

C WYT SLSBD WYT GPH FLS KKKKK

GPH THU NR 34 172030B

ATT: A-2

CONFIDENTIAL 306 BG F-357-D 17/4/43.

TELETYPE REPORT.

1. A MAXIMUM EFFORT WAS ORDERED TO BOMB THE FW PLANEXX PLANT AT BREMEN AND 26 AIRCRAFT TOOK OFF AT 0945 HOURS. 2 AIRCRAFT RETURNED EARLY, 1 LANDED AWAY AND 10 FAILED TO RETURN. THE ROUTE WAS APPROXIMATELY AS ORDERED AND THE WEATHER CLEAR. THERE WAS GOOD VISIBILITY AT THE TARGET WHERE A RUN OF ABOUT 30 SECONDS WAS MADE AT 12:59 ON A HEADING OF 40 DEGREES MAG., THE FORMATION BEING AT 24,5000 FEET.

2. BOMBING RESULTS ARE CONSIDERED GOOD. SEVERAL BURSTS WERE SEEN IN THE TARGET AREA AND HEACXX HEAVY FIRES WERE REPORTED IN AT LEAST TWO OF THE PRINCIPAL BUILDINGS (CAP'S). OUR GROUP DID NOT GET ANY PICTURES, 3 OF THE CAMERAS BEING ON MISSING SHIPS AND THE REAXX REMAINING ONES FAILING TO FUNCTION.

3. ONE TURNED BACK ABOUT 50 MILES AFTER LEAVING THE ENGLISH COAST AT 11:00 HOURS, WITH 4 OXYGEN SYSTEMS OUT DUE TO BREAK IN LINE. ONE TURNED BACK AT 54 DEGREES 30' N, 5 DEGREES 43' E, AT 12:20, WITH ONE ENGINE OUT AND ANOTHER STARTING TO GO OUT.

4. FIGHTER OPPOSITION WAS PROBABLY AS HEAVY AND PERSISTENT AS HAS YET BEEN ENCOUNTERED BY THIS GROUP, SOME 80 TO 100 E/A BEING REPORTED AND CONSISTING OF FW190S AND ME109S IN ABOUT EQUAL NUMBER, AND ME110S AND 210S. THEY BORE VARIOUS MARKINGS AND DESIGNS AND SOME WERE OBVIOUSLY NIGHT FIGHTERS. THE DESTINATION OF THE FORMATION WAS EVIDENTLY KNOWN BY THE GERMAN FIGHTER COMMAND AS E/A WHEN SIGHTED AT 100 BUT WENT ON AHEAD AND WERE WAITING AT THE TARGET. FROM THERE THE ATTACKS WERE HARD PRESSED FROM ALL DIRECTIONS, THE MAJORITY BEING FRONTAL, AND CONTINUED UNTIL THE FORMATION HAD LEFT THE GERMAN COAST. THE TWIN ENGINE FIGHTERS MADE NO DIRECT ATTACKS BUT STAYED BEHIND AND JUMPED ON THE

STRAGGLERS.

WE CLAIM 8 DESTROYED, 1 PROBABLY DESTROYED AND 1 DAMAGED.

5. THE FLAK WAS EXTREMELY INTENSE AT THE TARGET AND FAIRLY ACCURATE, NECESSITATING VIOLENT EVASIVE ACTION. THERE IS NO QUESTION BUT THAT THE ENEMY WAS USING BARRAGE FIRE AS THE BURSTS WERE COMING UP IN GREAT, REGULAR NUMBERS AND GENERALLY AHEAD OF THE FORMATION. MOST OF THE BURSTS WERE BLACK IN COLOR AND LARGE IN SIZE. SOME HEAVY FIRE WAS ALSO OBSERVED SOUTH OF BREMEN AS THE FORMATION TURNED. ONLY SCATTERED NUMBER OF BURSTS WERE REPORTED FROM THE IXX ISLANDS GOING IN AND COMING OUT.

6. TEN SHIPS OF OUR A/C HAVE NOT RETURNED. TWO OBSERVED DOWN BEFORE TARGET, SIX DOWN AFTER TARGET. TWO NOT KNOWN IMPOSSIBLE TO ESTIMATE NUMBER DOWN DUE TO FLAK OR E/A COMBINATION. 8 PARACHUTES FROM ONE, FOUR EACH FROM TWO OTHERS.

7. A/C THAT RETURNED TO BSE XX BASE, TWO ARE OUT FOR 15 DAYS, 3 X OUT FOR 4 A DAYS. ONE DOWN AT COLTISHALL, EXTENT DAMAGE UNKNOWN.

8. CREWS STATE SMOKE FROM FLAK OVER TARGET SO THICK IS ALMOST NECESSITATED INSTRUMENT FLYING. INTENSITY OF FLAK AND VIOLENCE OF FIGHTER ATTACK AGAIN EVIDENCE OF ENEMY DETERMINATION TO BREAK UP FORMATION AND PREVENT ACCURATE BOMBING. AERIAL BOMBING AGAIN REPORTED.

X B

1-26

2-10-SEE BELOW

3- BREMEN F.W. PLANT -14- SEE BELOW.

4- BREMEN - NONE

5- WILHELMSHAVEN-NONE

6- NONE

7-10

8- DON'T KNOW

9- DON'T KNOW

10-C

11-C

12- 5 X 1000

13- 70 X 1000

14- 5 X 1000

15- 5 X 1000

16- 50 X 1000. OF 10 MISIXX MISSING, TWO DID NOT REACH TARGET,


SIX DOWN AFTER TARGET. TWO UNKNOWN

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

Every attempt was made to break up the bombing run, the opposition again resorting to aerial bombs and going through its own flak in its persistence to get at our A/C.

We are claiming 8 destroyed, 1 probably destroyed and 1 damaged.

Comments of the crews - the intensity of the flak over the target almost necessitating instrument flying, the violence and number of fighter attacks, the continuation of aerial bombing, all of which was evidently designed to break up the formation and prevent an accurate bombing run.


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

52 Report.

17 Apr. '43.

A maximum effort was ordered to bomb the FW plant at Bremen & 26 ac took off at 0945 hours. 2 AC returned early, 1 landed away and 10 have thus far failed to return.

The route was approximately as ordered and the weather clear. There was good visibility at the target where a run of about 30 seconds was made on a heading of from 0° to 65° mag, the formation being at an average of 29000 feet.

Bombing results in general are considered ^{reasonably} good. Several bursts were seen in the target area and heavy fires were reported in at least two of the principal buildings (APs). Our group did not get any pictures, 3 of the cameras being on missing ships and the remaining ones failing to function.

The flock was extremely intense at the target and fairly accurate, necessitating violent evasive action. There is no question but that the enemy was using barrage fire as the bursts were coming up in great ^{regular} numbers and generally ahead of the

formation. Most of the bursts were black in color and large in size. Some heavy fire was also observed south of Bremen as the formation turned. Only a scattered number of bursts were reported from the islands going in and coming out.

Fighter opposition was probably as heavy and persistent as has yet been encountered by this group, some 80 to 100 E/A being reported and consisting of FW 190's and ME 109's in about equal number and ME 110's and 210's. They bore various markings and designs and some were obviously night fighters.

The destination of the formation was evidently known by the German fighter command as one group of E/A made no attempt to attack but went on ahead and was waiting at the target. From there the attacks were hard pressed from all directions, the majority being frontal, and continued until the formation had left the German coast. The twin engine fighters made no direct

attacks but stayed behind and jumped on the stragglers.

Every attempt was made to break up the bombing run, the opposition again resorting to aerial bombs and going through its own flak in its persistence to get at our A/c.

We are claiming 8 destroyed, 1 probably destroyed and 1 damaged.

Comments of the crews - the intensity of the flak over the target almost necessitating instrument flying, the violence and number of fighter attacks, the continuation of aerial bombing, all of which was evidently designed to break up the formation and prevent an accurate bombing run.

J. Wright
May 52

TARGET

TRACK CHART

Date 17/4/43

ACTUAL
PLANNED

Route followed by

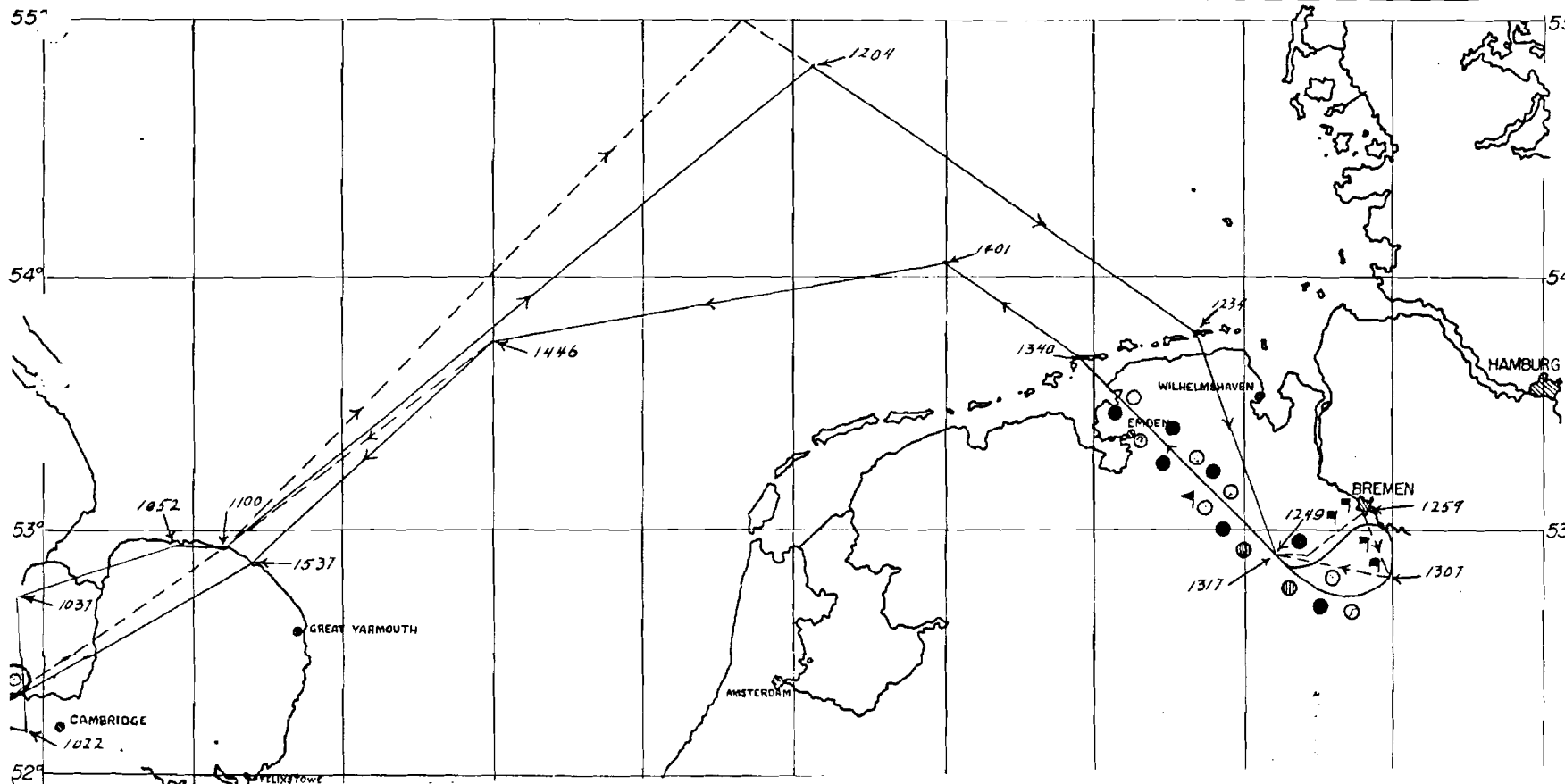
306th BOMB. GP. (H)

Primary BREMEN

Secondary _____

Last Resort _____

"	"	"	"	"	"	"	"
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
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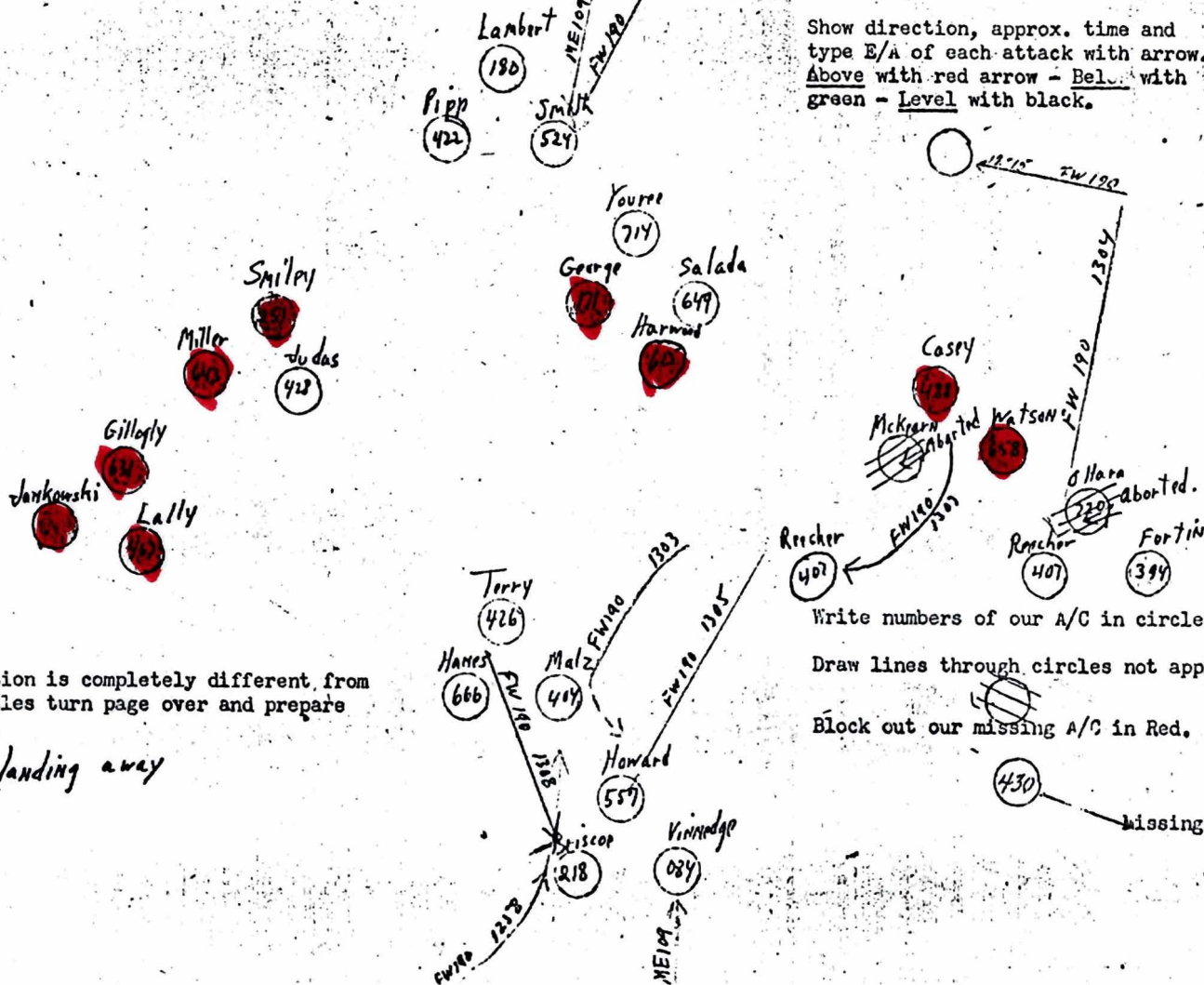


GROUP 306

DATE 11/17/43

COMBAT DUPLICATION CHECK FORM

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



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

NB. Claim from plane landing away to follow.

