

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

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

16 November, 1943

SUBJECT: Intelligence Report.

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

- 1. Hot News
None
- 2. Narrative

23 A/C took off at 0727 and crossed coast at 0903 at 53° 10'N. 00° 02'E. 14 A/C crossed the Norwegian Coast at 58° 05'N. 06° 55'E. at 1115, passing east of Lister, thence to target which was circled three times before bombing at 11:47:30 on heading of 348° mag., thence to base at 1447.

3 A/C Nos. 363, 143, and 706 flew with "J" in triangle Group, bombing at 1132 on a heading 32° mag., returning to base at 1433. 2 A/C 776 and 728 flew with "P" or "B" in triangle Group, bombed T. of O. (Possibly Rjukan) at 1225 at 180° mag. and landed at base 1517.

1 A/C 025 which flew with 91st. Group brought bombs back, having been unable to find target.

A/C 431 turned back from splasher 4 at 0940 hours. This plane after being subjected to severe icing which covered windshield, went into turbulent thunder cloud, went out of control, until control could be regained at 5,000 feet. Meanwhile ball-turret gunner had bailed out. A/C headed for splasher 4 but was late and saw no Group to join and returned. Brought bombs back.

A/C 603 turned back at English Coast at 1000 hours. Trouble with #3 engine which could not be feathered. Salvaged bombs in Wash.

A/C 007 turned back at 0845 hours 15 miles NE of Oxford at 13,000 ft. due to run-away prop on No. 2 engine. All bombs brought back. Landed at 0932 at Radlatt back to Base at 1655.

3. A.A. Gun Fire

A.A. Gun Fire was meager. 3 A/C which bombed Knaben with 356th. Group at 1132 saw no A.A.G.F. 14 A/C over Knaben at 11:47:30 saw three close bursts at "Bombs Away". 2 A/C over T. of O. (possibly Rjukan), reports slight, very low light A.A.G.F.

4. Bombing

Bombing was excellent. Crews report that "Target (Knaben) is no more", and photographs, while dark, confirm solid hits on aiming point.

3 A/C bombed Knaben at 1132 with the 356th Group, circled the target 3 times with bomb-bays open before bombing. Some hits were on the target, some on hill to the south.

14 A/C made 3 - 360's over Knaben to spot the target, identify the conclusive land mark e.g. the white colored sausage shape lake, and finally to bomb on carefully planned run up. Our bombs dropped into smoke and slight flames of Group ahead. Photographs show other bombs striking harmlessly on the hill to the south, while the village was apparently not

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hit. 2 A/C which bombed T. of O. with "P" or "B" in triangle formation report heavy destruction but are not certain where the place hit was Rjukan or not.

Our A/C 025 reports that "A" in triangle formation dribbled bombs through 10/10 cloud all over Norway and failed to locate the target. Our A/C refused to release on unidentifiable target and brought back 12 x 500.

5. Enemy Aircraft

3 A/C which bombed Knaben at 1132 met mild attacks from six S/E from various directions lasting for about ten minutes following "Bombs Away". ME 109's had yellow and blue noses, or white noses with black fuselage aft of cockpit.

14 A/C which bombed Knaben at 11:47:30 met meager fighter opposition totalling about 8 E/A of these, two ME 109's did not attack, while 6 T/E picked up the Group at the coast on the way out, trailing without attacking this Group, until 1220, when they left. They included one JU 88, 2 ME 110's possibly an ME 210 and an FW 189. 1 T/E fired 2 rockets from the front of the plane at 1,500 yards distance in 3 o'clock position at another Group.

2 A/C which bombed target of opportunity - possibly Rjukan - with formation having "P" or "B" in a triangle, at 1225, no E/A.

1 A/C flying with 91st. Group saw four to six ME 109's which attacked vigorously. We claim one damaged for this A/C #025, one no claim.

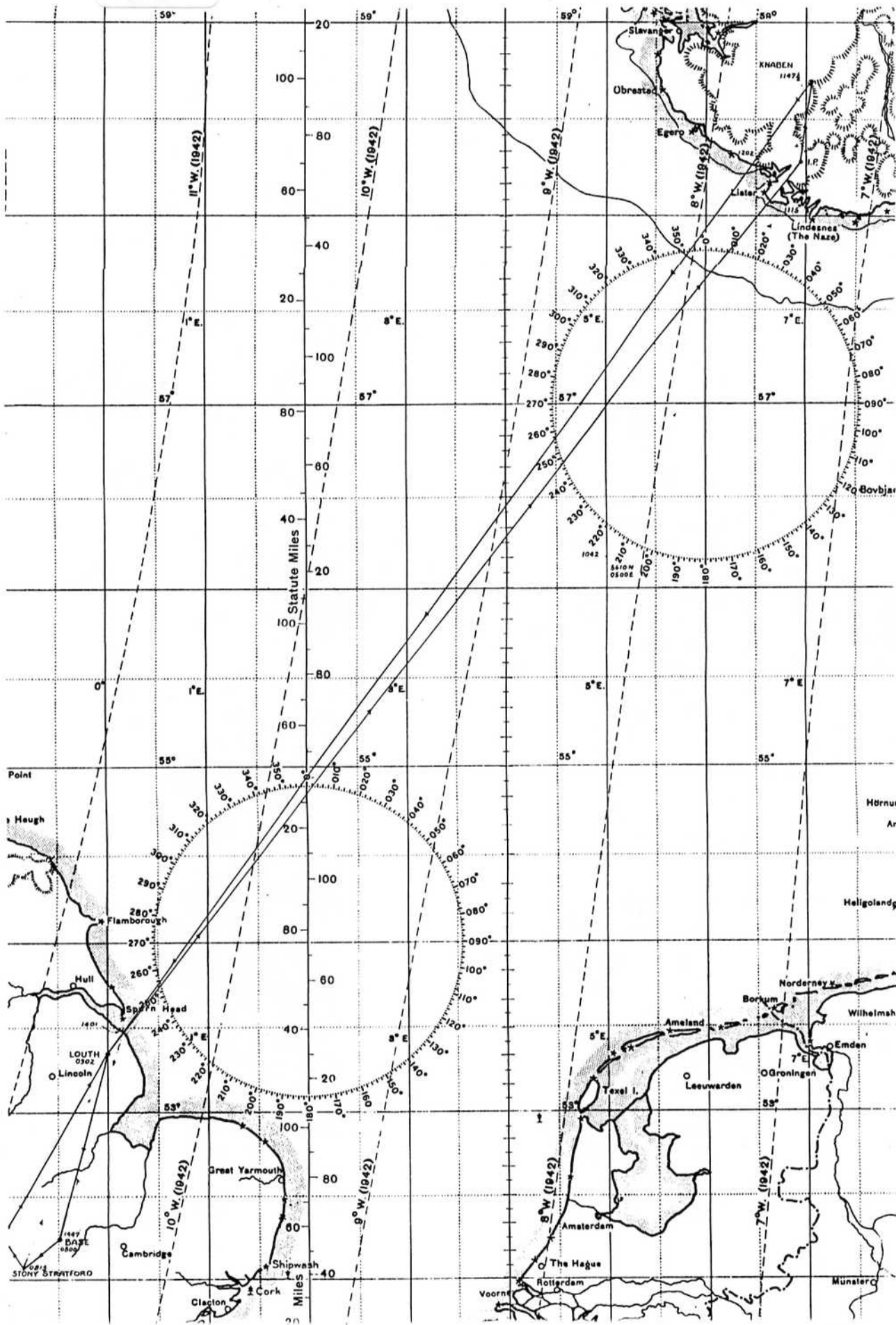
6. Observations

Objects like balloons observed 25 miles east of Knaben, with possibly some A.A. bursts, though no A/C visible in that area.

Knaben target was camouflaged with netting.

