/16/42

Position in formation #2 in second bank Bomb load 5X11

1. Hot news to be phoned in ? Yes no
Details:

Pl. Smith LOCHEN Pilot
Johnson LP Co-P
Pollack Nav.
Kisselberth Bomb.
Bea Radio
Alleman Top T.
Hobbs Bull T.
Smith R J R. Tail
Honn L. Waist
Gibson R H. Tail G.

2. TARGET ATTACKED:

Time: 10:54
Alternate Height: 22,700
Last Resort Heading: 120°
(check)

3. Number of BOMBS dropped on target: 5

detected Returned:

4. Observed RESULTS OF BOMBING: (For this 1st of 01 others)
1st bomb down. Not at a definite date of primary, but
the hit marks.

5. Any PHOTOGRAPHS taken: Yes no
Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; sent to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACHED BY GUMFIRE AND RESULTS: no

7. ROUTE (If different than ordered) (If turned only, time, place, height of turn.) As ordered with engine.

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

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

10:54 Target 22700 during engine Pld. down.
not a large. No smoke the instant.

hit by flak.

By RUB (Lia) NR#, Date 5/25/89 ANNEX 170000
S.W. 7th

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 40-50 Place Off target. 10 miles
Time Height
b. E/A which fired at, or were fired upon by this plane: Chased. 1/2 way.

Number Time Place Height

Burns attack.

Notes:

c. Claims: DESTROYED (None) PROBABLY 1 DROPPED

d. ENEMY TACTICS OBSERVED: chased in 6 planes in front of a line.

10. Observations (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

11. INJURIES to crew: (name, injury, how received.)

Winkler fled through.

12. DAMAGE to A/C: (Briefly) Hydraulic port not 3/4 full in wing. A few other holes, mostly not interfering. Also bomb did not go out because of hole. Had to be serviced.

13. TECHNICAL FAILURES:

14. CREW CONTENTS: (any unusual incidents? any suggestions?)

Good about maintenance since engine then downed.

S - 2 OFFICER LT Col. Paul M. Mahan TIME COMPLETED 3:10

By RLB/ku NLRB, Date 5/25/89

INTERROGATION FORM

SQUADRON 391 GROUP 34 A/C Number SE Date 16 Feb 1951

Position in formation	Bomb Load
1st	5700

1. HOT ITEMS to be phoned ? Yes No
Details:

Details:

Friendly A/C in any kind of distress?

10:00 in. 6:00 in. - 10:00 in.

2. *Staph. aureus* 1784

2. Observe and

21 "3" "Australia"

critical challenge facing us at

2. TARGET ATTACKED:

Primary ✓ Time: 10:52

Alternate Height: 73,000

Last Resort Heading: 115'
(check)

band Nn 30-45 records

3. Number of BOMBS dropped on target: 5

Jetisoned: Brought Back:

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

Quero êter na largel: deue ou dea.

"Convince both" not of course much. Underlying

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D, R, L, S.)

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)

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

Time	Place	Height of A/C	Type (light, heavy), Intense, Moderate or Slight.	Color (f Bursts.	Location of Bursts in relation to A/C	Other Data.
1052	Chicago	13500	heavy - medium, black	red.	all around.	
			but get induced to follow A/C	red.	generally front	

By RLB/ku MRA, Date 5/25/89 ANNEX 170002

SMILET

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 2000, Place 1000, Time 1000, Height 1000

b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

first 11 covered: results undetermined.

Notes:

F-10 attack between 1130-10'clock.

c. CLAIMS: DESTROYED PROBABLE DAMAGED

d. ENEMY TACTICS OBSERVED:

mental attack. 1130-10'clock

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).
(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

One-to four north end of city.

Smile

Regan

Frank

11. INJURIES to Crew: (Name, injury, how received.)

none

Buckley

12. DAMAGE to A/C: (briefly)

oil line cut in 4 engine: hole in no 2 gas tank

13. TECHNICAL FAILURES:

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

Where are the spectators?

S-2 OFFICER

Joseph F. Sullivan

Time Completed

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C number 124580 Date 16 Feb 43

Position in formation 4 of 2nd Element Bomb loc: 5 A 1000

1. Hot news to be phoned in? (Yes) no

2. Details:
1201 hrs 12000 ft North of GUINARD. On B17 was being attacked and going into
bank 5 mi into 1000 feet below - not out of control - 2 engines not working. ^{DOWN}
1055 hrs 20000 ft. 1 mi North of St Nazaire. B17 in spin - 3 ^{DOWN} engines came out.
Richly A/C in any kind of distress? Yes HENNESSY Pilot
2100 hrs 13300 ft 20 mi North of GUINARD. On B17 was being hit
burn in spin circled glide with no engine working. One
Parade.