Write numbers of our A/C in circles.

Draw lines through circles not applying.

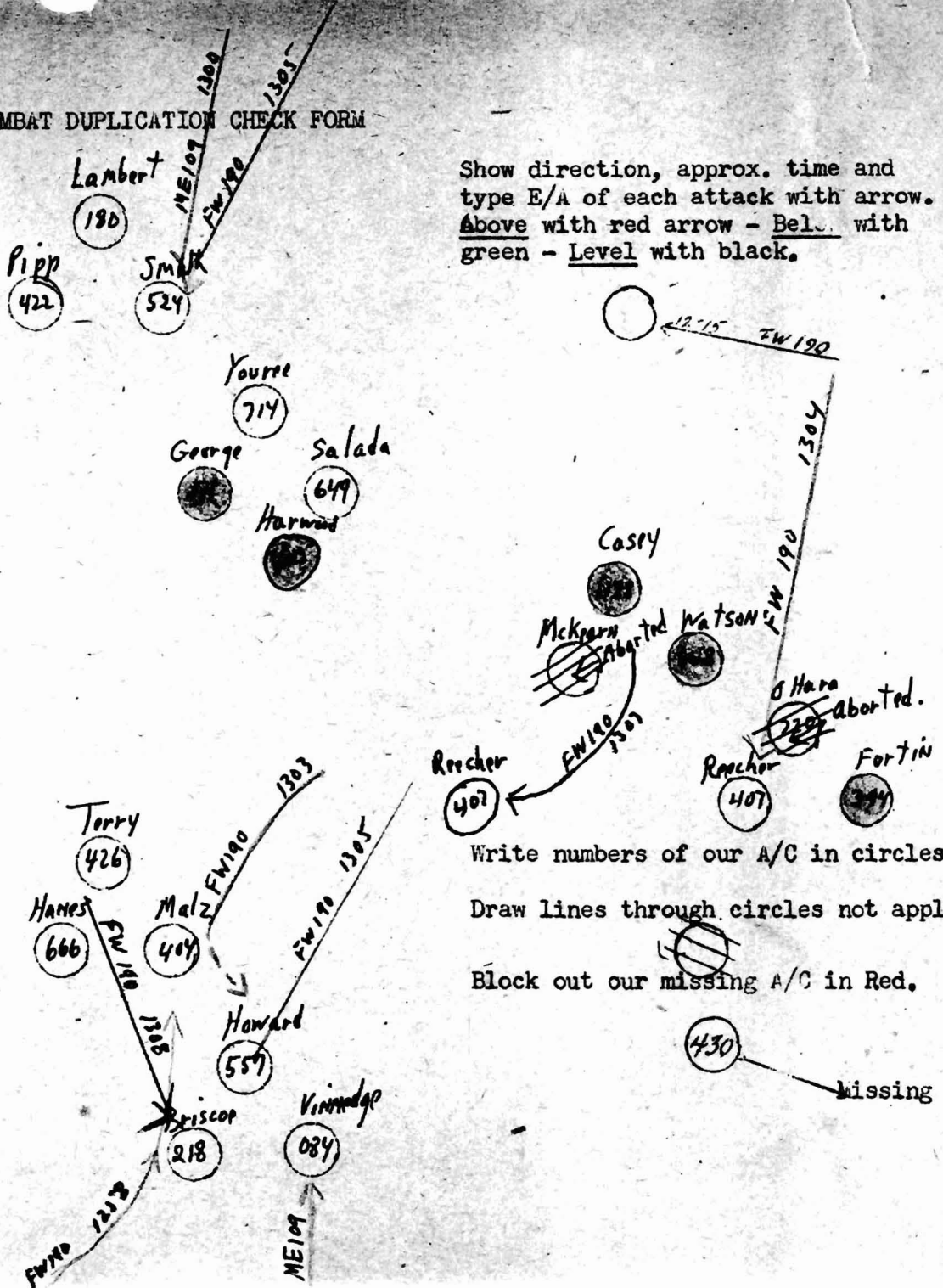
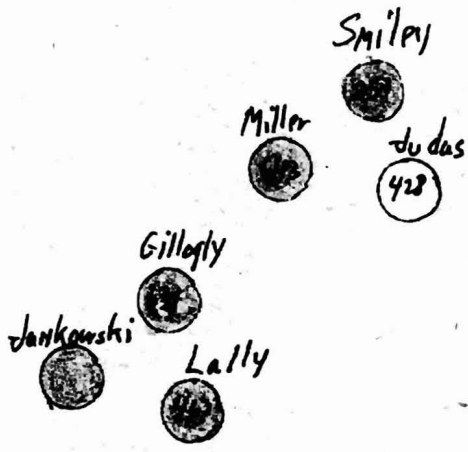
Block out our missing A/C in Red.

(430) missing

COMBAT DUPLICATION CHECK FORM

GROUP 306
 DATE 3/17/43?
17/4/43
BREMEN

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 apply.
 Block out our missing A/C in Red.

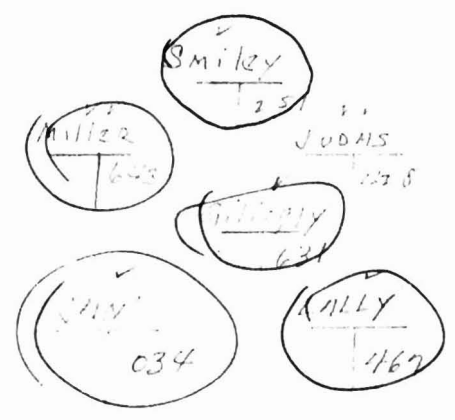
If actual formation is completely different from position of circles turn page over and prepare diagram on back.

Claim from plane landing away to follow.

430 missing

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

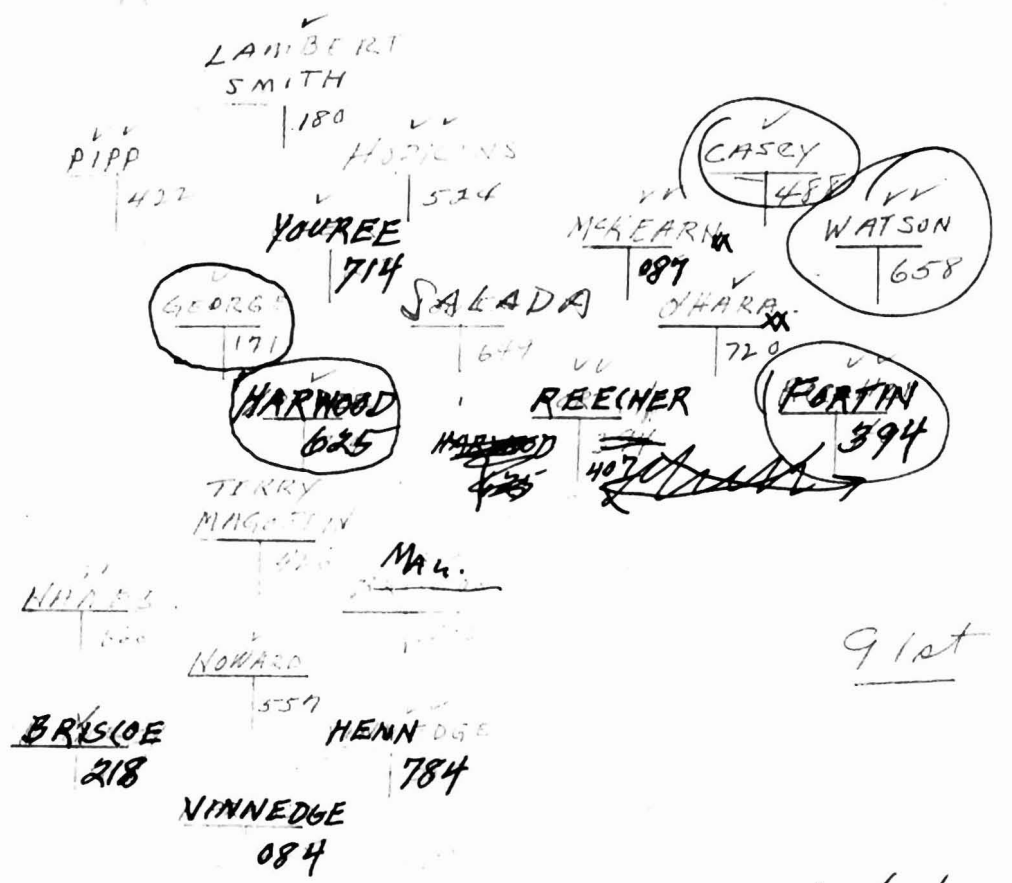
HUNT Trainer



91st

720-
1432

1/lu



91st

17/4/42

17-4-4

Date

SQDN	AIRCRAFT		PILOT	TARGET	TIME OFF COAST			OVER TARGET COAST			BASE		CAMERA	CONTROL	BOMBS DROPPED	WEATHER	OPPOSITION	REMARKS
	1st	No.			EST.	ACT.	OUT	EST.	ACT.	IN	EST.	ACT.						
361	318	G	FORTIN		0945	0952	1100	1300		1505	1540	MISSING		3:20				
	658	K	WATSON			1005						MISSING		3:20				
	420	Y	O'HARA			0951						1215	X		2:24		OXYGEN BLE	
	622	L	REEHER			0954						1634		6:40				
	625	N	HARWOOD			0946						MISSING		3:20				
	408	M	CASEY			0950						MISSING		3:20				
	017	W	McKEARN			0951						1512	X			2:21		
	084	A	VINWEDGE			0955								20:00		4:45		
368	251	Z	SMILEY			0947						MISSING		6:33				
	423	M	JUDAS			0947						1635		3:18				
	623	Y	MILLER			0948						MISSING		6:48				
	651	A	GILLOGLY			0948						MISSING		3:24				
	267	V	LALLY			0949						MISSING		3:24				
	034	U	JANKOWSKI			0949						MISSING		3:24				
															3:24			
369	404	B	MALISZEWSKI			0953						1624		6:21				
	426	X	TERRY MAXOFFIN			0953						1623		6:20				
423	218	J	BRISOR			0952						1630		6:34				
	120	B	LAMBERT SMITH			0944						0956		6:42				
	224	G	YOUREE			0945						X		6:45			LANDED AT	
	228	D	HOPKINS			0944						1631		6:47				
	557	T	HOWARD			0954						1627		6:43				
	171	U	GEORGE			0945						MISSING		3:24				
	784	R	HENNESSY			0954						1626		6:32				
	679	V	JANSON			0946						1632		6:46				
	422	F	PIPP			0944						1629		6:45				
	666	Z	HANES			0954						1622		6:28				

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

FIELD ORDER NO. 130

1. A. THERE IS A POSSIBILITY OF WITHDRAWAL SUPPORT OF TWO SONS.

SPITS ON LINE FROM 53 DEG. 42 MIN N, 03 DEG. 00 MIN E TO CROMER.

2. A. PRIMARY: ⁶⁷ ~~75~~-4772

101 CW AP6965 3 (C) 1/5

WP

AP 4767 3 (C) 1/5

AP 4055 3 (C) 1/5

102 CW AP 4767 3 (C) 1/5

AP 4055 3 (C) 1/5

AP 3945 3 (C) 1/5

B. SECONDARY: GH- 374

101 CW AP6155 6 (C) (1) 1/2

102 CW AP 7057 6 (C) ⁽¹⁾ ~~(2)~~ 1/2

C. LAST RESORT: GR- 3590

101 CW AND 102 CW AP 2767 3 (CA) 5/7

D. FORCE REQUIRED : MAXIMUM EFFORT.

3. A. 102 CW WILL FOLLOW 101 CW REMAINING AS CLOSE AD XY AS FORMATION WILL PERMIT. 102 CW ESTABLISH VISUAL CONTACT WITH 101 CW ON LINE PETERBOROUGH- BURNHAM MARKET WITH HIGH ELEMENT BELOW 6000 FT. 102 CW WILL FLY AT SAME ALTITUDES AS 101 CW OUT AND BACK.

B. ROUTE OUT: DEPART CROMER AT ZERO HOUR TO 55 DEG. 00 MIN. N, 04 DEG 45 MIN E WITH HIGH ELEMENT BELOW 6000FT UNTIL NECESSARY TO START CLIMB SO AS TO HAVE HIGH ELEMENT NOT MORE THAN 10000 FT. AT 55 DEG. 00 MIN N, 04 DEG. 45 MIN E, PROCEED TO 53 DEG. 55 MIN N, 07 DEG 00 MIN E, CLIMBING TO REACH THIS POINT AT BOMBING ALTITUDE, THEN TO WEST TIP OF BALTRUM ISLAND TO AHLHORN TO IP AT WILDESHAUSEN TO TARGET.

C. AXIS OF ATTACK: IP TO TARGET.

D. RALLY: TURN RIGHT AFTER BOMBING TO VILSEN TO WILDESHAUSEN AT 155 IAS.

E. ROUTE BACK: WILDESHAUSEN TO JUUST ISLAND TO 54 DEG 07 MIN N, 06 DEG. 00 MIN E, TO 53 DEG. 42 MIN, N, 03 DEG. 00 MIN DESCENDING TO LOW ALTITUDE AFTER PASSING JUUST ISLAND

By RLB/RW NARA, Date 5/25/89 AT WHEELER
RENDEZVOUS.

D. JAW BEAMS IN OPERATION FROM ETA TARGET: ONE - A - 081, 2-056
C - 080, 2-072

E. SPLASHERS: NO 5 AND 6 ON FROM ZERO MINUS 90 MIN TO ZERO
PLUS 30 MIN. NO4 AND 5 FROM ZERO PLUS 180 MIN TO ZERO PLUS
300 MIN.

F. CALL SIGNS:

- BOMBERS : 91 GP LUDDITE ONE
- 306 GP LUDDITE TWO
- 91-306 GP LUDDITE THREE
- 305-GP LUDDITE FIVE
- XXXXXXXXXXXXXX
- 305 GP LUDDITE FOUR
- 303 GP LUDDITE FIVE
- 305-303 GP LUDDITE SIX

FIGHTERS: WORK HOUSE

GROUND STATION: BULLFINCH

G. AUTHENTICATING CODE: SPARE GROUP NO30 BOMBER CODE.

H. IDENTIFICATION FLARES:

- 91 GP GREEN
- 306 GP GREEN- YELLOW
- 91-306 GP YELLOW
- 305 GP RED
- 303 GP RED- GREEN
- 305-303 GP GREEN-RED.