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

KNABEN, NORWAY



16/11/43

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005
By RIB/BAC
Date 1/8/94
NARA

HEADQUARTERS
EUROPEAN THEATRE OF OPERATIONS
UNITED STATES ARMY

16 November 1943

IMMEDIATE RELEASE
NUMBER 8143

EIGHTH AAF HEAVY BOMBERS ATTACK
IMPORTANT GERMAN INSTALLATIONS IN NORWAY

Flying Fortresses and Liberators of the U.S. 8th AAF, flew in force today across the North Sea to attack molybdenum mining installations, an important chemical plant, and a large hydro electric station, in German held Norway. There was little fighter opposition. Preliminary reports indicate six enemy aircraft destroyed. Two of our bombers are missing.

Fortresses attacked the molybdenum mine and plant for washing the ore located at Knaben, about fifty miles northwest of Kristiansand in southern Norway. This plant, owned by A/S Knaben Molybdenum Gruber, is considered of greater economic and industrial importance to the enemy than any other industrial objective in Norway. The entire output is used by Germany, which is believed to have practically no other source of this vital steel hardening mineral.

Metalurgists say there is no substitute for molybdenum in making satisfactory steel parts- such as aero engine crank shafts and cam shafts which are subject to shock under heavy loading.

The mine attacked is the most important of four in this vicinity, and ore from all four is treated here.

The target was successfully attacked by RAF bombers in the Spring of this year. It was out of operation for several months, but was re-built with effort and haste which are indicative of the importance the enemy attached to it.

In and near Rjukan, 77 miles west of Oslo, Fortresses and Liberators attacked important chemical plants, producing hydrogen, nitrogen, oxygen and essential components of high explosives. At an electrolytic hydrogen plant here, is said to be the world's largest electrolysis works. It is controlled by I.G. Farbenindustrie.

An associated hydro electric power station, one of the largest in Norway, is an important source of power for German held Norwegian industries.

Returning crews were enthusiastic over the accuracy of the bombing. Location of the target was a superb job of navigation. A large part of the bomber forces took off before daylight. Flying over the water through most of the journey permitted no guidance by landmarks. The weather was unfavorable through much of the time. Crossing the Norwegian coast, the navigators found the land camouflaged by a uniform and monotonous blanket of snow. The targets were small in area. But the navigators found them. The weather was open over the targets, and the bombardiers, with little flak and very few fighters to bother them, aimed deliberately. Some formations made three sighting runs on the target before their bombardiers released their bombs.

*** END ***

FOR QUOTES ON TUESDAY'S OPERATIONS SEE RELEASES NUMBERED 8144 - 8145

*Donovan
Rubin Target
Folder*

INTERPRETATION REPORT NO. K.1811.

Photographs taken by 540 Sqdn.

<u>SORTIE.</u>	<u>DATE</u>	<u>MEAN TIME OF PHOTOGRAPHY</u>	<u>SCALE.</u>
N/974	16th Nov.	1330 hrs.	1/11,600 (F.L.36")
N/957	6th Dec.	1155 hrs.	1/30,000 (F.L.14")
			1/9,000 (F.L.36")

LOCALITY: KNABEN SAETER (Molybdenum Mine)

COVER AND QUALITY.

The Mine buildings are covered on photographs of fair quality on both sorties. Assessment of Damage is made difficult in both cases by surrounding snow and deep shadows. At least six of the buildings were seen on fire at the time of photography on Sortie N/974.

PERIOD UNDER REVIEW.

Photographs of Sortie N/974 were taken about one hour after the Daylight raid of 16th November by aircraft of U.S. VIIIth Bomber Command. Photographs of Sortie N/987 were taken nearly 3 weeks after the attack. Immediate Interpretation Report No. K.1811 was issued on 18th November and Supplement to Immediate Interpretation Report No. K.1811 on 8th December. The last detailed report on damage to this target was Interpretation Report No. K.1511 issued on 18th March, 1943. A report on Reconstruction and Clearance following the attack in March was Interpretation Report No. K.S.87, issued on 13th June, 1943.

GENERAL STATEMENT.

Assessment of damage to the buildings of the mine is particularly difficult on these photographs taken since the attack. Many of the buildings are partly covered with snow and others lie in such deep shadow that no clear outline can be seen. All statements on damage are therefore made with reserve.

The six or seven huts seen on fire on the photographs taken an hour after the attack are mostly hutments for workmen or sheds for storage of timber or tools on the North side of the Mine. The most significant damage would appear to be the probable complete destruction of the Old Grinding Mill with possible damage to the adjoining Transformer House, and very severe damage to the New Grinding Mill West of it. The silos above these buildings and the conveyor shafts connected with them are apparently intact. The New Grinding Mill was partly destroyed in the previous raid in March and was afterwards rebuilt and there was severe damage to the Old Grinding Mill which was also apparently repaired.

A Storage building for spare parts and tools immediately beneath the conveyor shaft to the South Silo appears to have been destroyed and there is possible damage to the shaft itself for about half its length.

Letters refer to annotations on C.I.U. Damage Plot distributed.

- A. Group of six workmen's huts of which five are completely destroyed.
- C. Small shed adjoining the Timber Store partly destroyed.
- D. Group of six workmen's huts of which two are destroyed.
- E. Mine Timber Stores and Foreman's Living Quarters burnt out.
- F. Small rock bearing plant (for construction works) destroyed.
- G. New Grinding Mill (Ball Mill and Classifiers) with severe structural damage.
- H. Flotation Plant: probable crater at North-West corner but no damage visible.
- I. Old Grinding Mill: East side demolished apparently to the ground and West side appears severely damaged.

/J.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 45005
By RLB/DAC
Date 1/11/94
MARA

- J. Transformer House: probably roof damage on West side.
- L. Storage building for spare tools appears destroyed.
- M. Probable damage to structure of conveyor shaft.
- N. Near miss beside Maintenance & Repair Shop: no damage visible to the building.

Plan used: C.I.U. Plan No. D/82.
 Plan distributed C.I.U. Damage Plot (Non Standard) Neg Nos. 3399C
 and 3399R.

SECRET.
 R.A.F. Station,
 Medmenham,
 K/MMcI/R.

DISTRIBUTION NO. 24.

E:	162
A.L.O. R.N.F:	3
I:	<u>31</u>
	<u>196</u>

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 By RLB/BAC
 NARA Date 1/18/01

C.I. U. DAMAGE PLOT (NON-STANDARD)

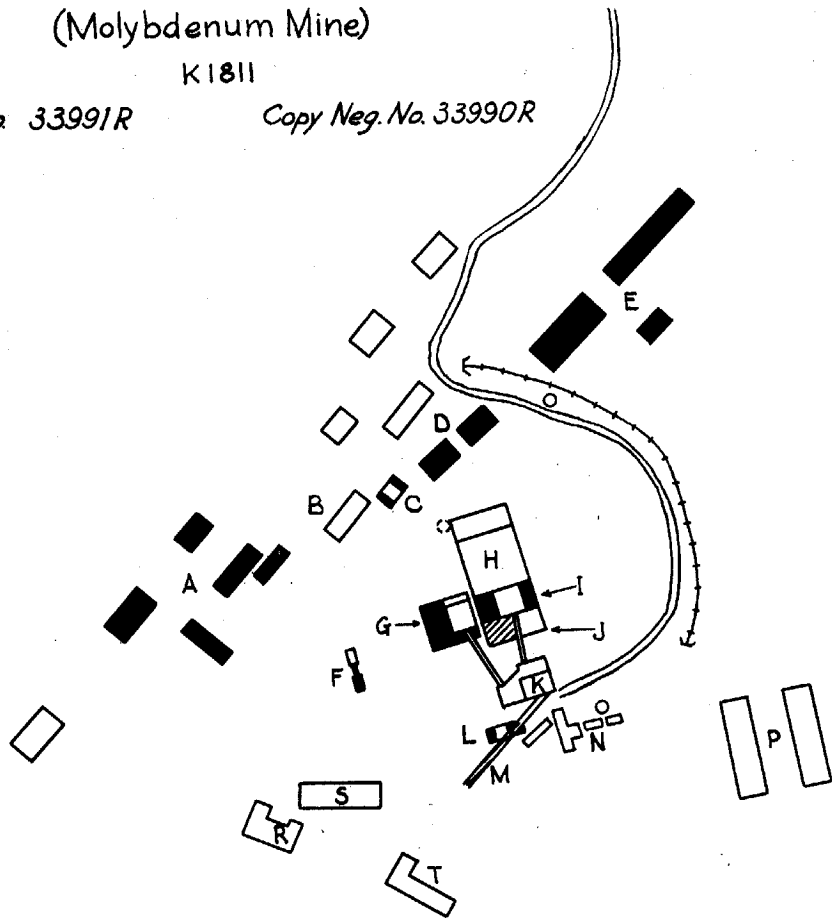
KNABEN

(Molybdenum Mine)

K1811

Neg. No. 33991R

Copy Neg. No. 33990R



Denotes Structural Damage.