2. TARGET ATTACHED:

Primary

Time: 1054

Alternate

Height: 25000

Last Report Heading: 125 H.
 (check)

S/ DRENNAN Radio

T/S WYLY Top T.

S/ FANN FANN Ball T.

S/S MEAUX Lt. Liaison

S. ADAMS R. of L. Liaison

S/S ROGER Tail S.

3. Number of BOMBS dropped on target:

Detonated: 5 x 1000 Returned:

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

Bombs from this and other planes were found on both sides of runway
landed on the dark, and in the dark.

5. A. PHOTOGRAPHS taken: Yes? No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of planes and to wing by D. R. L. S.)

6. GROUND TARGETS ATTACHED: CUMPHREY AND WILTS: NO

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered

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

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

1050 ST Nazaire 23000 H. I. Black flames in center.

Very accurate from first shots and both of formation.

MRA, Date 5/25/89

HENNESSY

9. ENTRY ALPHABET

40-50

1. T⁺ 2 E/A seen; Number *Streptococcus*

Place at or after Dr Nargane

Time 1054 to 1205

leicht 23000 - 18000

b. E/a which fired at, or were fired upon by this plane:

Number	Time	Place	Height
--------	------	-------	--------

about 5 attacks with 2 to 6 E A / e in an attack, from head on - ward.

on order - 5 attacks, aimed in each attack - and

0 to 12 weeks 8 to 10 after " " " lived.

5 o'clock
1 attack - from below.

Notes:

c. CLAIMS: DESTROYED . . . PROBABLY DAMAGED

d. ENEMY TACTICS OBSERVED:

16. Observations (always give TIME, PLACE, HEIGHT)

(Check list of items: many signals; activity at aerodromes, ports, waterways, R.R. yards, and roads; concentration of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly N/C, etc.)

~~At~~ On Friday evening a. damage to several machines in month of R. L. wire.

Snake River along Boucicault Canal North of St Marys, and
 in Boucicault Canal S. W. towards sea -

21. INJURIES to crew: (name, injury, how received.)

12. DAMAGE to A/C: (Briefly) *up from bit from FLAK*

15-20 knots all over A/C

13. TECHNICAL FALLACIES:

14. PREP. COMMENTS: (any unusual incidents? any suggestions?)
 Ball Turret was unusable at start of the
 After after leaving target. Hurricane within at m 07h
 "warmed."

14. KEY CONTENTS: (any unusual incidents? any suggestions?)

S - 2 OFFICER Ch. Deane TIME COMPLETED 1530

N

Position in formation	<u>as ordered</u>
Bomb Load	<u>5,100</u>

Friendly A/C in any kind of distress?

W. D. Nicolson Pilot
at W. D. Nicolson Co. P.

"
" C. J. STELLMAN NAV.

" G.D. KOTER Bomb.

Radio.

Top T.

Ball T.

R. Wajsb.

L. Waist.

Tail G.

Brought Back:

1

No ?

by D. R. L. S.)

Results:

(If returned early: time, place, hgt. of turn)

As ordered

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

Time	Place	Height of A/C	Type (light; heavy); Intensity, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
1051 1/2	Tarraf over	2222	in trace	black red	very close	very accurate auroral
1155	Coast	612000'	slight	white black	in accurate	flash of many bursts

Small notes - main, 2/10/2018

By KLB/ltj NARA, Date 5/25/89

1088 - one didn't attack
FW190 - 79 blue, silver
acs attack

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 53 Place
Time Height
b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
13	10:54	at open target	2,000
40	18:10	until it was into channel	8,000

Notes: One flew thru formation and attacked
- by element ahead - 1 part passed formation
15 attacks on again as a whole.
many attacks from 11 to 1 o'clock slightly
low - then up.

c. Claims: DESTROYED none PROBABLE none DAMAGED none
d. ENEMY TACTICS OBSERVED: 0

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).
(Check list of items: Enemy signals; activity at airbases, ports,
waterways, R.R. yards, and roads; concentrations of troops, equipment,
etc; decoys, dummies, camouflage and smoke screens; landmarks en route
or at target; incidents to friendly AC. etc.)
Smoke screen poor - too late in
starting

11. INJURIES to Crew: (Name, injury, how received.)
no

12. DAMAGE to A/C: (briefly) four small holes - no threat

13. TECHNICAL FAILURES:
none

14. CREW COMMENTS: (any unusual incidents? any suggestions?)
good show

By R.B. (Ruc) NAME, Date 5/25/89

18/

MacGoffin

INTERROGATION FORM

SQUADRON sig GROUP NO. 3 A/C number 488 Date Feb.

Position in formation

Bomb load 5 x 1000

1. Hot news to be checked in? Yes No no checked on No 2 shortly after target

Details:

CHIT

Friedly A/C in any kind of distress?