COMMONWIG ONE

- HOLD O CC PARA 2. A. PRIMARY: GY-4772 NOT GT
- CC PARA 2 B. 2 ND LIN WB 1/2 (1) RPT (1) NOT (8) AS SENT
- CC PAA 3. C .. AXIS OF ATTACK ETC
- 3.F. 2ND LINE CWA 06 DEG. 00 MIN F, .. TO 53 DEG.X542 MIN ETC
- PARA X (C) 7TH LINE FROM M END READ .. WILDESHAUSEN
- PARA YXXXX PARA G. CWA' EACH CW .. FLY
- PARA H. CWA LOW ALT. CRUISE
- CWA 170.. JAS 1000 FT/ MIN
- PARA E. CWA ZERO... MINUS 90 MIN
- PARA F. CALL SIGNS 4TH LINE SHOULD READ
- 305 GP LUDDITE FOUR NOT AS FIRST SENT

B R / VA

Q FOR K WITH R.



STATION	TYPE	ALTITUDE
101 CW:	91 GP	26000FT.
	306 GP	25000 FT.
	91-306 GP	27000FT.
102 CW.:	305 GP	26000FT.
	303 GP	25000FT.
	305-303 GP	27000 FT

- X. (1) BOMB LOADING: 5 X 1000 GP
FUSING: 101 CW - EA A/C 2 BOMBS INST. NOSE AND 45 SEC.
TAIL AND 3 BOMBS 1/10 SEC. NOSE AND ~~1/10~~ 1/40 SEC TAIL.
102 CW- EA A/C 3 BOMBS INST. NOSE AND 45 SEC.
TAIL AND 2 BOMBS 1/10 SEC NOSE AND 1/40 SEC. TAIL.

(2) ZERO HOUR: 1100 DST 17 APRIL.

(3) TIME SCHEDULE:

CROWER	ZERO HOUR
55DEG 00 N	
04 DEG 45 E	ZERO PLUS 61 MIN
53 DEG 55 N	
07 DEG 00 E	ZERO PLUS 93 MIN
BALTRUM	ZERO PLUS 99 MIN
FDEWECHT	ZERO PLUS 110 MIN
AHLIORN	ZERO PLUS 114 MIN
WILDESHAUSEN	ZERO PLUS 117 MIN
TARGET	ZERO PLUS 122 MIN
VILSEN ^{AU}	ZERO PLUS 126 MIN
WILDESHGASEN	ZERO PLUS 133 MIN
WEST TIP JUIST	ZERO PLUS 157 MIN
54 DEG 07 N	
06 DEG 00 E	ZERO PLUS 171 MIN
53 DEG 42 N	
03 DEG 00 E	ZERO PLUS 224 MIN
CROWER	ZERO PLUS 260 MIN

G. FORMATIONS: EACH CW FLZ THREE FORMATIONS OF APPROX. 18 A/C EACH.

H. SPEEDS: LOW ALT. CRUISE 155 IAS, CLIMB 150, HIGH ALT. 160, DESCEND 170 IAS 1000 FT/MIN.

DESCEND 170 IAS 1000 FT/MIN.

4. NORMAL

5. A. MF D/F SECTION 'G'

B. BOMBER - BOMBER - 5010 KCS

C. FIGHTER - BOMBER - VHF CHANNEL 'D'

GROUP AND GROUP DEPUTY LEADERS TURN ON MHF AT FIGHTER

RENDER YOURS.

8 Destroyed - 1-1 Damaged
8-1-1

14 -
10 - MISSING
2 - ABORTED
26 off

TELEPHONE REPORT.

1. Name of primary target Bremen Number A/C attacking 14+1
2. Name of secondary target Bremen Number A/C attacking 0
3. Name of L.R. target Wilhelmshorn Number A/C attacking 0
4. Target of opportunity none Number A/C attacking —
5. Units participating 367-368-369-423-
6. Number of A/C taking off 26-
7. Number of A/C returning early 2-
8. Number of A/C lost or missing as far as known 10
9. Results of bombing: good ... fair ... poor ... nil.
10. Number of casualties: killed 1; wounded 2; missing 10 crew -
11. Enemy air opposition: considerable ... moderate ... slight ... nil.
12. Flak: intense ... moderate ... slight ... nil.
13. Observed fighter support: as ordered near England -
14. Weather as it affected the mission: Hazy but target ~~clear~~ visible -
15. Flash observations of outstanding importance: Intense Flak broke up formation and fighters then come in and kept it chummed up. Fighters went ahead of formation and attacked to Bremen and waited - then attacked head on.

Telephoned to _____ by Barnes/Gruber

Time _____; Date _____

17-4-43-

705

75-100

190-109's

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

14

24

THU GFH NR CSI 38/17 IMMEDIATE SECRET NOTWT
PASS 3RD ADD

TO:- HQ 12 GROUP REPEAT EPY BOMBER GROUP REPEAT THURLEIGH
(NEAR BEDFORD)

FROM:- COLTISHALL INTELLIGENCE
AI/966 17/4.

(A) FORM D (B) 17/4/43 (C) G.25714 (D) BREMEN (E) 423 U.S.A.
FORTRESS 111 (F) 1300 (G) 25,000 (H) 5 X 1000 G.P. (J) NOT
OBSERVED (K) NUMEROUS HITS BY FLAK AND FIGHTERS , STAFF SGT.
WILKINSON SLIGHTLY WOUNDED (L) 1 F.W. 190 DESTROYED AND 1 F.W. 190
DAMAGED. (M) VISIBILITY GOOD OVER TARGET, SOME SCATTERED CLOUD AT
10000/12000 AND 25/26000 OVER
NORTH SEA .

HEAVY FLAK ACCURATE AND INTENSE OVER TARGET AREA. ENEMY FIGHTER
EFFORT ESTIMATED AT 50 PLUS. MANY ATTACKS WERE DRIVEN OFF.
ENEMY PRESSED ATTACKS RIGHT HOME AND THE FORTRESS RECEIVED
MANY HITS. TAIL UNIT OF F.W. 190 DESTROYED WAS SEEN TO BREAK
COMPLETELY AWAY====171615

OHOLD ZW.C. VA

~~7~~ ~~Indas~~ Apr. 17th.
HOT NEWS REPORT

Att to
to Interrog
Sheet -

Group: _____ A/C No. _____ Date _____

① 467 Lt. Lally down over Target followed to 10,000 ft. down - 3 chutes No 3 was on fire - in control when last seen going 300°

14:05

② Lt. Smiley - turned back toward Coast of Germany/ 54° 10' N - 6° 46' E. - possibly 4 chutes out before Smiley must have hit water (1 B-17 blew up on hitting water was this Smiley? - it sank immediately -)

Phoned by: _____

This a/c at 1000' then - apparently Smiley. Time: _____

Check List of "Hot News" Items

1. Friendly aircraft down in sea, or a serious distress anywhere.
2. Enemy warships, etc.
3. Enemy troop movements, etc.
4. Dinghies or life rafts.

Check List of Items to be Covered on "Hot News"

1. Location of object reported;
2. Position of plane at time of observation;
3. Time of observation;
4. Height at time of observation.
5. If enemy ships or troop movements:
Type,
Speed,
Course or direction,
Remarks.

③ 14:25 approx. - Further B-17 pursued
by 110 went down (No 3 burning)
didn't see him hit water -

④ B-17 from lead Sq. aborted at
12:22 about 30 mi. off Coast -

(F-A-2)

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

17 April, 1943.

SUBJECT: Abortive Aircraft.

TO : Commanding General, First Bomb Wing, APO 634,
Att: Wing Engineering Officer.

1. The following listed aircraft of this group were abortive on the mission of this date due to listed causes:

B 17F No. 42-5720, 367th Squadron: This plane returned without finishing the mission due to Oxygen line to Navigators Compartment breaking. Line has been replaced and ship is now in status.

B 17F No. 42-3067, 367th Squadron: This plane returned without finishing the mission due to No. 2 prop governor drive shaft shearing off and in so doing damaged No. 2 engine. Will be necessary to replace engine. Ship will be out of status 2 days.

For the Commanding Officer:

Alfred C. Gailley
ALFRED C. GAILLEY,
Ensl. Lieut., A. C.,
Actg. Asst. Eng. Officer

43

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

W.D.
A.C. Form
12E Modified
(Reproduced 1 BW, APO 634)

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² Capt. May DATE 17/4/43
PILOT² Maj. Lambert TAKE-OFF 0945
NAVIGATOR² Capt. Gaslin LANDED 1625
ORGANIZATION 423 306 AIRPLANE B17F 180
Squadron Group Type Number
OBJECTIVE³ Bremen
AIMING POINT Focke Wulf Plant
INITIAL POINT Wildeshausen

METHOD OF ATTACK⁴
Individual Flight Squadron Group Wing

NUMBER OF PLANES IN UNIT _____

NUMBER OF PLANES IN EACH UNIT PERFORMING SIGHTING OPERATIONS _____

TIME OF ATTACK⁵ 1259
Time of Release

APPROXIMATE LENGTH OF STRAIGHT APPROACH⁶ 40
Seconds

SYNCHRONIZATION⁷ On Fast Slow

INFORMATION AT RELEASE POINT⁸ _____

ALTITUDE, TRUE ABOVE TARGET	<u>24800</u>	Feet
C. I. A. S.	<u>155</u>	M.P. H.
T. A. S.	<u>234</u>	M.P.H.
Wind Direction	<u>290</u>	True
Wind Velocity	<u>30</u>	M.P.H.
True Heading	<u>15</u>	Degrees
Drift	<u>ER</u>	Degrees
True Track	<u>23</u>	Degrees
D.S. <u>128</u> Trail <u>45</u> ATF <u>41.54</u> Ten. D.A. <u>51</u>		

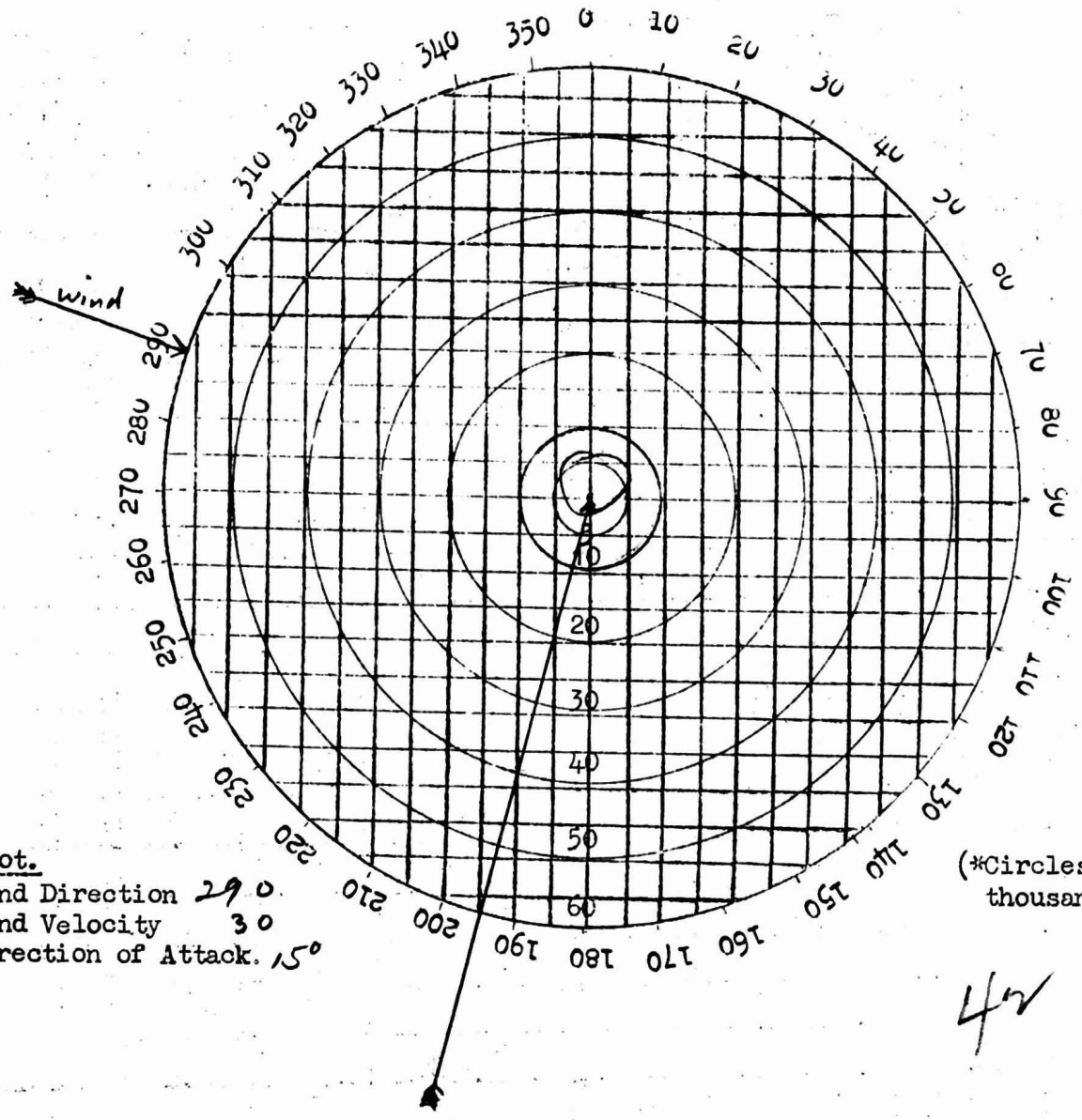
By RLB/RW NARA, Date 5/25/89

W.D. A.C.
Form 12. C
Modified for Combat.