Denotes Superficial Damage.



0 100 200 300 400 500 FT. APPROX.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 15005
By RLB/BAC NARA Date 1/18/11

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

16/11/43

IMMEDIATE RELEASE
NO. 8145

16 November 1943

QUOTES ON TUESDAY'S EIGHTH AAF HEAVY BOMBER OPERATIONS.

FORTRESSES AT KNABEN, NORWAY

The strong formations of Fortresses which attacked the mines at Knaben, under the command of Col. Julius K. Lacey, of 212 S. Irving St., Arlington, Va., deputy air commander, had excellent visibility over their target. They reported good bombing.

The complete absence of enemy opposition in the vicinity of the Knaben objective made it possible for some of the formations to make several bombing runs over the target area to insure good bombing results. A heavy blanket of freshly fallen snow covered the country-side and made it difficult to pick out identifying land marks.

"It was like hunting for a needle in a haystack, but we found it," said Col. Lacey. "When we thought we were over the target area, we made two additional runs to be certain. The bursts were strung out and the bombardier said they all landed in the target area."

Col. Lacey flew on Tuesday's mission as co-pilot of the Flying Fortress "Mad Money II", piloted by Capt. Horace E. Frink, 25, of Boston, Mass., a veteran of 25 missions.

First Lt. Clyde P. Carlson, 21, of Sioux Falls, S. Dak., bombardier of the lead ship, said he was sure that the target was hit. "We made three bombing runs without interruption, releasing on the third run", he related. "I watched the bombs fall and the target was well plastered."

"It was a very successful mission", reported Maj. Elvia Ledoux, of Eunice, La., who led one formation of Forts in the Knaben attack. "We had little opposition throughout the mission and no flak and saw only two German fighters, although some of the men in the crew reported seeing five or six. From our observation, the target appeared to be well hit."

The crew members of Maj. Dale L. Shaffer, of Decatur, Ill., who led another wing in Tuesday's attack, had special praise for the performance of their navigator, Capt. Melvin J. Robertson, of Lindenhurst, L. I., N. Y., and for Capt. Henry E. Wojdyla, of Chicago, Ill., the lead bombardier. Capt. Wojdyla, who made news when he led two separate bombing runs over the harbor of Ragnya, topped that Tuesday when he took his formation over the target on three distinct runs to insure good results. "All you could see at first was mountains, lakes and snow", Wojdyla said. "We had every one looking for the target, including the ball turret gunner. Our navigator, despite some pretty discouraging handicaps, did a wonderful job and took us right to it. My hat is off to him."

Capt. Robertson, who recently returned to combat after serving for some months as chief navigator on the headquarters staff of a heavy bombardment division, is one of the few USAAF navigators entitled to wear the wings of an RAF observer without having served in the RAF. Among the first combat men to arrive in the European Theater of Operations, Capt. Robertson was selected for special training in RAF navigational procedure.

On three occasions during his non-flying staff duty, fellow officers learned that Robertson was turning his days off into "bus men's holidays" by accompanying former crew mates on operational missions over Nazi Europe. Questioned on the navigational difficulties in Tuesday's attack, Robertson said: "I thought at first that we had missed it, but we didn't."

Col. E. H. Lawson, of San Antonio, Tex., commander of a group, flew Tuesday as a co-pilot. He described the mission as "a long, cold ride. The target," he said, "was difficult for me to identify, but our bombardier and navigator seemed to have no great trouble."

Second Lt. Elmer L. Smith, 20, a co-pilot from Aleknagik, Alaska, remarked upon returning from the cold trip: "It looks like a hard winter for Norway." Smith said Norway didn't look anything like Alaska. "The lakes had already started to freeze over", he reported. "That's an indication that things will be tough there this winter. That mine was certainly difficult to locate. It was just a tiny speck when we finally caught up with it."

"It was the coldest trip I have ever been on," said 1st Lt. Leon Fields, 22, of Owanay, Mich., a pilot in Col. Lacey's formation. "At 45 below zero I was

(OVER)

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By RLB/BAC
Date 1/18/94
MABA

certainly glad we had nothing else to bother us. All of the country was covered with snow and ice."

T/Sgt. Roy Streat, 29, of San Francisco, Calif., top turret gunner on the Fort piloted by Lt. Fields, said: "The bombs landed just where they should have. We could not only see them--we could even hear the bursts. Then we turned to the more pleasant task of eating our lunch. The sandwiches were frozen."

T/Sgt. Felix R. Dowsley, 21, of Motherville, Md., top turret gunner on the Fort "Little America", piloted by 2nd Lt. William A. Jones Jr., 23, of Stacey, Ky., described flying over the North Sea as "a long and tiresome trip. Nothing but snow, ice, and rock", he said. "Out of all of that, we had to find that speck of a target. It was situated on the side of a valley, and we took a good look at it before we let our bombs drop, just to make certain that it was the right place."

"We hit it on the nose", said S/Sgt. Owen K. Fabers, of Salida, Colo. "The group ahead had a perfect bomb run with good concentrations, and we set our bombs right into their smoke."

"Most of them landed right in the middle of the target area," said S/Sgt. James E. "Tiger" Moore, of Chicago, Ill.

S/Sgt. Walter R. Clarke, of Dallas, Tex., ball turret gunner on the Fortress "Punchy", rounded out a tour of operations in this theatre with Tuesday's mission. "It was a good mission to finish up on", Clarke declared. "It was long and cold, but the opposition was relatively light, and I can say that our bombs hit the target squarely."

Sgt. Otis F. Thomas, of Bennettsville, S. Car., tail gunner on the same ship, reported: "I saw two FWs and three ME109s. We were attacked by only one fighter, and I got a spurt at him."

"The road was long and cold, but I didn't mind that a bit because the results were wonderful," said Sgt. Basil Margineau, of Dearborn, Mich., a waist gunner. "It was a good raid."

Maj. Marcus M. Elliott, 24, of Los Angeles, Calif., a veteran of 13 missions over Nazi Europe on the Fort "Stump Jumper", said: "The results of the attack Tuesday were excellent, judging from the explosions. I think everyone dropped his bombs in the target area. We ran into very little trouble throughout the trip."

"I would say that all the ships in our group did nicely", commented 2nd Lt. Joseph S. Bochna, of East Millsboro, Pa. "I saw only two or three fighters all the way."

"We saw not only our own group but two others hit the target," said S/Sgt. Edgar A. Montgomery, 21, of Williamson, West Va., waist gunner on the Fort "Damfino."

"It was the first time I ever saw pieces fly off the target," reported Maj. Louis W. Nowack, of Watertown, Wis., group flight surgeon, who went on Tuesday's mission as an observer. "It was cold up there, but the bombing itself made the trip well worth while."