A. J. MacGoffin Pilot

① B-17 (Probably Downing) No 2 Eng.

2nd Lt. R. A. Vimmerges Co-P

hit at Target - might have got 2nd.

D. F. MacGoffin Nov.

to cleared when last seen

D. F. MacGoffin Bomb.

② Approx. 11:38 B-17 "QY" passed 2nd.

C. J. Travis Bomb.

2. TARGET ATTACKED:

Primary

Time: 11:38 1055 + out with Eng. gone + T/S D. L. Hinebaugh T.

Alternate

Height: 28,500 then jumped 500 F. P. Molano Bull T.

③ B-17, 1

Last Resort Heading: 1290

by fighter s/k F. M. Selva R. 1st Lt

chute out

done with Sgt. R. G. McElwain 1st Lt

turned back

cloud - Sgt. T. A. Rando Tail G.

in over coast

3. Number of bombs dropped on target: 4 x 1000 Jet: med: Returned: 1

④ B-17

downed RESULTS OF FIGHTING: (for this plane or others): wouldn't

+ dropped

all bombs in area just W. of lock - release -

just after

5. any PHOTOGRAPHS taken:

Yes No No

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

No

cluster

6. GROUND TARGETS ATTACKED BY GUNFIRE, etc. RESULTS:

7. ROUTE (if different than ordered.) (if returned early, time, place, height of turn.) as ordered

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

Time	Place	Height	Type (light; heavy; intense; moderate or slight)	Color of bursts	Location of bursts in relation to A/C	Other Data
------	-------	--------	--	-----------------	---------------------------------------	------------

Cloud target - med. - acc.

1st burst just after leaving target -

11:48 Over coast - slight - acc.

1/

By RLB/du NARA, Date 5/25/89

MAcGUFFIN

9. ENEMY AIRCRAFT 20 or 30 F.W.'s

a. Total E/A seen: Number Place From Target Area
Time Height

b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

See Encounter report

also Continuous shooting

all directions 900-1000 yds.

Notes:

c. Claims: DESTROYED PROBABLY DOWNED 1

d. ENEMY TACTICS OBSERVED:

10. OBSERVATIONS (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Smoke Screen - weak

11. INJURIES to crew: (name, injury, how received.)

12. DAMAGE to A/C: (Briefly) None

Minor - hydraulic systems
shot up -

13. TECHNICAL FAILURES:

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

Critique abounding of "Q97" a/c
mentioned above -

S - 2 OFFICER

Weld

TYPE COMPLETED

MRA, Date 5/25/89

INTERROGATION FORM

SQUADRON 367 GROUP 306 A/C Number 5072 Date 16/2/43

Position in formation	B
1	1
2	2
3	3
4	4
5	5
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Bomb Load	281000 lb.
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1. HOT ITEMS to be phoned? Yes - No -

Details:

B-175 in bundle

Friendly A/C in any kind of distress?

W. H. Parker Pilot

R.W. Fortin
Co.P.

H. W. Whitman NOV.

G. L. Milbourne Bomb.

959T. R.E. Haeft. Radio.

1/54t. h. J. Enkel Top T.

9394. J.S. Clark Ball T.

Sgt. G.W. Yederson
R. Waist.

W. S. Buchanan
In Waist.

57. h.f. O'Brien Tail G.

3. Number of BOWS dropped on target: 5. New-Jettisoned: — Brought back: —

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

Bomb hit very close to target on W. side of main point.

5. Any PHOTOGRAPHS taken: Yes ?

110 ?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D, R. L, S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: *N.O.*

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)

As ordered.

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

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color (f Bursts.	Location of Bursts in re- lation to A/C	Other Data.
1052	Alm.	3300	H - I	Black.	Very close ahead!!!	
A few bursts were also seen near Quimper.						

Parkies

S-2 OFFICER S. H. H. Time Completed 1545

By R.B./Lau MIA, Date 5/25/89

MAC

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 50 Targeted to Cloud
Time 1035-1216 Place 1500
b. E/A which fired at, or were fired upon by this plane: Height 1500

Number _____ Time _____ Place _____ Height _____
Explosion from target to Cloud, 1 dead on, 1 dead and 1 on
at point of groups of three.

Notes: _____

c. CLASSES DESTROYED _____ PROBABLY X DESTROYED _____
d. TACTICAL TACTICS OBSERVED _____

10. OBSERVATIONS (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage; and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

11. INJURIES to crew: (name, injury, how received.) None

12. DAMAGE to A/C: (Briefly) One prop, trim tab, and stabilizer
and tail block and fuel tanks.

13. TECHNICAL FAILURES: Supercharger regulator - handover

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

5 - 2 OFFICER

Captain R.B. Lau TIME COMPLETED 10 minutes