GROUP BOMBING PLOT AND REPORT

GROUP 306
TARGET Bremen
METHOD OF BOMBING Formation
ALTITUDE 25000

TOTAL BOMBS CARRIED	<u>130</u>
TOTAL BOMBS AT TARGET	<u>115</u>
TOTAL BOMBS HITTING TARGET	<u>115</u>
TOTAL BOMBS ACCOUNTED FOR	<u>130</u>
TOTAL BOMBS UNACCOUNTED FOR	<u>0</u>
TOTAL BOMBS JETTISONED	<u>10</u>
TOTAL BOMBS BROUGHT BACK	<u>5</u>



Plot.
Wind Direction 290
Wind Velocity 30
Direction of Attack 150

(*Circles equal thousands of feet)

42

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

TYPE OF RELEASE⁹ Individual Train Salvo Jettisoned Returned

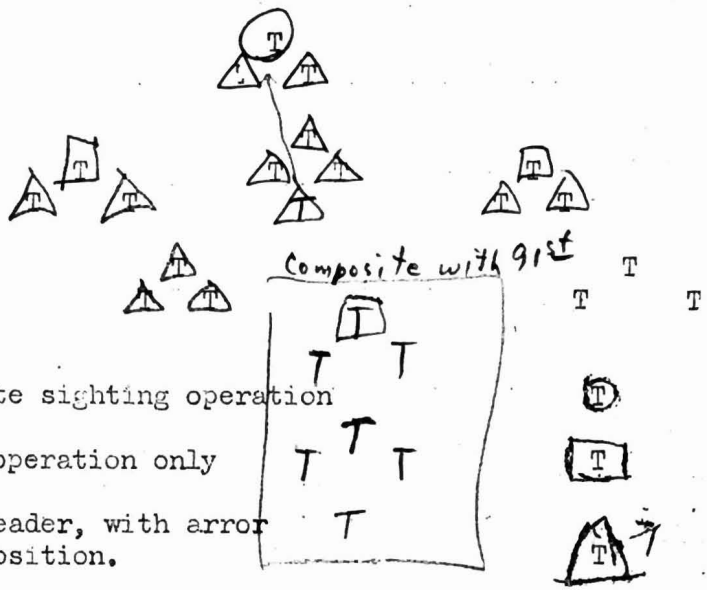
POINT OF IMPACT IF SEEN¹⁰ Not seen

NAVIGATION DATA¹¹

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	Est.	Actual	Est.	Actual	Est.	Actual
1000						
3000						716
6000						
10000						
15000						
20000						
25000		290		30		-28

METHODS OF BOOMBING¹²



Bombardier making complete sighting operation

Bombardier making range operation only

Bombardier dropping on leader, with error indicating leader's position.

No pictures

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

TO : COMBOMWIG ONE. PRIORITY - IMPORTANT.
FROM : COMBOMGP 306. R. E. 17 APRIL, 1943.
SUBJECT : MISSION EXPENDITURE REPORT 17 APRIL 1943.

- a. THURLEIGH.
- b. 306TH BOMBARDMENT GROUP (H).
- c. AP AND T.

d. 30 UPPER TURRET GUNS	7600 ROUNDS.
30 LOWER TURRET GUNS	10400 ROUNDS.
30 TAIL GUNS	12500 ROUNDS.
15 RADIO GUNS	2260 ROUNDS.
15 LEFT WAIST GUNS	5100 ROUNDS.
15 RIGHT WAIST GUNS	5100 ROUNDS.
15 LEFT NOSE GUNS	3650 ROUNDS.
14 RIGHT NOSE GUNS	3725 ROUNDS.
23 CENTER NOSE GUNS	8775 ROUNDS.

- e. 187 GUNS.
- f. 187 CALIBRE .50 GUNS.
- g. 125110 ROUNDS.
- h. 120 - 1000 LB. G. P. DEMOLITION M-44.
- i. NONE.

NOTE: A/C NO. 42-29625, 42-29658, 41-24488, 42-5394, 42-3034, 42-29643, 42-29631, 41-24467 and 42-5251, WHICH WERE LOST IN COMBAT, AND A/C NO. 42-5714, WHICH LANDED AT ANOTHER STATION INCLUDED IN G AND H.

PUTNAM
0040 HOURS.

47

By RWB/RW NARA, Date 5/25/89

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

A.P.O. 634,
17 April, 1943.

SUBJECT: Fuel Consumption Report of Mission 17 April, 1943.

TO : Commanding General, First Bombardment Wing, APO 634.

1. In compliance with letter, Headquarters First Bombardment Wing, dated 23 February, 1943, subject, Fuel Consumption, the following report is hereby submitted.

a. Sqdn.	A/C No.	Time Flown	Fuel Consumed
368th	42-3084	6:33	1225 Gals.
369th	42-3404	6:31	1320 Gals.
369th	42-3426	6:30	1400 Gals.
423rd	42-29666	6:24	1475 Gals.
423rd	42-29524	6:47	1460 Gals.
423rd	42-5180	6:46	1475 Gals.
423rd	41-24557	6:33	1450 Gals.
423rd	42-5218	6:29	1525 Gals.
423rd	42-29649	6:46	1480 Gals.
423rd	42-3422	6:45	1430 Gals.
423rd	42-5784	6:32	1475 Gals.

b. This Group was the second Group in the First Bombardment Wing Formation.

c. A/C No. 42-3087 and 42-5720, which were abortive, were not refueled.

d. A/C No. 42-29625, 42-29638, 41-24488, 42-5394, 42-3034, 42-29643, 42-29631, 41-24467, 42-5251 and 42-5171 were lost in combat.

e. A/C No. 42-5714 landed at another station and was not refueled.

f. A/C No. 42-3407 and 42-3428 were not refueled due to battle damage.

For the Commanding Officer:

ROBERT C. WILLIAMS,
Captain, AG,
Operations Officer.

58

1 Incl:
Incl 1 - Group Formation Diagram.

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

APO 634,
17, April, 1943.

SUBJECT: Armament, Bombing, and Gunnery Report, 17, April, Mission.

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

1. The following is a report of Armament Equipment failures provided by interrogation of gun crews and reports from individual Squadron Armament Sections.

- a. Aircraft No. 42-29866, Belt feed pawl spring broke on R.H. tail gun.
- b. Aircraft No. 42-29520, Cover extractor spring broke on L.H. ball turret gun, belt feed lever stud riding on top of bolt.
- c. Aircraft No. 42-25130, Ruptured cartridge lodged in the chamber of the L.H. waist gun, Electrical shortage in motor of upper turret.
- d. Aircraft No. 42-28794, The ejector caught between the barrel extension and bolt on L.H. ball turret gun; Solenoid cut out on R.H. gun.

2. No major Armament equipment failures were reported on aircraft returning to this station. All positions fired a maximum number of rounds, many expending their entire load.

The Armament equipment underwent a severe test and it is to be noted that the number of stoppages and malfunctions were extremely negligible.

3. Bombing Equipment failures were limited to Aircraft No. 42-5423, the R.H. racks were salvaged due to temporary failure of A-2 release mechanism.

4. The intense excitement of the operation may account for the fact that the gun crews did not report many malfunctions, but it is believed that Armament Equipment as a whole functioned very satisfactory.

Attacks were from all positions, every station receiving intense action.

For the Commanding Officer:

William R. Cain
WILLIAM R. CAIN,
1st Lt., Air Corps
Armament Officer.

366th 363th 42-5428 27-1-43
The following is a detailed report of damages resulting from

COMBAT MISSION OF: _____

DATE
17-7-43

ALL THE FOLLOWING DAMAGE WAS CAUSED IN NO. 1 ENG. --- NO. 1 PROP HIT BY 20 IN (Prop to
be replaced) ALL OF THE FOLLOWING DAMAGE WAS CAUSED BY 20 IN. (ENG. TO BE
REPAIRED) NO. 2 SYSTEM WAS HIT BY 30 CALIBRE. FLAK HOLE IN LEFT ALIDIAN. LEFT DUMP
DUMP WAS REPAIRED. DAMAGE HIT BY 20 IN. LAMP WAS BROKE JUST IN FRONT OF LIGHT
ENGINE DOOR WHICH HIT MAIN SPAR CENTER SECTION ENGINE AND SEVERELY DAMAGED SAME:
30 CALIBRE HOLE TO REAR OF LEFT DUMP (NO. 1) IN ENGINE NO. 5. TOP TURBINE HIT BY FLAK
WHICH CAUSED THE FOLLOWING; DOOR BROKEN. CABLES CUT IN TWO. SIGHT FILLING
GLASS BROKEN.

PARTS NEEDED TO MAKE NECESSARY REPAIRS _____

PARTS REQUISITIONED:

Parts Requisitioned? Yes _____ No _____

Requisitioned from- _____ Date _____

NOTE

REMARKS _____

SHIP HAS BEEN TURNED OVER TO M.V.

NOTE: This report will be made out in four (4) copies, one to be retained by
squadron originating, three (3) going forward to Group Engineering Office,
who will retain one (1) copy and will forward two (2) copies to 1st Wing
Engineering Office.
This report will be received by the Group Engineering Office within one
(1) hour after plane finishes the mission.
This report will be received by the Wing Engineering Office within twenty
four (24) hours after plane finishes the mission.

Signed _____ Time _____
Engineering Officer
CAPT. R. E. STEVENS, 5:50
Signed _____ Time _____
Group Engineering Officer

The following is a detailed report of damages result from

COMBAT ISSUES 17, Apr., 1943
a. DATE

~~50 Cal hole leading edge of left wing inner wing panel. Flak hole through fairing on
No. 2 booster pump. Flak hole through right side of No. 2 engine. Flak hole through
front of ring cowling left side No. 2 engine. Flak hole through left bomb bay door
(rear). 20mm hole through bombardier window. 4 flak holes in right bomb bay door.
Flak hole at right wing root (center). 303 through ring cowl No 3 engine lower right
hand side. 2 holes 303 through under side of right wing inner wing panel. 303 hole
through under side of right wing leading edge of inner wing panel. 1 flak hole in
fairing of right wing. Flak hole through fuselage under right hand stabilizer. Flak
through tail gunner escape door. Flak hole through horizontal stabilizer, near leading
edge. 1 flak hole through fuselage to rear of left hand horizontal stabilizer. Flak
hole through tail turret left side. 303 hole through right wing inner wing panel
trailing edge. 303 Hole in leading edge of left wing of No 1 engine. (empty shell case)~~

Parts Requisitioned? Yes No

Requisitioned from- _____ Date _____

REMARKS Ship being transfer to I.I.

NOTE: This report will be made out in four (4) copies, one to be retained by
squadron originating, three (3) going forward to Group Engineering Officer,
who will retain one (1) copy and will forward two (2) copies to 1st Wing
Engineering Office.

This report will be received by the Group Engineering Office within one
(1) hour after plane finishes the mission.

This report will be received by the Wing Engineering Office within twenty
four (24) hours after plane finishes the mission.

Signed _____ Time 1710
Sqn. Engineering Officer

Signed _____ Time _____
Group Engineering Officer

April 17th

all
Frontal attacks
reported

①

"Neatly head on"

LT R H Smith

524

11 to 1 attacks

LT. C. D. Briscoe

218

10 to 2 + low level

LT. Vinnedge

084

Frontal (turn in)

Capt. Salada

649

mostly head on 11-1

Maj Lambert

180

METRO's

Mostly 12

LT. Hanes

666

Mostly Front

J. Howard

557

②

ME110's

LT. E. G. Pipp

422

ME110's

Howard

557

Turner
~~Stacy~~ 9
attacks
reported

Given
Lt. Johnson
13W
RMP
4/30

TARGET: Bremen

DATE: 17.4.43

HEADQUARTERS
1ST AIR DIVISION
APO 557

SUPPLEMENTAL

GROUP: 306

TABULATION OF E/A ENCOUNTERS

ITEM	GROUP SQUADRON	A/C NO.	CLAIMANTS NAME AND RANK	GUN POSITION	DESTROYED	PROBABLY DESTROYED	DAMAGED	NO CLAIM ALLOWED
1	306-368		McKeage	T/G				X
2	306-368		T/Sgt. Edward H. Small	E				X
3	306-367		Sgt. Robert E. Hansen	Togglier				X
4	306-367		Sgt. Robert E. Hansen	"				X
5	306-369		T/Sgt. Robert G. Robel	Radio/G				X
- 6	306-423		S/Sgt. Jack S. Ambrey	T/G	X			
7	306-423		S/Sgt. Charles E. Randall	W/G			X	
- 8	306-423		S/Sgt. G. J. McGlenan	BT/G	X			
- 9	306-423		S/Sgt. Jack S. Ambrey	T/G	X			
- 10	306-368		S/Sgt. William G. Gelnett	RN/G	X			
11	306-367		W/O Maurice W. Pickett	TI/G				X
- 12	306-368		S/Sgt. Archie M. Baker	T/G	X			
+ 13	306-368		T/Sgt. James B. Stalser	TI/G		X		
14	306-367		T/Sgt. Wilson C. Elliott	TI/G				X
- 15	306-368		S/Sgt. E. A. Fruscott	T/G	X			
16	306-367		S/Sgt. Fred S. Newcomb	T/G				X
17								

CONFIDENTIAL

(D-D-2)

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office Of The Intelligence Officer
United States Forces

April 30, 1943
APO 634

SUBJECT: Supplemental Report on Combat Claims of 17/4/43.

TO : Commanding Officer, First Bomb Wing.
Attention. A-2.

1. It was suggested by First Bomb Wing that the claim of S/Sgt. Walter Piotrowski, A/C No. 524, of 423rd. Bomb Squadron was disallowed because it was thought to be the same plane destroyed by S/Sgt. E. J. Zabawa of A/C No. 407, of the 367th. Squadron.

2. For the following reasons we believe that these are entirely different claims.

at the time of in question the right hand squadron was parallel to and nearly as far forward as the base squadron.

(a) From their position in the formation, ^a of plane which to Sgt. Piotrowski and Capt. May would appear to come from one o'clock, would appear to Sgt. Zabawa at 10 to 11 o'clock.

(b) On further examination, Sgt. Zabawa said that just before he got his plane he saw two others disintegrate on his left in front of the base Squadron. It is believed that one of these was that claimed by Sgt. Piotrowski.

(c) S/Sgt. Zabawa was insistant that the first damaged ~~seemed~~ to his plane was when the wing came off, whereas, with Sgt. Piotrowski the tail first broke off then the plane went into a spin, and only after that did the wing come off. *claimed E/A*

(d) Capt. Chester May, Group Bombardier, flying on plane No. 180, whose claim was disallowed by 306 Group S-2 as being the same as Sgt. Piotrowski, says that after hitting the E/A in question he saw another disintegrate to the right, which might have been that claimed by S/Sgt. Zabawa.

(e) When Piotrowski's E/A was in the process of disintegration it was within 30 yards and directly under plane No. 524.

3. For these reasons we believe the two claims to be seperate and distinct.

Fred C. Baldwin
FRED C. BALDWIN,
Capt., AU,
For Group S-2

Attention A-2

Subject: Supplemental Report on Combat Claim of 17/4/43

Piotrowski

1. It was suggested by 1st Bomb Wing that the claim of S/Sgt Walter Piotrowski A/C no. 524, of 423 Bomb Sq. was disallowed because it was thought to be the same plane destroyed by S/Sgt E.J. Zabana of A/C no. 407 of the 367th Squadron.

2. On the following reasons we believe that these are entirely different claims.

(a) From their position in the formation a plane which to Sgt Piotrowski and Captain May would appear to come from one side would appear to Sgt Zabana at 10 to eleven o'clock.

(b) On further examination Sgt. Zabana said that just before he got his plane he saw two others disintegrate on his left in front of the lead base squadron. It is believed that one of these was that claimed by Sgt Piotrowski.

(c) S/Sgt Zabana was insistent that the first damage seen to his plane was when the wing came off, ~~at~~ whereas with Sgt Piotrowski the tail first broke off first then the plane went into a spin and only after that did the wing come off.