Staff Sgt. John W. DeGrass, of Topeka, Kas., tail gunner on the Fort "Belle of the Bayou", commented: "I saw only four planes all day and they weren't very anxious to attack."

ADDITIONAL QUOTES ON FORTS AT RJUKAN (SEE RELEASE NO. 8144)

Tech. Sgt. Clyde B. Mercer, of 429 Lincoln Ave., Malvern, Pa., ball turret gunner on "Black Heart III", said: "It looks to me as if our bombs hit right on the target."

S/Sgt. Leo Tatzalek, 21, of Appleton, N. Y., ball-turret gunner on "G-String", said: "From my position I could see the bombs as they went; they hit their mark squarely. We had no fighter or flak opposition to contend with today."

First Lt. Thomas J. Lees, 22, of Church Road, Philadelphia, Pa., lead navigator on the Fort "Fluke V", related: "Our bombs walked right across the target, with a whole slew of hits. The first two bombs were a bit short, but all others were squarely on it. Smoke was rising when we left."

Second Lt. Duncan MacGregor Jr., 27, of Tuxedo Park, N. Y., bombardier on "Heaven Can Wait", said: "The planes ahead of us had hit the target already and there were big clouds of smoke coming up when we got there."

END

LEAD (NO. 8143) TO FOLLOW

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005
By RLB/BAC
Date 1/18/91
MARA

INTERROGATION FORM

SQUADRON ~~867X368X368X~~ 423 A/C Number 431 Letter F Date 16/11/43

Bomb Load 12 x 500 H.E. ~~XXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed _____

		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. R.B. Thompson Pilot

2nd Lt. A.A. Adams CO-P

2nd Lt. W.B. Barnes Nav.

2nd Lt. M. Borysoff Bomb.

T/Sgt. J.A. Park Radio

T/Sgt. W.G. Caldwell Top T.

S/Sgt. C.W. Hamby Ball T.

S/Sgt. J. Peto R. Waist

S/Sgt. H.F. Gramelspacher L. Waist

S/Sgt. C.T. Schroeder Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE 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.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out at target and on way back _____

INTERROGATION FORM

SQUADRON ~~367~~ ~~368~~ ~~369~~ 423 A/C Number 431 Letter _____ Date 16 Nov. 1943

Bomb Load 12x 5,000 H.E. incendi

Position in Formation

Time Took Off 0740 Time Landed 1045

					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?

Lt. Thompson

(Give position, time, altitude, full details) Pilot

All went well until A/C over Stoney Stratford at about 0815. CO-P

Here, picked up ice on windshield. Couldn't see. Pulled out to side. When started to get back into formation went into thunder cloud. A/C went out of control. Then at 9,500 feet. Got A/C back in control at 5,000 feet and checked up with crew. All accounted for except Sgt. Hamby, ball-turret gunner who was missing. Tried to get back to group. Stayed over

2. ~~TARGET ATTACKED~~ splasher 4 until twenty minutes after group Radio

due there, and then, at 0940 came back from

splasher 4 to base. Hamby telephoned in from Waddesdon (near Top T.

Primary ~~target~~ Aylesbury). He is reported by Ops. to be O.K. Not hurt.

Liaison Set went out when plane out of control and couldn't Ball T.

Alternate ~~target~~ get in touch with any one. Brought all bombs back.

Last Resort Heading:

(circle)

Duration Bomb Run:

L. Waist

Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned: 6x1,000 Abortive:

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

Own Bombs:

Other Bombings: ANY NICKELS: YES NO
NUMBER BOMBS DROPPED
NUMBER BOMBS RETURNED

5. Any PARACHUTE taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. BOMB (if different than ordered) (If ABORTIVE give time, place, height of bomb, reason for retaining bomb, and disposition of bombs.)

8. MISS (if it affected mission)

9. ENEMY Encountered on way out, at target and on way home.

Bombed with 99 with P in D floor #2 in 2nd element - high squadron yellow in white trough

(4)

INTERROGATION FORM

SQUADRON 367-369-369-369- A/C Number 728 Letter S Date 16/11/43

Bomb Load 12 x 500 H/EI ~~xxxxxx~~ Position in Formation

Time Took Off 0725 Time Landed 1334

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: *none*

CREW: Give Rank and Initials

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

none

1st Lt. J.E. Winter Pilot

2nd Lt. P. Cayos CO-P

2nd Lt. A. Rothenberg Nav.

2nd Lt. W.H. Peterson Bomb.

T/Sgt. C.E. Lebert Radio

T/Sgt. P.A. Murray Top T.

S/Sgt. R.E. Tully Ball T.

S/Sgt. P.E. Colburn R. Maist

S/Sgt. W.P. Teston L. Maist

S/Sgt. K.H. Hudson Tail G.

2. TARGET ATTACKED:

Primary Time: 12:25

Alternate Height: 79500

Last Resort Heading: 120°

(circle) Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: 2x500 Returned: Abortive:

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

Own Bombs: *If only one dropped was the target it had been hit & we made good pattern. But couldn't put out time & late. Not sure it was our target.*

Other Bombing:

5. ANY PHOTOGRAPHS taken: Yes? No? ANY NICKELS: YES NO

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: NUMBER BOXES DROPPED NUMBER BOXES RETURNED

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

Flashed around Norway area while on way.

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, moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	----------------------------------	-----------------	---------------------------------------	----------

low some light flak (small caliber) starting from 9-11000 feet. at target area

but summer saw 6 bursts flak level & behind on 1st run over target

Crew observations about flak:

Not hit

10. ENEMY FIGHTER OPPOSITION:

FW 190s
low 3 SE which didn't come in close. One thrust
raw temp. S/E started in at 7 o'clock but went down when we
fired. This was at 1135 after bomb away. lasted 10 minutes
(Location and length of fight)
all 3 made pass at same time from above. One made a late pass from behind
about 5 minutes after 1st shot of 3 FWs.
4th E 109s

(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

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,

No balloons a fuel at target. Lots of know up thin. Also not frozen.

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*

16. TECHNICAL FAILURES: *Camera failed. Bomb bay wouldn't close for awhile.*

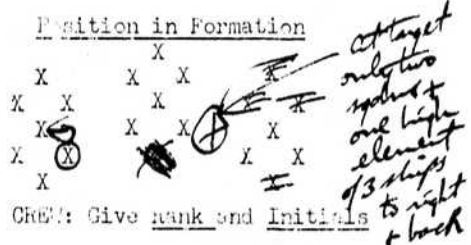
17. CREW COMMENTS: (Any unusual incidents? any suggestions?)

S-2 OFFICER *Capt Baldwin* TITLE COMPLETED _____

Low altitude was really found at splash 4 where only 4 ships; #3 of lead element of low altitude ~~element~~ (from from sayoff 1120) #45 took last place. On one of turns only howay looking for a get, you moved to #3 then on another turn ~~element~~ ~~to~~ ~~right~~ ~~wing~~ ~~of~~ ~~2nd~~ ~~element~~ ~~of~~ ~~2nd~~ ~~group~~.
 SQUADRON ~~XXXXXXXXXX~~ 423 A/C Number 139 Letter L Date 16/11/43

6 - way home tested out to high altitude of 3 shifts

Bomb Load 12 x 500 H.E. ~~XXXXXXXX~~
 Time Took Off 0725 Time Landed 1439



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

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)
no

- 2nd Lt. N.L. Garrett Pilot
- 2nd Lt. R.N. Muri Co-P
- 2nd Lt. J. Elgin Nav.
- 2nd Lt. R.J. Shurilla Bomb.
- S/Sgt. A.E. Dilts Radio
- S/Sgt. J. Vinciguerra Top T.
- Sgt. J.A. Glenn Ball T.
- Sgt. W.J. Carroll R. Waist
- Sgt. L.F. Bergeron L. Waist
- Sgt. L.L. Yater Tail G.

2. TARGET ATTACKED:

Primary Time: 1148
 Alternate Height: 15,000
 Last Resort (circle) Heading 10° mag
 Duration Bomb Run: 4-5 mins

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

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

Own Bombs: ~~One group was ahead of us, apparently about 2000 ft. had bombed. We came up to 10000 ft. spotted target by color and by color (lead to see you get on top of it) Bombed on mid bombs. Another bombing from previous group, then one low to hit about the same place. Buildings seen to be upon poles.~~
 Camp

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) Returned on the coast to island then north again, speed about 10000 ft. low target found. twice

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

Only coming out over coast near Gersuolt
flakes - got many bursts.

Crew observations about Flak: _____

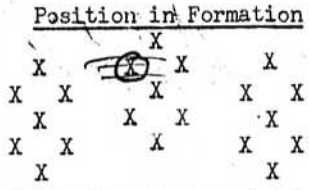
7

Clear with 305 ft left wing of 82nd element high right spread.
now 6 in lead sq. 1 in high. + 6 in low. 2nd had 5 in sq. ~~and~~

INTERROGATION FORM

SQUADRON, ~~367~~ (369) ~~XXX~~ A/C Number 078 Letter R Date 16/11/43

Bomb Load 12x500 H.E. ~~xxxxxx~~
Time Took-Off 0725 Time Landed _____



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

CREW: Give Rank and Initials

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

- LT. J.P. NOACK Pilot
- LT. R.F. CROWLEY Co-P
- LT. D.H. FAY Nav.
- LT. H.H. BITTMAN Bomb.
- T/SGT. V.B. STEVENS Radio
- SGT. W.R. JONES Top T.
- SGT. D.J. WILLIAMS Ball T.
- SGT. K.H. SMITH R.Waist
- SGT. A.E. SEWALD L.Waist
- S/SGT. T.H. SMITH Tail G.

2. TARGET ATTACKED:

Primary Time: 1148.
 Alternate Height: 13000.
 Last Resort Heading 200°
 (circle)
 Duration Bomb Run: *Constant run 30° steep climb.*

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

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

Own Bombs: *Saw the mine shaft, plane started out & landing. We were 1st group over. Bomb target has had it. 92nd must have dropped almost with us. Just waves of bombs on it.*
 Other Bombing: _____

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

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)

Hit east to right of target. Went as low as 1000 ft & then went back to right on target. Landed it by. Glided around but the main run. From 2000 as other hit.

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 Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	------------------------------------	----------

10-12 bursts seen way to our right on way out. EIGIRON

(EIGIRON on high coast on way in. But only record) Close to quantity

Crew observations about Flak: *Not hit.*

12
low altitude planes with G. Yonif...
in same group.
1 plane in gp.

INTERROGATION FORM

Bombed with A between lead and low

SQUADRON 367 ~~368~~ ~~XXXXXX~~ A/C Number 776 Letter F Date 16/11/43

Bomb Load 12 x 500 H.E. ~~XXXXXX~~

Time Took Off 0725 Time Landed 1507

Position in Formation

		X		
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	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.M. Gay Pilot
- 2nd Lt. R.S. Lund Co-P
- 1st Lt. J.R. Samway Nav.
- 1st Lt. M.J. Dmochowski Bomb.
- T/Sgt. E.G. Danielson Radio
- T/Sgt. P.F. Hughes Top T.
- S/Sgt. L. Brofford Ball T.
- S/Sgt. S.J. Krisko R.Waist
- S/Sgt. G.E. Lilja L.Waist
- S/Sgt. B.J. Nitti Tail G.

2. TARGET ATTACKED:

Primary Time: 1225
Alternate Height: 14,400
Last Resort Heading 180/mag.
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target; 12 x 500 Jettisoned: Returned: abortive:

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

Own Bombs: target with side of mountain which was flamm by the
gp. We made 3 runs on target. We saw it hit but they didn't. Bombs was
fairly much 5 gp. If that was target we hit it was already
Other Bombing: demolished: the

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

6. GROUND TARGETS ATTACKED BY GUNFIRE 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)

8. WEATHER: (If it affected mission) As trip was out, little weather was out.

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

At target - 6-8-10 shots, very low + inaccurate. Probably light flak.

Crew observations about Flak: _____

13

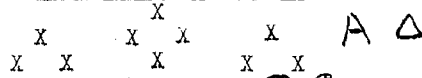
INTERROGATION FORM

SQUADRON 367 ~~XXXXXXXXXX~~ A/C Number 025 Letter B Date 16/11/43

Bomb Load 12 x 500 H.E. ~~XXXXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed _____



A Δ

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

KCHD ditched leaving going out
coast of Norway 1245

⊗ *Coming back*
X *changed when*
CREW: Give Rank and Initials
at the end about 1215

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

JYGV - distress but OK

- 1st Lt. W.S. Kirk Pilot ✓
- 2nd Lt. T.J. Bridgeman Co-P ✓
- 2nd Lt. A.F. Jones Nav. ✓
- 2nd Lt. J.A. Sparks Bomb. ✓
- T/Sgt. G.G. Roberts Radio ✓
- S/Sgt. E.H. Kelly Top T. ✓
- S/Sgt. B.W. Kristof Ball T. ✓
- S/Sgt. R.E. Weber R.Waist ✓
- S/Sgt. A.D. Springer L.Waist ✓
- S/Sgt. P.R. Wood Tail G. ✓

2. TARGET ATTACKED: *Not attacked*

Primary Time:
Alternate Height:
Last Resort Heading
(circle)
Duration Bomb Run:

did not find target

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

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

Own Bombs:

Other Bombing:

*Group dropped from AIRMEN West to
at intervals. Hommen*

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

*In on course N to West of tgt 360 turn to left
then West another 360 then out.*

8. WEATHER: (If it affected mission) *Up to 2000 obscured to 14-15
con trails heavy cumulus - cleared approx 1400*

9. FLAK: Encountered on way out, at target and on way home. *Norway 2 to 3
clouds.*

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
1225	Near coast	12000'	light	white	2 bursts	going up forward
						flack slips

Crew observations about Flak: _____

Flan with gp. that died in triangle. Also 2 planes with C in a square. We were low and on left. 2 stragglers (the ones with C in square). Hit Normy as hoped.

INTERROGATION FORM

SQUADRON 367 ~~369 369 369 369~~ A/C Number 706 Letter Q Date 16/11/43

Bomb Load 12 x 500 H.E. ~~XXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed 1433

		X		
X		X	X	X
X	X		X	X
X		X	X	X
X	X	(A)	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)

<u>2nd Lt. G. Campert</u>	✓	Pilot
<u>2nd Lt. J.J. Stolz</u>	✓	Co-P
<u>2nd Lt. J.W. Couch</u>	✓	Nav.
<u>S/Sgt. J.M. Elliott</u>	✓	Bomb.
<u>T/Sgt. J.G. Miller</u>	✓	Radio
<u>T/Sgt. R.G. Landherr</u>	✓	Top T.
<u>S/Sgt. G. Murat</u>	✓	Ball T.
<u>S/Sgt. F.M. Cargill</u>	✓	R.Waist
<u>S/Sgt. S.W. Rust</u>	✓	L.Waist
<u>S/Sgt. T.G. Younger</u>	✓	Tail G.

2. TARGET ATTACKED:

Primary

Time: 1131^{1/4}

Alternate

Height: 14200

Last Resort
(circle)

Heading 40° mag. north

Duration Bomb Run:

Circled several times before dropping 9 bombs loaded together. First gp to land the 2 ahead dropped 1st.

3. Number of BOMBS dropped on target: 12 x 500 Jettisoned: Returned: Abortive:

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

Own Bombs: low village - lake - + target + bombs dropped all around target.