~~Piotrowski's plane from Piotrowski's plane came within 30 yards of plane 524~~

(d) Captain Chester May, Group Bombadier flying on plane 180 whose claim was disallowed by 366 Group S-2 as being the same as Sgt Piotrowski's says that after hitting the E/A in question he saw another disintegrate to the right which might have been that one claimed by S/Sgt Zabana.

(e) When Piotrowski's E/A was in the process of disintegration it was within 30 yards and directly under plane no. 524.

3. On these reasons we believe the two claims to be separate and distinct.

Fred C. Bellin
Capt US.

(A) Narrative

1. Brief descriptive summary of mission

2. General results of bombing attack

3. Abortives: points of turn-back and reasons for each

1. Turned back about 50 miles after leaving English Coast at 11⁰⁰ hours. 4 of 4 gen engines out due to break in line. One turned back at 54° 30' N, 5° 45' E, at 1220. One engine out another started to go.

4. Enemy air opposition (in brief, no individual encounters): General description of fighter opposition encountered; types of E/A encountered; tactics employed by enemy and ourselves; as to enemy destroyed state whether many, few or nil; distinguishing markings, color, characteristics or behavior of E/A.

5. Flak: where encountered, appearance of bursts, intensity, accuracy as to deflection and height, anything new or unusual.

6. Friendly A/C lost or in distress (elaboration of hot news report) Where last seen, time, altitude, estimated cause, personnel seen baling out, appearance of A/C.

7. A/C crashed in England or seriously damaged.

10 ships missing of line
~~to ships missing~~ - ~~Two out 15 days~~ - 3 more out out 4 days. ~~A/C that returned~~ 4 days

8. Observations: Detail any items of interest seen by crews concerning the enemy or our own forces. (Balloons, decoys, dum-bles, camouflage, smoke screens, enemy signals; activity at air-dromes, ports, waterways, roads, railway yards; concentrations of vehicles, troops vessels; landmarks, new enemy installations).

17th April, 1943.

A maximum effort was ordered to bomb the FW plant at Bremen and 26 aircraft took off at 0945 hours. 2 aircraft returned early, 1 landed away and 10 have thus far failed to return.

The route was approximately as ordered and the weather clear. There was good visibility at the target where a run of about 30 seconds was made on a heading of from 0° to 65° Mag., the formation being at an average of 27,000 feet.

Bombing results in general are considered reasonably good. Several bursts were seen in the target area and heavy fires were reported in at least two of the principal buildings (AP's). Our group did not get any pictures, 3 of the cameras being on missing ships and the remaining ones failing to function.

The flak was extremely intense at the target and fairly accurate, necessitating violent evasive action.. There is no question but that the enemy was using barrage fire as the bursts were coming up in great, regular numbers and generally ahead of the formation. Most of the bursts were black in color and large in size. Some heavy fire was also observed south of Bremen as the formation turned. Only a scattered number of bursts were reported from the islands going in and coming out.

Fighter opposition was probably as heavy and persistent as has yet been encountered by this group, some 80 to 100 E/A being reported and consisting of FW190s and Me109s in about equal number, and Me110s and 210s. They bore various markings and designs and some were obviously night fighters. 44

The destination of the formation was evidently known by the German Fighter Command as one group of E/A made no attempt to attack, but went on ahead and was waiting at the target. From there the attacks were hard pressed from all directions, the majority being frontal, and continued until the formation has left the German coast. The twin engined fighters made no direct attacks but stayed behind and jumped on the stragglers.

4. Air Combats.

g. It has been pointed out that the three elements of each Combat Wing were flown in vertical wedge, a permanent group in the lead, another permanent group slightly behind and below to obtain support from the nose guns and ball turrets of the lead group in view of prevailing nose attacks on lower elements of our formations, and the composite group in each case above the lead group and somewhat to the rear of the bottom group. This arrangement appears to have obtained good results in the case of the 102nd Combat Wing, which flew close formation in direct column and did not hesitate to close in early vertical alignment to meet head-on attacks by E/A, thus presenting a wall of fire which had a marked discouraging effect on attackers. This Wing lost no aircraft. The 101st Combat Wing, on the other hand, which failed to fly in as close support as 102nd Combat Wing, received the full weight of the enemy's attacks and lost sixteen aircraft, ten of which were the 306th Group's, which was the low element, and six of the 91st Group's in the lead position. The 101st Wing composite group, which was the top element, had relatively few attacks and lost one aircraft.

It cannot be categorically asserted that formation quality was the sole or principal cause of the losses of the 101st Combat Wing, although it was almost certainly a contributing, and perhaps a major cause. Various other factors must be considered. Thus, it has been the evident policy of the enemy on all recent raids to concentrate on the leading element in order to break up our bombing run. This was strongly evidenced in the present case by the fact that enemy fighters, although present in force for a considerable time, withheld their attacks until we had passed the initial point and our bomb bay doors were down. Then, too, our bombing run carried us into one of the heaviest flak concentrations ever assembled.

(1) Detailed reports by and concerning the 101st Combat Wing are as follows: -

(a) 91st Group, leading the mission, states in interrogation reports that the first E/A were observed at the Frisian Islands on the way into enemy territory. Attacks were withheld till the I.P. had been passed; from that point, vicious and continuous attacks continued for a full hour until our A/C were thirty (30) or forty (40) miles at sea on the way home. Most of the attacks were stated to be on A/C straggling after being hit by flak or E/A. An estimated one hundred and fifty (150) E/A were engaged in the interception. Attacks were more numerous and vicious than any previously experienced, most of the attacks being pressed home as close as possible - some to less than one hundred (100) feet.

It would seem that the enemy is fully familiar with the limits of traverse of our nose 50's. Thus, although there were attacks from every quarter, those from 10 o'clock and 2 o'clock were emphasized, and there were numerous attacks from just below the lower traverse limit of our nose guns.

There were also diving nose attacks from higher levels, in which E/A developed great speed. Other attacks were by formations of E/A flying in line astern, and also by elements of three (3) E/A in formation. Some crew members were of the opinion that ME 110's sat off at a distance of 1,000 yards and lobbed shells at us with 40 or 50 mm. cannon. There were insistent reports of E/A machine-gunning men who had bailed out of A/C in distress. One FW 190 was observed to hit a parachute which came out of a B-17 over the target area.

Attacks by E/A were heaviest just after entering the flak concentration at the target. Fighters went right through in disregard of their own flak, in apparent determination to drive our leading element off the bombing run after being committed to it.

The formation commander of the 91st Group stated at the critique that head-on attacks after the I.P. forced him to take evasive action twice, thus preventing use of the AFCE on the bombing run. When the attacks opened up, he said, they were so thick that evasive action by turning into one attack merely brought about exposure to another coming in from a slightly different quarter. After the bombing run and turns out of the target area, many of our A/C, including that of the leader, were on three engines, and many were straggling.

(b) The 306th Group, in its interrogation reports, stated that fighter opposition was as heavy and persistent as any yet encountered. There were an estimated eighty (80) to one hundred (100) E/A, mostly FW 190's and ME 109's in approximately equal numbers, with some ME 110's and ME 210's. These had various markings and designs, and some were evidently night fighters. Crews of this Group surmised that the German fighter command must have known the target, as it is definitely stated that E/A not only failed to attack at the I.P., but went ahead and waited for our A/C in the target area.

~~SECRET~~

From the target, there were attacks from all directions, with frontal attacks predominant, continuing until we had crossed the Frisian Islands on the way home. Twin-engined fighters made no direct attacks, but stayed behind in order to jump stragglers, of which there were many.

The 306th Group lost two (2) A/C just before reaching the target and six after bombing. The disappearance of two other aircraft which failed to return was not observed.

Attacks on our aircraft by aerial bombing were again noted.

The formation leader of the 306th Group reported at the King critique that on the way in from the coast, some forty (40) E/A in a string flew parallel to our formation, level and about 2,000 yards to the left. Attacks were withheld until we were on our bombing run, when there were heavy attacks, mostly on the 91st Group, which was leading after leaving the target. The 306th Group fell out of column to the left, with resulting concentrated head-on attacks on both groups. Dozens of E/A sailed right into and through our formations rolling over and diving as they passed through. This, it is stated, was the period when heaviest losses were sustained by the 306th Group.

*Charles
Huff*
The lead bombardier of the 306th Group stated that flak and fighters were so intense that the bombing run could be accomplished only by sheer disregard of the enemy efforts. During this phase, he said, fighters came in from slightly above, diving in on the nose and passing under the two leading groups in the process.

(c) The 101st Combat Wing composite group, flying high and slightly to the left in back of the lead group, had relatively few attacks and suffered no losses of aircraft. Being high, and the formation leader of the 91st Group being on three engines, the composite group had to "S" constantly on the way out to keep from over-running.

(d) There were several comments on the 101st Combat Wing by observers of the 102nd Combat Wing. General Anderson, Commanding General, 4th Bomb Wing, who flew with the 102nd Combat Wing, stated that the 101st Wing was too scattered and would have fared better had close formation been flown. He observed that there were a great many attacks on the 102nd Combat Wing, but these were not pressed home due to the formidable formation which was being flown.

(2) Detailed reports by elements of the 102nd Combat Wing are as follows:

(a) The 305th Group, leading, reported interception by thirty (30) to fifty (50) E/A over the Frisian Islands on the way in at 1200 hours, continuing to 1355 hours going out over the North Sea. E/A were mainly FW 190's and ME 109's, with some ME 110's and JU 88's.

E/A circled the formation before attacking or leaved above as if seeking an opening. Attacks were generally by two or more A/C together. Use was made of cloud cover above our aircraft. Some E/A gathered below to pick up any stragglers. E/A went right through their own flak and two were shot down. Our tactics were to fire at long range, and this had considerable effect in keeping E/A at a distance.

(b) The 303rd Group interrogation reports show that there were dozens of fighters but no attacks on the way to the target, with a few single attacks on the bombing run. E/A trailed the formation on one side going in. Later, there were numerous cross-course attacks, especially from five and seven o'clock, but few on the nose.

It was stated at the critique that the 102nd Combat Wing flew in excellent formation which had a very discouraging effect on opposing fighters. Attacks, when made, were so deliberate that pilots could easily predict quarter and timing, with the result that turning-in was made easy and attacks rendered ineffective. This group gave E/A more credit for insistence than did the 305th Group, especially in the case of twin-engined fighters. These were clumsy by contrast with single-engined pursuits, but stood up better in the face of our fire. Most twin-engined attacks were abeam, from three and nine o'clock, but all A/C fired at them and the attacks were ineffective.

(c) The 102nd Combat Wing composite group flew right on top of the lead group except during the bomb run. This was stated to be an extremely

2. ~~UNCLASSIFIED~~ By RLB/RW NARA, Date 5/25/89 REPORTED IN

SEEN IN THE [REDACTED] AT LEAST TWO OF THE PRINCIPAL BUILDINGS (AP'S). OUR GROUP DID NOT GET ANY PICTURES, 3 OF THE CAMERAS BEING ON MISSING SHIPS AND THE REMAINING ONES FAILING TO FUNCTION.

3. ONE TURNED BACK ABOUT 50 MILES AFTER LEAVING THE ENGLISH COAST AT 11:00 HOURS, WITH 4 OXYGEN SYSTEMS OUT DUE TO BREAK IN LINE. ONE TURNED BACK AT 54 DEGREES 30' N, 5 DEGREES 43' E, AT 12:20, WITH ONE ENGINE OUT AND ANOTHER STARTING TO GO OUT.

4. FIGHTER OPPOSITION WAS PROBABLY AS HEAVY AND PERSISTENT AS HAS YET BEEN ENCOUNTERED BY THIS GROUP, SOME 80 TO 100 E/A BEING REPORTED AND CONSISTING OF FW190S AND ME109S IN ABOUT EQUAL NUMBER, AND ME110S AND 210S. THEY BORE VARIOUS MARKINGS AND DESIGNS AND SOME WERE OBVIOUSLY NIGHT FIGHTERS. THE DESTINATION OF THE FORMATION WAS EVIDENTLY KNOWN BY THE GERMAN FIGHTER COMMAND AS E/A WHEN SIGHTED AT 1.0 BUT WENT ON AHEAD AND WERE WAITING AT THE TARGET. FROM THERE THE ATTACKS WERE HARD PRESSED FROM ALL DIRECTIONS, THE MAJORITY BEING FRONTAL, AND CONTINUED UNTIL THE FORMATION HAD LEFT THE GERMAN COAST. THE TWIN ENGINED FIGHTERS MADE NO DIRECT ATTACKS BUT STAYED BEHIND AND JUMPED ON THE STRAGGLERS.

WE CLAIM 8 DESTROYED, 1 PROBABLY DESTROYED AND 1 DAMAGED.

5. THE FLAK WAS EXTREMELY INTENSE AT THE TARGET AND FAIRLY ACCURATE, NECESSITATING VIOLENT EVASIVE ACTION. THERE IS NO QUESTION BUT THAT THE ENEMY WAS USING BARRAGE FIRE AS THE BURSTS WERE COMING UP IN GREAT, REGULAR NUMBERS AND GENERALLY AHEAD OF THE FORMATION. MOST OF THE BURSTS WERE BLACK IN COLOR AND LARGE IN SIZE. SOME HEAVY FIRE WAS ALSO OBSERVED SOUTH OF BREMEN AS THE FORMATION TURNED. ONLY SCATTERED NUMBER OF BURSTS WERE REPORTED FROM THE ISLANDS GOING IN AND COMING OUT.

6. TEN SHIPS OF OUR A/C HAVE NOT RETURNED. TWO OBSERVED DOWN BEFORE TARGET, SIX DOWN AFTER TARGET. TWO NOT KNOWN IMPOSSIBLE TO ESTIMATE NUMBER DOWN DUE TO FLAK OR E/A COMBINATION. 8 PARACHUTES FROM ONE, FOUR EACH FROM TWO OTHERS.

7. A/C THAT RETURNED TO BASE XX BASE, TWO ARE OUT FOR 15 DAYS, 3 OUT FOR 4 DAYS. ONE DOWN AT COLTISHALL, EXTENT DAMAGE UNKNOWN.

8. CREWS STATE SMOKE FROM FLAK OVER TARGET SO THICK IS ALMOST NECESSITATED INSTRUMENT FLYING. INTENSITY OF FLAK AND VIOLENCE OF FIGHTER ATTACK AGAIN EVIDENCE OF ENEMY DETERMINATION TO BREAK UP FORMATION AND PREVENT ACCURATE BOMBING. AERIAL BOMBING AGAIN

Doolittle at the controls, a B25 Mitchell bomber leaves the deck of the aircraft carrier Hornet on bombing mission to Tokyo—800 miles away. Maj. Gen. Doolittle, now leader of the Strategic Air Force, baled out over China after the daylight raid. (Photo just released by the War Department and radioed to London.)

Observes Second Easter British Isles Tomorrow

By Bryce W. Burke
Stars and Stripes Staff Writer

of the U.S. forces throughout the British Isles will celebrate religious services in city parks, old English cathedrals, churches and in their own camps and installations at sunrise, ceremonies will be held throughout the day. Plans will join with civilians and members of Allied forces celebrating the Resurrection of Christ.

Men To Stage Rolling Contest

EMBER STATION, Eng.—Although no eggs will be rolled on the White House lawn in an egg-rolling contest is out on here. It will take place in front of Eugene L. Lamb's office. Eggs will be powdered and can.

Rules Commissions

pointments Only Special Cases; 1942 to Exceeded

dates in this theater are limited only on completion of the American School Center, appointments for commissions only in special cases and on of the Theater Commission by a bulletin issued by ETOUSA.

followed an announcement by the War Department that the program for officer candidates is successful as to reduce the number of candidates to 43.

course of OCS in ETO will start May 15 and will last for 12 weeks. New courses in intervals of six weeks.

for these courses, except for basic arms, must have training in their branch or prove their ability to become a branch or service.

can't have the military background for the theater school, an experience or education qualify them for training, such as the United States. background has been used as officer material in Signal Corps or the Corps will be sent to the United States for available transportation. to schools in the United States men who have qualified for training in the postal, machine gun, censorship sections of the War Department, Armored Corps, Coast Artillery, Field

63 Nazi Planes Shot Down by U.S. at Bremen

Final Total on Raids Week Ago Set New Mark For USAAF

Sixty-three German fighter planes were destroyed by American bombers over Bremen last Saturday, it was officially announced by Eighth Air Force Bomber Command yesterday.

This figure tops by 11 the previous record of 52 enemy aircraft destroyed in one raid—on Vegesack Mar. 18, which was carried out by both Fortresses and Liberators.

The official total of 63 destroyed does not include the number of German planes crews claimed as "probably destroyed" or "damaged."

Information gathered by intelligence officers from Fortress crews indicated that there were 150 German fighters sent up to engage the USAAF bombers over the Focke-Wulf plant in Bremen. Ninety-five of the 150 were shot out of action, either destroyed or damaged.

Most Bombers Lost

Sixteen bombers were lost on the Bremen raid, more than twice the number lost on any previous raid. Seven planes were lost Jan. 3, over St. Nazaire, and seven failed to return from the Wilhelmshaven raid, Feb. 26. Only two bombers were lost in the raid on Vegesack, less than 20 miles from the Focke-Wulf factory target in Bremen.

The number of Fortresses taking part in the raid was not announced. On a previous occasion Maj. Gen. Ira C. Eaker stated that the combined Fortress and Liberator strength on March 1st had ranged from 85 to 120.

Light U.S. and British bombers were reported by Vichy radio to have dropped "about 20 bombs" on the suburbs of Boulogne-Sur-Mer yesterday. There was no confirmation from the Eighth Air Force.

Yesterday the Air Ministry reported that RAF bombers mined enemy waters the night before at a loss of two planes.

Germany Warned of Gas Raids If Axis Uses It Against Reds

A stern warning by Prime Minister Winston Churchill that the Allies will use gas against Germany should the Nazi forces use gas against the Russians was being broadcast to Germany yesterday by BBC.

"Reports have been issued from several sources that Hitler is making preparations for using poison gas against the Russian front," Mr. Churchill said. He warned that any use of poison gas against the Russians "will immediately be followed by the fullest possible use of this process of war upon the German munitions centers, sea ports, and other

since last year. The necessary precautions against German reprisals have already been enjoined by the competent authorities throughout the United Kingdom.

Following the Prime Minister's first warning to Germany June 10, 1942, Home Secretary Herbert Morrison told the British that "for all we know gas attack may never come." On Tuesday, however, he warned the public not to assume that the possibility of enemy gas attack had ended.

The strongest deterrent against a German chemical warfare offensive is the fact the Allied aircraft now rule the European air, and should the RAF decide to carry

17 April 1943
In the air Allied fighters wiped out an air fleet of 20 giant German six-engined transport planes—six-engined Messerschmitt 323s, each capable of carrying 140 men—over the Sicilian Straits. In the day's activity they accounted for 38 Axis planes. An official spokesman estimated that the 20 enemy transports were equal to the carrying capacity of 100 Ju25s.

Joining the Eighth Army in the assault on Rommel in the Bou Arada area, the First Army "achieved all initial objectives," headquarters said. Its advance between Goubellat and Bou Arada was made against "stubborn resistance."

Advanced elements of the Eighth Army, moving north along the coast towards Bou Fichta, reached a point six miles north of Enfidaville.

Pincer Movement

The First Army's advance has taken it about 24 miles from Tunis on the western slope of the steep and difficult hills.

Bloody fighting was in progress on the Medjez El Bab sector, and it appeared that Alexander's tactics were becoming increasingly effective against Rommel's defenses along the whole line of the western front.

The Eighth Army advance along the coastal strip pushed forward through marshy ground against "extremely difficult and most stubborn resistance," a spokesman said. "Each inch of the ground is being vigorously contested."

Strike Long Stop Hill

In the First Army offensive in northeastern Tunisia, Thunderbolt-like attacks swept the enemy perimeter defenses on half a dozen or more points before the dawn of Good Friday.

During a night in which rain, hail and stars alternated in the sky, heavy concentrations of British guns opened fire on a mile-wide objective and poured their deadly fury on Long Stop Hill, the strongest known enemy fortified point between Medjez El Bab and Tunis, 30 miles away.

Hard-fighting British infantry followed the creeping barrage to the face of Long Stop Hill, six miles northeast of Medjez El Bab, and since midnight their signal flares indicated that they were winning back this concrete ridge, where the Coldstream guards fought and died during Christmas week.

Hill Well Defended

Long Stop Hill, the strongest objective between Medjez El Bab and Tunis, 30 miles away, was well defended by the enemy. It was a concrete ridge, where the Coldstream guards fought and died during Christmas week.

At midnight, as we watched, Long Stop Hill seemed to twinkle with the winking lights of British shell bursts. Near our vantage points a long convoy of ambulance drove forward, for victory has its price.

The biggest hole on the western front was punched by the British yesterday afternoon in the Sidi Amhour area, 12 miles southeast of Medjez el Bab and five miles southeast of Goubellat.

German's Flying Tank In Action in Tunisia

ALLIED FORCE HQ, North Africa, Apr. 23 (AP)—The Luftwaffe's flying tank, which first appeared in Russia, has been used in the Western Desert fighting and has also been seeing duty in Tunisia.

The aircraft—Nenschel 129—was designed as an anti-tank plane. It is equipped with 30mm. cannon, the largest caliber gun yet found on German aircraft, and has a cockpit

Fortress Pilot Gets Craft Back With One Motor

Ship Shot Up Near Bremen, Captain Youree Achieves Almost Impossible Feat

By Telephone to the Herald-Tribune Copyright, 1943, New York Tribune Inc.

AN AMERICAN FLYING FORTRESS BASE. Somewhere in England, April 18.—The Commerce town of Walters, Okla., down in the Red River Valley, can put out flags for Captain Purvis E. Youree, a native son, who brought home a crippled Fortress from the mass daylight raid over Germany yesterday in a feat that might possibly win him the Distinguished Service Cross.

Strafed by a squadron of enemy fighters just as his Flying Fortress, Old Faithful, was nearing Bremen, Captain Youree made a perfect bombing run over the Focke-Wulf plant with two of his four engines dead and the top turret shattered. But that was only the beginning.

With the odds 100 to 1 against his reaching the coast of England, Youree skimmed 200 miles across the North Sea with only one good engine. His co-pilot, Lieutenant Leroy C. Sugg, of Huntsville, Ala., coaxed a little juice out of No. 3 engine by grabbing two ends of a broken cable until his hand was cut and bleeding.

Every moveable fixture was thrown overboard to lighten Old Faithful and give her altitude. All guns and ammunition went out the hatch, even the lamps and the radio. In the radio room the gunners huddled on the floor, bracing themselves for a crash into the sea.

Flew at Wave Level

Youree was flying at wave level, his props actually dipping into the sea. The top-turret gunner, wounded, had a useless right hand. Another gunner suddenly remembered he couldn't swim. "If I ever get out this," said the third gunner, from Georgia, "I'll never trouble the good Lord no more."

Occasionally Youree got Old Faithful up to fifty feet, but each time she settled, while the gunners groaned. Her speed dropped to 115 miles an hour. Youree was pulling fifty-five inches of manifold pressure into the good engine—nine inches above danger line.

Old Faithful was still within range of the twin-engined Junkers, based along the enemy-held coast. Stripped of her armor, she could have been knocked off by a single pass of an enemy fighter, but the minutes went by and nothing happened. Old Faithful was over English waters, but her gas was almost gone.

Youree saw two trawlers and was tempted to glide up close to them so that none would have far to swim. A Fortress stays afloat only a few seconds and it takes

War Communiques

American

WASHINGTON, April 18. (AP).—Navy communique No. 348:

SOUTH PACIFIC:

1. On April 16: (A) During the night, flying Fortresses (Boeing B-17), Liberator (Consolidated B-24) heavy bombers and Avenger (Grumman T-6P) torpedo bombers attacked Japanese installations at Kahili and shipping at Ballale, in the Shortland Island area. A tanker and a cargo ship were possibly damaged.

(B) During the night two Japanese planes attacked Guadalcanal Island, resulting in light casualties to United States personnel and minor damage to materials. It is believed that one of the Japanese planes was shot down by United States anti-aircraft fire.

2. On April 18 a number of Lightning (Lockheed P-38) fighters engaged two Japanese bombers, escorted by six Zero fighters, over Kahili, in the Shortland Island area. The two bombers and three of the Zeros were shot down. Later, another Japanese bomber was encountered by the same group of Lightnings and destroyed. One United States fighter is missing.

NORTH PACIFIC:

3. On April 16: (A) A formation of Army Liberator heavy bombers bombed Japanese installations on Attu Island.

(B) On the same day, formations of Army Liberator heavy bombers and Mitchell (North American B-25) medium bombers, escorted by Lightning and Warhawk (Curtiss P-40) fighters, carried out ten attacks against Japanese positions at Kiska. Hits were scored in the vicinity of the runway and the main camp area. All United States planes returned.

NEW DELHI, India, April 18 (AP).—A communique:

Formations of B-25 medium bombers of the 10th United States Air Force on April 17 achieved excellent results in co-ordinated attacks against enemy railroad installations at Myitigne.

Crews attacking a railroad bridge reported direct hits on the bridge and its southern approaches. Crews attacking railroad sheds reported the target destroyed and oil fires left burning.

P-40 fighters, armed with light bombs and machine guns, silenced enemy anti-aircraft batteries in northwest Burma. Two large fires were left burning after a bombing attack on the enemy-occupied village of Nanyaseik.

The railroad bridge at Namti suffered some damage, including a direct hit on the north end of the bridge. Hits also were observed on approaches to a railroad bridge at Kamalng, but damage to the bridge structure was reported as minor.

From all these operations all our aircraft returned safely.

Allied

ALLIED HEADQUARTERS IN NORTH AFRICA, April 18 (AP).—A communique:

Active patrolling continues along the whole of the 18th Army Group front. Otherwise there is nothing to report.

On the night of April 16-17 motor torpedo boats operating off the Gulf of Tunis sighted a convoy of merchantmen escorted by destroyers. In the attack which followed one of the enemy merchantmen was sunk. Shortly afterwards aircraft of the fleet air arm attacked this same convoy with torpedoes.

An observer in one aircraft, whose pilot had to take a violent avoiding action to avoid a collision with an enemy ship, reports seeing his torpedo

Horthy Meets Hitler; Defenses Believed Worry

British Think Regent of Hungary Discussed Allied Invasion of the Balkans

By The Associated Press

LONDON, April 18. — Admiral Nicholas Horthy, Regent of Hungary, has concluded a two-day visit to Fuehrer Adolf Hitler at the German dictator's headquarters and British quarters tonight interpreted the conference as a continued Nazi effort to build military and political fences against a possible Allied invasion of the Balkans.

It was the fourth recent conference of its kind. First, King Boris III of Bulgaria was summoned before Der Fuehrer. A four-day conference of Hitler and Premier Benito Mussolini last week was followed by a pilgrimage of the Rumanian dictator, Marshal Ion Antonescu, to Germany and Rome.

British circles said the obvious propaganda aim of all the meetings was to create an impression of solidarity and unity of purpose within the Axis.

The Berlin radio, which announced the Horthy-Hitler meeting, said the Hungarian Regent returned to Budapest today after making the trip at Hitler's request.

It was presumed that Hitler increased his military demands on Hungary, despite the rumors of recalcitrance on the part of that Axis satellite. Reports from Budapest recently have told of the Hungarians withdrawing troops from Russia and workers from Germany. Hungarian divisions have been handled roughly on the Soviet front.

British informants speculated that Hitler probably warned Horthy that Hungary could not keep territories it received from Czechoslovakia and Rumania unless Hungary stood firmly with the Axis.

A statement broadcast by Berlin regarding the meeting said: "The Hungarian people, who already have experienced the horrors of Bolshevism once, will fight side by side with their allies, united in the tri-partite pact, until this menace to our peoples is completely eliminated. Hungary will mobilize its forces for this end for the liberation of Europe and for the security of the Hungarian nation."

Italian Minister Is Replaced

Carlo Tizeno, Italian Minister of Corporations, has resigned "for reasons of health" and has been replaced by Under Secretary Tullio Cianetti, the Rome radio said last night in a broadcast recorded by The Associated Press.

Tizeno had succeeded Renato Ricci as Minister of Corporations in the Feb. 5 shake-up which

the Northwest Africa Air Force's rans damage had been cleared

s in Tunisia have been supplied

Palermo's Youree Returns from

United States Army Air Forces
 are showing: (1) Two 120-foot,
 70-foot warehouse wrecked and a
 4-foot blasted in the pier by expl-
 osive flying B-17s felt the concussion;
 my destroyer damaged and listing
 (bolton) damaged by two direct
 from buildings, officers and ware-
 houses destroyed. (B) A 350-
 r, which carried deck cargo, sunk

Focke-Wulf Fighter Plant Half Wrecked

(Continued from page one)

false alarm and the other two set
 off by nuisance raiders. One Ger-
 man plane approached the city
 last night, and a small force pene-
 trated to the city's outskirts early
 today before being chased back.
 No bombs were dropped.

Beaughters of the Coastal
 Command, escorted by Spitfires,
 struck at the convoy off the Dutch
 coast, laying hits on several ves-
 sels and leaving the largest one on
 and listing. The leading Beau-
 fighters raked the ships with gun-
 fire. Then a fresh wave plunged
 in with torpedoes.

The Air Ministry said the largest
 ship, a medium-sized merchant
 vessel, was struck by two torpe-
 does. Returning pilots said
 other ships "certainly" were
 torpedoed.

Ventura bombers escorted by
 fighters attacked the docks at
 Dieppe, sustaining the Allied non-
 stop aerial offensive in which
 R. A. F. fighters and fighter-
 bombers shot up railways and
 power stations in northwest Ger-
 many, France and Holland Satur-
 day night.