Other 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 APORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs)

Hit Normy as hoped & except for mish followed course. as hoped exactly. except colder than hoped

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

14 flew with 306

INTERROGATION FORM

SQUADRON ~~XXXXXX~~ (369) ~~XXXX~~ A/C Number 794 Letter v Date 16/11/43

Bomb Load 12x500 H.E. ~~XXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed 1445

			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)

LT. R.L. FALLOW Pilot

LT. B.W. CASSEDAY Co-P

LT. J.E. BRYAN Nav.

LT. D.E. CURRIER Bomb.

S/SGT. C.H. MOXLEY Radio

2. TARGET ATTACKED:

Primary

Time: 1247

SGT. A.J. MARENHOLZ Top T.

Alternate

Height: 14000

SGT. G.D. BARNETT Ball T.

Last Resort
(circle)

Heading 345° mag

SGT. M.G. HANNIFY R.Waist

Duration Bomb Run:

60 seconds

SGT. A.J. FEDORKA L.Waist

SGT. F.W. OLMSTEAD 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:

plots!

Other Bombing:

5. Any Photographs taken: Yes? No?

Any Nickels: No 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)

8. WEATHER: (If it affected mission)

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

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

8

INTERROGATION FORM

SQUADRON ~~X367XX368~~ (369) ~~W03XX~~ A/C Number 136 Letter D Date 16/11/4

Bomb Load 12x500 H.E. Yes Position in Formation

Time Took Off 0725 Time Landed 1430

			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:

8 or 9 balloons at Eigerow on way back

CREW: Give Rank and Initials

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

LT. W.B. HILTON Pilot

LT. T.J. CZECHOWSKI Co-P

LT. F.M. SOVIS Nav.

LT. R.E. SWENEY Bomb.

S/SGT. J.W. FERGUSON Radio

S/SGT. C.T. SLAPPY Top T.

SGT. C.E. SHAKESPEARE Ball T.

SGT. J.E. REVELLE R.Waist

SGT. E.R. BUSCH L.Waist

SGT. R.A. ~~YERAK~~ Tail G.

2. TARGET ATTACHED:

Primary

Time: *1147 1/2*

Alternate

Height: *14000*

Last Resort (circle)

Heading *345 MAG*

Duration Bomb Run:

3 circles then drop.

3. Number of BOMBS dropped on target: *12* Jettisoned: Returned: Abortive:

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

Own Bombs: *- 1 at edge of target.*

Other Bombing: *- target fairly well covered*

5. Any Photographs taken: (Yes?) No? *3-5 min.* 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)

fair

8. WEATHER: (If it affected mission)

better than "as briefed"

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

INTERCOMPLION FORM

SQUADRON ~~XXX~~ 368 ~~XXXXXXXXXX~~ A/C Number 586 Letter A Date 16/11/43

Bomb Load 12 x 500 H.E. Incend.

Time Took Off 0725 Time Landed 1444

Position in Formation

				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. W. Katz Pilot

2nd Lt. T.J. Brady Co-P

1st Lt. I.E. Glaze Nav.

1st Lt. H.F. Ezell Bomb.

S/Sgt. C.H. Nichols Radio

T/Sgt. O.G. Owens Top T.

S/Sgt. J.G. O'Connell Ball T.

S/Sgt. W.W. Cole Tail G.
~~XXXXXXXX~~

S/Sgt. A.C. Schaeffler L.Waist

S/Sgt. J.J. Gemberski R.Waist
~~XXXXXXXX~~

Over target - one B17 out in front of group - not identified - don't know what he was saying to do.

*1 B17 - 21 miles W of ~~Eng~~ Norway coast ~~out~~ coming back
2 fighters - B17 going down almost on track - lost in cloud.*

2. TARGET ATTACKED:

Primary Time: 1147 1/2

Alternate Height: 13000

Last Resort Heading 35, MAG.
(circle)

Duration Bomb Run: dropped on lead - made 3 circles

3. Number of BOMBS dropped on target: 12 Jettisoned: Returned: Abortive:

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

Own Bombs: short

Other Bombing: one or two A/c behind - hit right in

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

6. GROUND TARGETS ATTACKED BY GUNFIRE 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)

fair

8. WEATHER: (If it affected mission)

9. FLAK: Encountered clear - 1/10 over target, as briefed 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

INTERROGATION FORM

SQUADRON ~~367X~~ 368 ~~369XX128X~~ A/C Number 145 Letter G Date 16/11/43

Bomb Load 12 x 500 H.E. ~~KXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed 1445

		X		
	X		X X	X
X	X		X	X <u>X</u>
X			X X	X
X X			X	X X
X				X

1. HOT NEWS to be phoned in? Yes No

Details:

B-17 flying very high over group behind, turned back toward Norway at 1237 about 80 miles from Norway + disappeared in distance - 5833, 0312.

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

CREW: Give ~~Name~~ and Initials

1st Lt. J.B. McMahon Pilot

1st Lt. S.W. Mowers CO-P

2nd Lt. D. McCauley Nav.

S/Sgt. N.H. Brennan ~~XXXXX~~ N.G.

T/Sgt. H.E. Gorczyca Radio

Sgt. J.L. Dunten Top T.

S/Sgt. M.J. Saj Ball T.

S/Sgt. P.W.D. Mantor L. Waist

S/Sgt. E.W. Schmeckpepper R. Waist

S/Sgt. G.D. Barnt Tail G.

2. TARGET ATTACKED:

Primary Time: 1148

Alternate Height: 14000

Last Resort Heading: 00
(circle)

Duration Bomb Run:

3 or 4 minutes

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

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

Own Bombs: *Because bombardier toggled about 4° late, he hit right on the target, while the previous bombs fell short. Ball turret gunner positively identified the fall of this A/C's bombs + saw them hit the buildings of the target. The village was not hit.*

Other Bombing:

Check Katz interrogation for confirmation

5. Any PHOTOGRAPHS taken: Yes? No?

Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE 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.)

followed Wheeler

8. WEATHER: (If it affected mission)

clear over target, cloudy at coast

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

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

9

INTERROGATION FORM

SQUADRON ~~367~~ ~~368~~ ~~369~~ 423 A/C Number 606 Letter U Date 16/11/43

Bomb Load 12 x 500 H.E. ~~incend.~~

Time Took Off 0725 Time Landed 1442

Position in Formation

		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.H. Lewis Pilot
- 2nd Lt. A.G. Moseley Co-P
- 1st Lt. W.J. Clarida Nav.
- 1st Lt. W.S. Ellertson Bomb.
- T/Sgt. W.F. Day Radio
- T/Sgt. L.C. Capper Top T.
- S/Sgt. L.L. Lord Ball T.
- S/Sgt. D. Axelrod R.Waist
- S/Sgt. A.A. Weed L.Waist
- S/Sgt. L.R. Goetz Tail G.

2. TARGET ATTACHED:

Primary Time: 11:47
 Alternate Height: 13,400
 Last Resort Heading 338°
 (circle)
 Duration Bomb Run: 1 min

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

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

Own Bombs:

"No more target"
covered area betw. lake and mtn.

Other Bombing:

couple bldgs. on S.E. were perhaps missed
edges well covered before this group came up

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

6. GROUND TARGETS ATTACKED BY GUNFIRE 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)

See over

8. WEATHER: (If it affected mission)

absolutely clear over Target
Broke at Coast as Briefed

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

Believe
351st
Spurred
ahead of us
No
bombs
on
own

BOMBING FORM

SQUADRON 367 368 369 427 /C Number 832 Letter J Date 16/11/43
~~XXXX~~ ~~XXXXXXX~~

Bomb Load 12 x 500 H.E. ~~XXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed _____

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

at 53:21 N. 0020 E. B-17 said he was out of gas and about to ditch over I wouldn't make Coast

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

<u>1st Lt. W.S. Nally</u>	Pilot
<u>2nd Lt. R.S. Gerald</u>	Co-P
<u>2nd Lt. A.W. Stillwell</u>	Nav.
<u>Sgt. W.E. Collier</u>	Bomb.
<u>S/Sgt. E.D. Ewing</u>	Radio
<u>Sgt. D.A. Rockwell</u>	Top T.
<u>S/Sgt. G.P. Fisher</u>	Ball T.
<u>Sgt. C.F. Snyder</u>	R.Waist
<u>Sgt. J.C. Hay</u>	L.Waist
<u>S/Sgt. W.E. Bartel</u>	Tail G.

VHF - couldn't get his position but Bull Pen leader said would take care of it & c/c letter was "A"

2. TARGET ATTACKED:

Primary Time: 11:48
 Alternate Elevation: 14,000
 Last Resort heading 335
 (circle)
 Duration Bomb Run: 1/2

3. Number of BOMBS dropped on target: 12 x 500 (circled) Settled on: Returned: Abortive:

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

Own Bombs: Believe knocked it out

Other Bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE 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)

Use Course like Lewis - out over Kirkjehavn (W. of Lister)

8. WEATHER: (If it affected mission)

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

3.

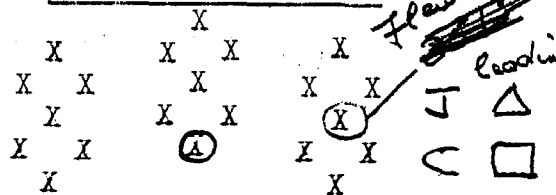
INTERROGATION FORM

SQUADRON ~~XXXXXX~~ (369) ~~XXXX~~ A/C Number 143 Letter P Date 16/11/43

Bomb Load 12x500 H.E. ~~XXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed _____



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

CREW: Give Rank and Initials

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

- LT. L.F. PETERSON Pilot ✓
- LT. G.R. HAYWOOD Co-P ✓
- LT. C.P. CONREY Nav. ✓
- LT. W.D. DANIELS Bomb. ✓
- S/SGT. P.W. CHRISTENSEN Radio ✓
- S/SGT. A. PICARELLO Top T. ✓
- SGT. G.B. RICHARDSON Ball T. ✓
- SGT. C.A. LAMP R.Waist ✓
- SGT. C.F. HAYES L.Waist ✓
- SGT. C.W. FOLEY Tail G. ✓

2. TARGET ATTACKED:

Primary ✓ Time: 1132
Alternate Height: 14300
Last Resort Heading 35° Mag
(circle)
Duration Bomb Run: 2'

3. Number of BOMBS dropped on target: 12x500 Jettisoned: Returned: Abortive:

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

Own Bombs: Perfect

Other Bombing: First on target
Next group missed to right

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

Number boxes dropped _____
Number boxes returned _____

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

Flew with 351st from splasher
rather than briefed
8. WEATHER: (If it affected mission) Top 19000 off coast
15000 west of trip

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

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

INTERROGATION FORM

SQUADRON ~~367~~^{XXX}~~368~~^{XXXXXX} (369) ~~423~~^{XXX} A/C Number 007 Letter F Date 16/11/43

Bomb Load 12x500 H.E. ~~XXXXX~~

Position in Formation

Time Took Off 0725 Time Landed _____

		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)

F/O M.D. REED Pilot

LT. J.J. SNYDER Co-P

LT. R.J. BENNINGER Nav.

LT. R.L. DANIELS Bomb.

S/SGT. R.L. KAHLER Radio

S/SGT. R.K. HOLBERT Top T.

SGT. L.J. COLWART Ball T.

SGT. J. PINDROCH R.Waist

SGT. J.J. MUSIAL L.Waist

SGT. W.O. SLENKER Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading
(circle)

Duration Bomb Run:

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

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

Own Bombs:

Other 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)

8. WEATHER: (If it affected mission)

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

INTERROGATION FORM

SQUADRON ~~367X 368~~ (369) ~~XXXX~~ A/C Number 056 Letter U Date 16/11/41

Bomb Load 12x500 H.E. ~~incend.~~

Position in Formation

Time Took Off 0725 Time Landed 1430

		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

heard B-17 on radio about 35 min from coast - said he had 45 minutes of gas.

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

LT. H.C. SHARKEY Pilot

LT. G.W. EIKE Co-P

LT. W.J. FLYNN Nav.

LT. R.G.K. BEACH Bomb.

2. TARGET ATTACKED:

S/SGT. O.C. HILL Radio

Primary Time: 1147

S/SGT. C.A. VOGT Top T.

Alternate Height: 14000

SGT. E.E. WYNN Ball T.

Last Resort Heading 355° Mag
(circle)

SGT. M.T. ROSS R.Waist

Duration Bomb Run:

SGT. J.W. BENTLEY L.Waist

3 minutes.

SGT. W.W. LASTINGER Tail G.

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

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

Own Bombs:

Target - blotts!

Other 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)

crossed coast a little to north.

8. WEATHER: (If it affected mission) *clear at T. - no cond. trails*

9. FLAK: Encountered on way out, at target and on way home. *visibility about 50 miles*

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

768 moved into lead of high altitude of group w. only 1 other slipper
 splasher H. later moved into lead of high & lead of group
 6A slip over target

INTERROGATION FORM

(18)

SQUADRON 367 ~~8680869000200~~ A/C Number 768 Letter A Date 16/11/43

Bomb Load 12 x 500 H.E. Incendiary

Time Took Off 0725 Time Landed 4th High

Position in Formation

			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

no

CREW: Give Rank and Initials

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

no

- 1st Lt. W.W. Thomas Pilot ✓
- 1st Lt. D.L. Jacobs Co-P ✓
- 2nd Lt. J.M. Carella Nav. ✓
- 2nd Lt. J.R. Weisselberg Bomb.
- T/Sgt. J.R. Petlewski Radio ✓
- T/Sgt. A.J. Waine Top T. ✓
- S/Sgt. R.F. Fiermuga Ball T. ✓
- S/Sgt. R.S. Payne R.Waist ✓
- S/Sgt. J.L. Mitchell L.Waist ✓
- S/Sgt. W.W. Winans Tail G. ✓

2. TARGET ATTACKED:

Primary Time: 1147:30
 Alternate Height: 14,400
 Last Resort Heading 350° way.
 (circle)
 Duration Bomb Run: 2 minutes at least.

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

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

Own Bombs: Dropped on ~~target~~ 993 - red bombs. Wilby lake to left. Bomb hit 200-300 ft to right of lake, which was approached from about 360° course.

Other Bombing: ~~had to come~~ ~~re-ably~~ ~~late~~ → bombs

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

Any Nickels: Yes No
 Number boxes dropped 1 bombing
 Number boxes returned run

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition)
 heading to west of coast & paralleled it for 15 mins, crossed east at 1118
 made couple of 360° turns, then straightened out & leader dropped bombs

8. WEATHER: (If it affected mission) As briefed. V. hot at target. heavy patches of rain inland all over.

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

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

INTERROGATION FORM

SQUADRON ~~367~~ ~~368~~ ~~369~~ 423 A/C Number 515 Letter D Date 16/11/43

Bomb Load 12 x 500 H.E. ~~XXXXXX~~ Position in Formation

Time Took Off 0725 Time Landed _____
X Lewis 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:

in position all way round

CREW: Give Rank and Initials

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

Confirmation on Distress call (see Nally sheet) - also letter "A"

- 2nd Lt. J.P. Toombs, Jr. Pilot
- 2nd Lt. H.C. Taunton CO-P
- 2nd Lt. A.G. Pulver, Jr. Nav.
- 2nd Lt. B.E. Branom Bomb.
- S/Sgt. P.G. Gaire Radio
- S/Sgt. R.H. Wheeler Top T.
- Sgt. C.T. Brend Ball T.
- Sgt. W.V. Harris R. Waist
- Sgt. G.J. Aubrey L. Waist
- Sgt. V.G. Chappie Tail G.