At night the R. A. F. Beau-
 bombers were grounded, swift
 Mosquito bombers reached deep
 into Germany to attack several
 trains, damaging at least three,
 while Whirl-Bombers, Beaughters,
 Typhoons and Mosquitoes
 shot up and bombed freight trains
 in France and the Low Countries.
 It was reported. Three fighters
 were lost over occupied territory.

Brooklyn Flyer Downs Nazi

ALLIED HEADQUARTERS IN
 NORTH AFRICA, April 18 (AP).
 Lieutenant Vincent Pashili, of
 7 Lusk-street, Brook-
 lyn, was cleared today with hav-
 ing shot down a German Messer-
 schmitt fighter which attacked a
 Flying Fortress during yesterday's
 raid on Palermo, Sicily.

Don't be too late with too little
 fill that War Stamp Album
 and get a War Bond TODAY.

Lighten Plane Further

They sighted the English coast.
 The crew ripped all the remaining
 fixtures off the wall, threw out the
 last oxygen bottle. Old Faithful
 leaped up to 300 feet. Youree
 dropped flares so that coast
 gunners wouldn't shoot him down
 for a hit-and-run enemy raider.
 He studied the fuel gauge and
 figured he had five to ten minutes
 to go. Old Faithful sailed over a
 flat meadow. "I'm going to land
 in the next one," shouted Youree.
 "I don't care whether it's cows or
 horses."

They came in at treetop level
 on the next open space. It proved
 to be a Spitfire base. Youree
 managed to put one wheel down,
 got the other down halfway. There
 wasn't time to look for the run-
 way, so Youree set Old Faithful
 down in the grass.

"He really greased her in," said
 Lieutenant George S. Horner,
 commander of the base. "It
 was the smoothest landing—
 you could have held a glass of
 water on that one."

The commanding officer at the
 Spitfire base took a look at Old
 Faithful and Purvis E. Youree. He
 saw Youree eyeing a Spitfire and
 said: "It's yours for the day."

Youree took a rain check be-
 cause it was late afternoon and
 he was accepting the C. O.'s offer
 literally. He intends to put in a
 full day with a Spitfire on his next
 leave.

Youree's return last night gave
 this base a moral lift that was
 badly needed. This base lost ten
 Fortresses on the Bremen raid and
 100 faces are missing tonight from
 the party in "B for Bertie" mess.

Tacturn on Feat

Captain Youree wouldn't say
 much about the trip home from
 Bremen. "It's kind of a mystery
 how we got back," he mumbled,
 darting for the nearest door.

The narrative came from Lieut-
 enant Horner. He told how shells
 from a Focke-Wulf tore out all
 control cables except for No. 4 en-
 gine; how Sugg, the co-pilot,
 crawled down below the catwalk,
 tearing out the broken cables until
 he found the end of the one lead-
 ing to the only other serviceable
 engine. He pulled the cable back
 to his cockpit, holding it together
 with his bleeding hand, and
 crasped the throttle and control
 stick with the other, while Youree
 went back and gave first aid and
 a shot of morphine to the wounded
 top-turret gunner.

Old Faithful lost altitude so
 rapidly that Youree gave orders to
 prepare to "ditch" the ship. The
 bombardier, navigator and the
 gunners assembled in the radio
 room and pulled off their heavy
 flying clothes. Lieutenant Horner
 gave orders that the wounded
 gunner would be first man hoisted out
 on the wing. He re-assured the
 gunner who couldn't swim.

"Every time we felt the ship give,
 we said: 'This is it.'" Horner con-
 tinued. "Youree did just about
 everything it is possible to do with
 a Fortress."

London bombers, of the strategic air
 force, attacked the docks at Bizerte.
 Many bombs fell in the target area
 and a large fire was started.

Medium and light bombers, of the
 tactical air force, continued their at-
 tacks on enemy air fields in Tunisia
 yesterday.

Flying Fortresses, of the strategic
 (Continued on page 22, column 7)

519 Axis Planes Lost in Tunisia To Allies' 175

(Continued from page one)

fires destroyed fourteen German
 Stuka dive-bombers without loss
 to themselves. The once-dreaded
 Stuka is now considered outmod-
 ed, he said.

"I wouldn't have them in any
 force," he summed up, General
 Spaatz said.

"The Northwest African Air
 Forces, one of the components of
 the Mediterranean Air Command,
 has secured virtual supremacy of
 the air since the beginning of the
 Mareth line offensive," he said.

"The Northwest African Air
 Forces is composed of American
 and British air units operating
 under a single command, carrying
 out co-ordinated efforts in com-
 plete harmony.

"In securing the air supremacy
 and in additional devastating at-
 tacks upon enemy shipping and
 ports, the other components of the
 Mediterranean Air Command—the
 Mediterranean Air Force and the
 Middle East Air Force—have com-
 pleted a vital part in Tunisia."

Summing up, he said: "We roam
 freely over Tunisia, Sardinia,
 Sicily and Italy in daylight, and I
 think it is very rare that the Luft-
 waffe indulges in anything but
 sneak raids."

Doolittle Heads Strategic Force

ALLIED HEADQUARTERS IN
 NORTH AFRICA, April 18 (AP).
 General Spaatz explained today
 that the Northwest African Strate-
 gic Air Force of heavy bombers and
 fighters is commanded by
 Major General James H. Doolittle,
 while the Tactical Air Force, the
 second part of Spaatz's command,
 is under Air Vice-Marshal Sir
 Arthur Coningham, of the Royal
 Air Force.

The Northwest African Air
 Forces make up one of the com-
 ponents of the Mediterranean Air
 Command under Air Chief Marshal
 Sir Arthur W. Tedder.

General Spaatz said American
 fighters with the Strategic Air
 Force on April 10 shot down no
 fewer than forty enemy transport
 aircraft.

"To neutralize the enemy air
 efforts some of our heaviest at-
 tacks were delivered on enemy
 airdromes, and there is little
 doubt that these strikes have dis-
 organized the Luftwaffe," he de-
 clared.

Coningham's tactical force, con-

ALGIERS, April 18 (AP).—Gen-
 eral Georges Catroux arrived in
 Algiers this afternoon with Gen-
 eral Charles de Gaulle's answer to
 General Henri Honore Giraud's
 proposals for French unity. He is
 expected to see Giraud early to-
 morrow.

sisting of American and British
 fighters and light and medium
 bombers, played a considerable
 part in the attacks on enemy air-
 fields, but the main task has been
 to attack enemy road traffic, shoot
 down enemy aircraft and protect
 Allied ground forces, Spaatz said.

Spaatz paid tribute to the
 Coastal Air Force, which is a part
 of his Northwest African Air
 Forces. "It covered our shipping,
 protected our ports, made many
 reconnaissance flights to insure
 the safe arrival of our convoys
 and assisted in destruction of
 enemy shipping," he said.

The white-tanor aircraft has
 face burned brick red by the Afri-
 can sun, took up the subject of
 American aircraft quality and de-
 clared: "Our fighters have con-
 sistentlly beaten the enemy in the
 air, as the records show. The
 planes we have here can cope with
 anything the Germans have.
 Naturally, the lessons we learned
 we sent home for incorporation in
 future designs."

"I want to emphasize the
 American planes here are good
 he said. "Our pilots here are
 equally good—as good as the pilo-
 of any nation and the R. A. F.
 admits that freely. The oper-
 tions of the Northwest Africa-
 Air Forces have thrown us to-
 gether in intimate contact, at
 there is the highest admiration
 between the Americans and the
 R. A. F. for each other."

Invest in the future for your
 your family, your country. Buy
 War Bond today.

Weather Forecast
RAIN

See Our Complete Sto
 \$6.50 to \$35
JOHN DAVIE
 STORES IN NEW YORK

17 April 1943

From Hansell's report:

First GAF warning on radio at 11:45

Opposition from German day fighters in the Frisian area.

GAF fighters told to "go into the attack regardless of everything," and to pursue the enemy until ammunition was exhausted.

17 night fighter a/æ involved.

Claims: 63 destroyed,
15 probables
17 damaged

MISSION LOADING LIST

Squadron 367th, Bomb, Sq. (H)

A/C Number 41-24488

Total time for complete mission _____

Date April 17, 1943.

P. <u>Casey, W.J.</u>	<u>Captain</u>	R. <u>Geowets, M.J.</u>	<u>T/Sgt.</u>
CP. <u>O'Brien, E.J.</u>	<u>2nd. Lt.</u>	G. <u>Borzyn, J.R.</u>	<u>S/Sgt.</u>
N. <u>Owens, W.H.</u>	<u>2nd. Lt.</u>	G. <u>Raidline, C.W.</u>	<u>S/Sgt.</u>
B. <u>Mo Cracken, J.B.</u>	<u>2nd. Lt.</u>	G. <u>Stetler, F.R.</u>	<u>Sgt.</u>
E. <u>Elliott, W.C.</u>	<u>T/Sgt.</u>	G. <u>Ayscue, L.F.</u>	<u>S/Sgt.</u>

X - MISSING IN ACTION

28

MISSION LOADING LIST

Squadron 367th, Bomb, Sq. (H)

A/C Number 42-5394

Total time for complete mission _____

Date April 17, 1943

P. ^T <u>Forin, R.W.</u>	<u>1st. Lt.</u>	R. <u>Quinn, J.A.</u>	<u>T/Sgt.</u>
CP. <u>Farrell, D.</u>	<u>1st. Lt.</u>	G. <u>Barnes, J.E.</u>	<u>S/Sgt.</u>
N. <u>Walden, T.H.</u>	<u>1st. Lt.</u>	G. <u>Pease, H.G.</u>	<u>S/Sgt.</u>
B. <u>Pederson, G.W.</u>	<u>S/Sgt.</u>	G. <u>Dorion, D.E.</u>	<u>S/Sgt.</u>
E. <u>Pickett, M.W.</u>	<u>W/O</u>	G. <u>Newcomb, F.A.</u>	<u>S/Sgt.</u>

X - MISSING IN ACTION

15

MISSION LOADING LISTSquadron 367th. Bomb. Sq. (H) A/C Number 42-3087Total time for complete mission 5:30 Date April 17, 1943

P.	<u>Mc Kearn, W.J.</u>	<u>1st. Lt.</u>	R.	<u>Brown, H.M.</u>	<u>T/Sgt.</u>
CP.	<u>Ommen, F.H.</u>	<u>1st. Lt.</u>	G.	<u>Standish, W.J.</u>	<u>S/Sgt.</u>
N.	<u>Fogarty, J.G.</u>	<u>2nd. Lt.</u>	G.	<u>Hicks, W.G.</u>	<u>S/Sgt.</u>
B.	<u>Wendoloski, C.T.</u>	<u>T/Sgt.</u>	G.	<u>Miller, E.J.</u>	<u>S/Sgt.</u>
E.	<u>Kluciock, G.</u>	<u>T/Sgt.</u>	G.	<u>Wheeler, J.O.</u>	<u>S/Sgt.</u>

X - TURNED BACK

MISSION LOADING LISTSquadron 367th. Bomb. Sq. (H) A/C Number 42-9625Total time for complete mission _____ Date April 17, 1943.

P.	<u>Harwood, C.J.</u>	<u>Captain</u>	R.	<u>Robel, R.G.</u>	<u>T/Sgt.</u>
CP.	<u>Clymer, G.F.</u>	<u>2nd. Lt.</u>	G.	<u>Eriksen, R.H.</u>	<u>S/Wgt.</u>
N.	<u>Whiteman, H.W.</u>	<u>1st. Lt.</u>	G.	<u>Buchanan, W.S.</u>	<u>S/Sgt.</u>
B.	<u>Walinski, F.E.</u>	<u>2nd. Lt.</u>	G.	<u>Collins, C.C.</u>	<u>S/Sgt.</u>
E.	<u>Enloe, L.J.</u>	<u>T/Sgt.</u>	G.	<u>Collette, J.E.</u>	<u>S/Sgt.</u>

X MISSING IN ACTION

2

MISSION LOADING LISTSquadron 367th. Bomb. Sq. (H) A/C Number 42-5720Total time for complete mission 2:40 Date April 17, 1943.

<u>P. O'Hara, R.K.</u>	<u>1st. Lt.</u>	<u>R. Mountain, W.H.</u>	<u>T/Sgt.</u>
<u>CP. Robinson, L.L.</u>	<u>2nd. Lt.</u>	<u>G. Fetkiw, P.</u>	<u>S/Sgt.</u>
<u>N. Clayton, E.D.</u>	<u>2nd. Lt.</u>	<u>G. Nelson, M.E.</u>	<u>S/Sgt.</u>
<u>B. Phelan, H.E.</u>	<u>2nd. Lt.</u>	<u>G. Garris, J.J.</u>	<u>S/Sgt.</u>
<u>E. Sheffield, C.A.</u>	<u>T/Sgt.</u>	<u>G. Strom, H.F.</u>	

X - TURNED BACK

20

MISSION LOADING LISTSquadron 367th. Bomb. Sq. (H) A/C Number 42-5407Total time for complete mission 7:00 Date April, 17, 1943.

<u>P. Reecher, K.A.</u>	<u>1st. Lt.</u>	<u>R. Shultz, R.G.</u>	<u>T/Sgt.</u>
<u>CP. Ledgerwood, T.D.</u>	<u>1st. Lt.</u>	<u>G. Causey, M</u>	<u>S/Sgt.</u>
<u>N. Lane, H.E. (Killed)</u>	<u>2nd. Lt.</u>	<u>G. Brittain, W.D.</u>	<u>S/Sgt.</u>
<u>B. Zabawa, E.J.</u>	<u>S/Sgt.</u>	<u>G. Durfee, L.J.</u>	<u>S/Sgt.</u>
<u>E. Walkenhorst, J.W.</u>	<u>T/Sgt.</u>	<u>G. Meyer, L.L.</u>	<u>S/Sgt.</u>

6

Squadron 367th, Bomb. Sq. (H) A/C Number 229658

Total time for complete mission _____ Date April 17, 1943.

P. <u>Watson, F.K.</u>	<u>1st. Lt.</u>	R. <u>Livingstone, R.E.</u>	<u>T/Sgt.</u>
CP. <u>Kemp, A.T.</u>	<u>2nd. Lt.</u>	G. <u>Sanders, A.J.</u>	<u>S/Sgt.</u>
N. <u>Bjornsgaard, C</u>	<u>2nd. Lt.</u>	G. <u>Bottomley, R.M.</u>	<u>Sgt.</u>
B. <u>Hanson, R.E.</u>	<u>Sgt.</u>	G. <u>Davis, L. E.</u>	<u>S/Sgt.</u>
E. <u>Giraud, W.R.</u>	<u>T/Sgt.</u>	G. <u>Kornish, G.</u>	<u>Sgt.</u>

X - MISSING IN ACTION

MISSION LOADING LIST

Squadron 368th, Bomb. Sq. (H) A/C Number 42-29631

Total time for complete mission _____ Date April 17, 1943.