2. TARGET ATTACKED:

Primary Time: 11:48
Alternate Height: 12 500
Last Resort Heading: 330°
Duration Bomb Run: 1 1/2 min.

at 12:05 at 13,000 B-17 attacked 109 1/2 sq/3. ME was went into tight spiral and went into clouds 4-110's there too

3. Number of BOMBS dropped on target: 12 x 500 Jettisoned: Returned: Abortive:

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

Own Bombs: dropped on leader, 1/2 hit side of hill other 1/2 on bldgs.

Other bombing: right on it didn't work

5. Any PHOTOGRAPHS taken: Yes? No didn't work ANY NICKELS: YES NO

6. GROUND TARGETS ATTACKED BY GUNFIRE 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.)

as others

8. WEATHER: (If it affected mission)

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

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

SQUADRON ~~XXXX~~ ~~XXXX~~ (369) ~~XXXX~~ A/C Number 993 Letter K Date 16/11/43

Bomb Load 12x500 H.E. ~~Incendiary~~

Position in Formation

Time Took Off 723 Time Landed 1447

	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)

CAPT. D.W. WHEELER Pilot

CAPT. C.E. FLANNAGAN Co-P

LT. D.B. DASH Nav.

F/O J.D. BAILIFF
CAPT F.A. EVANS Bomb.

S/SGT. J.A. HOBBS Radio

T/SGT. H.L. NEYES Top T.

SGT. R.L. MIGHT Ball T.

T/SGT. R.L. NORRIS R.Waist

S/SGT. E. HIGHAM L.Waist

LT. C.L. DUNLAP Tail G.

2. TARGET ATTACKED:

Primary Time: 1147 1/2

Alternate Height: 14,000

Last Resort Heading 348°
(circle) *left turn*

Duration Bomb Run: 35-40"

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

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

Own Bombs: *Big puffs of smoke in target area*

Other Bombing:

5. Any Photographs taken: Yes? (No) *R/O didn't know there was a camera* Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE 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)

*2. 360° + 1 180° to find target - Sirdale Lake
5805, 0655E enemy coast - 15,000, 1115, left E/C 1202, 5817, 0620*

8. WEATHER: (If it affected mission)
as briefed - very clear - 3/10 medium, no low cloud - no haze

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

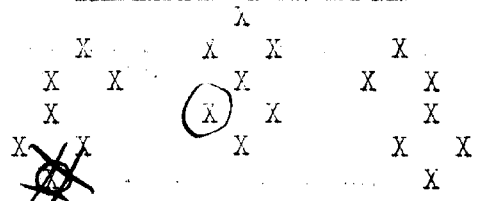
Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	------------------------------------	----------

1 burst machine near group before target - on bomb run

Bomb Load 12 x 500 H.E. ~~XXXXXXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed 1453



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)

- 2nd Lt. J. Gassler Pilot
- 2nd Lt. C.R. Thompson CO-P
- 2nd Lt. W.T. Hughes Nav.
- 2nd Lt. D.R. Logan Bomb.
- S/Sgt. D.L. Mills Radio
- S/Sgt. A.S. Cieri Top T.
- Sgt. D.E. Gollaher Ball T.
- S/Sgt. W. Becker R. Waist
- Sgt. T.V. Lenoski L. Waist
- S/Sgt. J.G. Mynatt Tail G.

2. TARGET ATTACKED:

(Primary) Time: 1149
 Alternate Height: 13700
 Last Resort Heading: 10 Mag.
 (circle)
 Duration Bomb Run:

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

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

Own Bombs:

dropped into smoke of previous bombing

Other Bombing:

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

W.
 Any Nickels: Yes No
 Number boxes dropped _____
 Number boxes returned _____

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

3 bursts of flak - close enough to rock ship. - just before bombs away

f. Wipe attack from high 12 o'clock
(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.)	

11. FIGHTER SUPPORT

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

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) *three holes in right wing - what*

16. TECHNICAL FAILURES: *three #4 engine + gas tank (bullet)
ball tur. out - no heat in cockpit.*

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

S-2 OFFICER *Murtha*

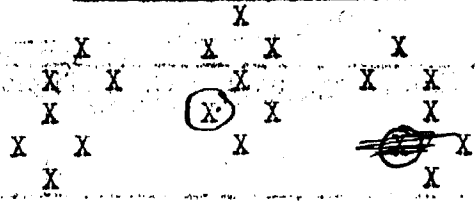
FILE COMPLETED

20

Bomb Load 12 x 500 H.E. ~~XXXXXX~~

Position in Formation

Time Took Off 0725 Time Landed 1444



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)

2nd Lt. R.W. Ryther Pilot

2nd Lt. G.C. Coots CO-P

2nd Lt. J.N. Dennison Nav.

S/Sgt. O.K. Nabors Bomb.

S/Sgt. T.A. Gold Radio

T/Sgt. W.D. Griffith Top T.

S/Sgt. P.L. Wells Ball T.

S/Sgt. L.R. Laney R. Waist

S/Sgt. L. Terry L. Waist

S/Sgt. L. Billheimer Tail G.

2. TARGET ATTACKED:

Primary Time: 1147

Alternate Height: 14000

Last Resort Heading: 340° Mag.
(circle)

Duration Bomb Run:

30-45 sec.

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

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

Own Formbs:

saw bomb hit washing shed & blow it up.
all bldgs covered.

Other Bombing:

ANY NICKELS: No YES NO
NUMBER BOXES DROPPED: _____
NUMBER BOMBS RETURNED: _____

5. Any PHOTOGRAPHS taken: (No) N

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

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

saw single burst of blue flak - 7 minutes before target

(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.

11. FIGHTER SUPPORT

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

none
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)
Sgt. Billhimer - burn from glove.

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)
*no heating system
front bay doors wouldn't close.*

S-2 OFFICER

Truitt

TIME COMPLETED

22

INTERROGATION FORM

Date 16/Nov. 1943

SQUADRON 367 368 369 423 A/C Number 603 Letter -

Bomb Load 6x1000 2x500 H.E. Incendi

Time Took Off 0741 Time Landed 1240

Position in Formation

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	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: Turned back at 10:12 hrs. at 54° 53' N 02° 42' E became to 3 engines went at & couldn't feather it. Subject bombs at point of turn back. became more logic altitude.

CREW: Give Rank and Initials

Pt. Heap Pilot
CO-P
Nav.

2. TARGET ATTACKED:

Primary Time:
Alternate Height:
Last Resort Heading:
(circle)
Duration Bomb Run:

Radio
Top T.
Ball T.
R. Laist
L. Laist
Tail G.

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

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

Own Bombs:

Other Bombing:

ANY NICKERS: YES NO
NUMBER BOXES DROPPED
NUMBER BOXES RETURNED

5. Any AIRCRAFTS taken down? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER (If affected mention)

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

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

SQUADRON ~~XXXXXX~~ 423 A/C Number 603 Letter H Date 16/11/43

Bomb Load 12 x 500 H.E. ~~xxxx~~ Position in Formation

Time Took Off 0725 Time Landed _____

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

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

CREW: Give Rank and Initials

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

2nd Lt. E.E. Heap Pilot
2nd Lt. J.P. Shutz, Jr. CO-P
2nd Lt. P.D. Lanyon Nav.
2nd Lt. A.J. Bigni Bomb
S/Sgt. A.R. Erickson Radio
Sgt. A.L. LaBarge Top T.
Sgt. K.G. Norris Ball T.
Sgt. H.E. McIntyre R. Maist
Sgt. C.J. LaMotta L. Maist
Sgt. J.K. Hedberg Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort -- Heading:
(circle)

Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

ANY NICKELS: YES NO
NUMBER BOMBS DROPPED _____
NUMBER BOMBS RETURNED _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (if it affected mission)

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

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