P. <u>Gillogly, F.D.</u>	<u>1st. Lt.</u>	R. <u>Fehr, C.F.</u>	<u>T/Sgt.</u>
CP. <u>Whipple, D.</u>	<u>2nd. Lt.</u>	G. <u>Allan, W.</u>	<u>S/Sgt.</u>
BN. <u>Brown, J.A.</u>	<u>2nd. Lt.</u>	G. <u>F. Baker, A.M.</u>	<u>S/Sgt.</u>
NE. <u>Javas, Brown, C.G.</u>	<u>1st. Lt.</u>	G. <u>Warren, H.E.</u>	<u>S/Sgt.</u>
E. <u>Edwards, L.V.</u>	<u>T/Sgt.</u>	G. <u>Dolinka, D.</u>	<u>Sgt.</u>

X-MISSING IN ACTION

MISSION LOADING LIST

Squadron I 368th. Bomb. Sq. (H) A/C Number 42-3034

Total time for complete mission _____ Date April 17, 1943.

P. <u>Jankowski, T.A.</u>	<u>1st. Lt.</u>	R. <u>Benigno, B.J.</u>	<u>T/Sgt.</u>
CP. <u>Scheil, W.H.</u>	<u>1st. Lt.</u>	G. <u>Bell, C.R.</u>	<u>S/Sgt.</u>
N. <u>Wigham, R.E.</u>	<u>2nd. Lt.</u>	G. <u>Gelnett, W.G.</u>	<u>S/Sgt.</u>
B. <u>Mc Donnell, T.P.</u>	<u>S/Sgt.</u>	G. <u>Wylie, O.E.</u>	<u>S/Sgt.</u>
E. <u>Stelzer, J.B.</u>	<u>T/Sgt.</u>	G. <u>Chinlund, J.E.</u>	<u>S/Sgt.</u>

X - MISSING IN ACTION

17

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 41-24467

Total time for complete mission _____ Date April 17, 1943.

P. <u>Lally, G.J.</u>	<u>1st. Lt.</u>	R. <u>Laming, P.A.</u>	<u>T/Sgt.</u>
CP. <u>Hopkins, B.R.</u>	<u>F/O</u>	G. <u>Off, L.</u>	<u>S/Sgt.</u>
N. <u>Ross, F.E.</u>	<u>1st. Lt.</u>	G. <u>McKeage, R.J.</u>	<u>S/Sgt.</u>
B. <u>Curry, J.R.</u>	<u>T/Sgt.</u>	G. <u>Gallegos, L.L.</u>	<u>S/Sgt.</u>
E. <u>Downard, J.R.</u>	<u>T/Sgt.</u>	G. <u>Johnson, A.C.</u>	<u>S/Sgt.</u>

X - MISSING IN ACTION

0

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 42-5428

Total time for complete mission 7:00 Date April 17, 1943.

P. <u>Judas, M.V.</u>	<u>1st. Lt.</u>	E.R. <u>Kessler, L.J.</u>	<u>T/Sgt.</u>
CP. <u>Cook, L.G.</u>	<u>1st. Lt.</u>	G. <u>Barnt, G.D.</u>	<u>S/Sgt.</u>
N. <u>Ezell, H.</u>	<u>2nd. Lt.</u>	G. <u>Brotzman, E.H.</u>	<u>S/Sgt.</u>
B. <u>Dix, M.D.</u>	<u>2nd. Lt.</u>	G. <u>Stroud, G.</u>	<u>S/Sgt.</u>
R.R. <u>Groziano, J.R.</u>	<u>T/Sgt.</u>	G. <u>Hlavac, L.J.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 42-29643

Total time for complete mission _____ Date April 17, 1943

P. <u>Miller, R.C.</u>	<u>1st. Lt.</u>	R. <u>Spiro, J.M.</u>	<u>T/Sgt.</u>
CP. <u>Tears, J.D.</u>	<u>1st. Lt.</u>	G. <u>Phillips, W.J.</u>	<u>S/Sgt.</u>
N. <u>Shaaber, J.D.</u>	<u>2nd. Lt.</u>	G. <u>Truscott, E.A.</u>	<u>S/Sgt.</u>
B. <u>Shelley, J.C.</u>	<u>2nd. Lt.</u>	G. <u>Wade, J.E.</u>	<u>S/Sgt.</u>
E. <u>Small, E.H.</u>	<u>T/Sgt.</u>	G. <u>Williams, M.K.</u>	<u>Sgt.</u>

X - MISSING IN ACTION

18

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 42-5251

Total time for complete mission _____ Date April 17, 1943.

P. <u>Smiley, W.N.</u>	<u>Captain</u>	E.R. <u>Clifton, R.C.</u>	<u>T/Sgt.</u>
CP. <u>Ewan, A.L.</u>	<u>2nd. Lt.</u>	G. <u>Clark, R.C.</u>	<u>S/Sgt.</u>
N.N. <u>Breunig, W.W.</u>	<u>1st. Lt.</u>	G. <u>Payne, W.R.</u>	<u>S/Sgt.</u>
B.B. <u>Strauss, M.M.</u>	<u>1st. Lt.</u>	G. <u>Sliff, L.</u>	<u>S/Sgt.</u>
R.E. <u>Hepler, D.B.</u>	<u>T/Sgt.</u>	G. <u>Staiff, R.K.</u>	<u>S/Sgt.</u>

X-MISSING IN ACTION

16

MISCON LOADING LIST

Squadron 369th Bomb Sq (H) A/C Number 25218

Total time for complete mission 6:45 Date April 17, 1943

P. <u>Briscoe, C. D.</u>	<u>1st Lt.</u>	R. <u>Newport, R. L.</u>	<u>S/Sgt.</u>
CP. <u>Sherman, F. P.</u>	<u>1st Lt.</u>	G. <u>Rosa, V. L.</u>	<u>S/Sgt.</u>
N. <u>MacGhee, D. F.</u>	<u>1st Lt.</u>	G. <u>Dasta, J. T.</u>	<u>S/Sgt.</u>
B. <u>Hickey, J. K.</u>	<u>1st Lt.</u>	G. <u>Moaux, A. F.</u>	<u>S/Sgt.</u>
E. <u>Noyes, H. L.</u>	<u>T/ Sgt.</u>	G. <u>Roller, J. R.</u>	<u>S/Sgt.</u>

11

Squadron 369th. Bomb. Sq. (H) A/C Number 41-24557

Total time for complete mission 6:45 Date April 17, 1943.

P.	<u>Howard, J.M.</u>	<u>Capt.</u>	<u>G. R. Cox, H.L.</u>	<u>T/Sgt.</u>
CP.	<u>Bettinger, G.C.</u>	<u>1st. Lt.</u>	<u>G. Pappas, P.W.</u>	<u>S/Sgt.</u>
N.	<u>Zinkovitch, H.</u>	<u>1st. Lt.</u>	<u>G. Smith, C.B.</u>	<u>S/Sgt.</u>
B.	<u>Howenstein,</u>	<u>1st. Lt.</u>	<u>G. Higgins, E.</u>	<u>S/Sgt.</u>
E.	<u>Gordon, B.</u>	<u>T/Sgt.</u>	<u>Rg. Nabun, M.A.</u>	<u>S/Sgt.</u>
			<u>X. Stancko, J.T.</u>	<u>Captain</u>

MISSION LOADING LIST

Squadron 369th. Bomb. Sq. (H) A/C Number 42-5404

Total time for complete mission 6:50 Date Apr. 17, 1943.

P.	<u>Maliszewski, E.P.</u>	<u>1st. Lt.</u>	<u>R. Greene, H.C.</u>	<u>T/Sgt.</u>
CP.	<u>Klette, I.J.</u>	<u>2nd. Lt.</u>	<u>G. Williams, J.F.</u>	<u>S/Sgt.</u>
N.	<u>Schulstad, A.E.</u>	<u>2nd. Lt.</u>	<u>G. Fowler, H.K.</u>	<u>S/Sgt.</u>
B.	<u>McDonald, W.J.</u>	<u>S/Sgt.</u>	<u>G. Daly, R.J.</u>	<u>Sgt.</u>
H.	<u>Holloway, R.W.</u>	<u>Sgt.</u>	<u>G. Ray, T.H.</u>	<u>T/Sgt.</u>

13

MISSION LOADING LISTSquadron 369th. Bomb. Sq. (H) A/C Number 42-29666Total time for complete mission 6:45 Date April 17, 1943.

P. Hanes, E.G.	1st. Lt.	R. Fatigati, C.A.	Sgt.
CP. Winters, D.R.	2nd. Lt.	G. Steinbart, M.	Sgt.
N. Meltzer, G.F.	2nd. Lt.	G. Komo, M.J.	Sgt.
B. Irwin, L.B.	2nd. Lt.	G. Latto, F.C.	Sgt.
E. Moore, R.E.	T/Sgt.	G. Peterson, R.	S/Sgt.

MISSION LOADING LISTSquadron 369th Bomb Sq (H) A/C Number 25784Total time for complete mission 6:45 Date April 17, 1943

P. Hennassy, E. J.	1st Lt.	R. Drennan, E. H.	T/Sgt.
CP. Wheeler, D. W.	1st Lt.	G. Hardy, E. A.	S/Sgt.
N. Bollenbach, D.	2nd Lt.	G. Spellman, P. J.	S/Sgt.
B. Travis, C. J.	1st Lt.	G. Adams, R. G.	S/Sgt.
E. Wyly, G. R.	T/Sgt.	G. Connally, L. J.	S/Sgt.

10

Squadron to 369th Bomb Sq (H) A/C Number 42-5426

Total time for complete mission 6:15 Date April 17, 1943

P. <u>Terry, Major</u>	R. <u>Sparks, D. W. S/Sgt.</u>
CP. <u>Mageffin, J. G. 1st Lt.</u>	G. <u>Nolasco, P. P. S/Sgt.</u>
N. <u>Brown, J. C. 1st Lt.</u>	G. <u>Sliva, F. M. S/Sgt.</u>
E. <u>Colantoni, W. 1st Lt.</u>	G. <u>Watkins, R. G. S/Sgt.</u>
E. <u>Hinebaugh, D. L. T/Sgt.</u>	G. <u>Rosate, T. R. S/Sgt.</u>

12

MISSION LOADING LIST

Squadron 369th Bomb Sq (H) A/C Number 23084

Total time for complete mission 6:15 Date April 17, 1943

P. <u>Vinnedge, R. A. 1st Lt. Engineer</u>	<u>Loubet, R. R. Sgt.</u>
CP. <u>Marash, A. H. 1st Lt.</u>	G. <u>Frymover, C. E. S/Sgt.</u>
N. <u>Cavedo, K. E. 2nd Lt.</u>	G. <u>Ross, J. T. S/Sgt.</u>
B. <u>Lindsay, R. S. 2nd Lt.</u>	G. <u>Fassig, B. L. S/Sgt.</u>
E. <u>Brown, B. S.</u>	G. <u>Runnels, G. S/Sgt.</u>

Radio O.

9

MISSION LOADING LISTSquadron 423rd. Bomb. Sq. (H) A/C Number 42-5171Total time for complete mission _____ Date April 17, 1943.

P. <u>George, W.J.</u>	<u>1st. Lt.</u>	R. <u>Thornton, J.H.</u>	<u>T/Sgt.</u>
CP. <u>Malin, R.O.</u>	<u>2nd. Lt.</u>	G. <u>McCleenan, G.J.</u>	<u>S/Sgt.</u>
N. <u>Simmons, A.V.</u>	<u>2nd. Lt.</u>	G. <u>Bevan, D.J.</u>	<u>S/Sgt.</u>
I. <u>Parker, J.B.</u>	<u>2nd. Lt.</u>	G. <u>Ranall, C.E.</u>	<u>S/Sgt.</u>
E. <u>Mac Gregor, W.A.</u>	<u>T/Sgt.</u>	G. <u>Amrey, J.S.</u>	<u>S/Sgt.</u>

X - MISSING IN COMBAT.

MISSION LOADING LISTSquadron 423rd. Bomb. Sq. (H) A/C Number 25180Total time for complete mission 6:55 Date April 17, 1943.

P. <u>Lambert, J.L.</u>	<u>Major</u>	R. <u>Kirn, J.K.</u>	<u>T/Sgt.</u>
CP. <u>Smith, R.W.</u>	<u>Captain</u>	G. <u>Wilson, H.V.</u>	<u>S/Sgt.</u>
B. <u>May, C.H.</u>	<u>Captain</u>	G. <u>Wentworth, S.M.</u>	<u>S/Sgt.</u>
N. <u>Gaslin, H.E.</u>	<u>Captain</u>	G. <u>Romero, A.</u>	<u>S/Sgt.</u>
E. <u>Bezak, A.</u>	<u>T/Sgt.</u>	G. <u>Porcelli, F.N.</u>	<u>Sgt.</u>

Squadron ~~Piggy Back~~ 423rd. Bomb. Sq. A/C Number 42-5422

Total time for complete mission 7:00 Date April 17, 1943

P. Pipp, E.G.	1st. Lt.	R. Williams, B.C.	T/Sgt.
CP. Davis, M.W.	2nd. Lt.	G. Lusit, F.T.	S/Sgt.
N. Flower, L.J.	2nd. Lt.	C. Zaban, E.	S/Sgt.
B. Melillo, J.J.	Sgt.	G. Van Cleave, O.A.	S/Sgt.
E. Rogers, E.C.	T/Sgt.	G. Webb, J.	S/Sgt.

25
MISSION LOADING LIST

Squadron 423rd. Bomb. Sq. (H) A/C Number 42-29649

Total time for complete mission 6:45 Date April 17, 1943.

P. Salada, M.V.	Captain	R. Counts, C.M.	T/Sgt ¹
CP. Mc Callum R.	2nd. Lt.	G. Hobbs, J.M.	S/Sgt.
N. Drew, L.E.	1st. Lt.	G. Hart, W.W.	S/Sgt.
E. Pollock, E.J.	1st. Lt.	G. Gibson, R.H.	NIA. S/Sgt.
E. Fahrenhold, W.W.	S/Sgt.	G. Sanicke, N.M.	T/Sgt.

24

Squadron 423rd. Bomb. Sq. (H)

A/C Number 42-29524

Total time for complete mission 7:00

Date April 17, 1943.

P. <u>Smith, R.H.</u>	<u>2nd. Lt.</u>	R. <u>Mc Givney, M.A.</u>	<u>S/Sgt.</u>
CP. <u>Logan, T.E.</u>	<u>1st. Lt.</u>	F. <u>Piotrowski, W.</u>	<u>S/Sgt.</u>
N. <u>Pierce, L.S.</u>	<u>2nd. Lt.</u>	G. <u>Stokoiski, E.J.</u>	<u>S/Sgt.</u>
B. <u>Hull, W.E.</u>	<u>S/Sgt.</u>	G. <u>Durham, C.W.</u>	<u>S/Sgt.</u>
E. <u>Bamforth, L.L.</u>	<u>T/Sgt.</u>	G. <u>Smoot, J.E.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 423rd. Bomb. Sq. (H)

A/C Number 42-25714

Total time for complete mission 7:00

Date April 17, 1943.

P. <u>Youree, P.E.</u>	<u>Captain</u>	R. <u>Bean, H.E.</u>	<u>T/Sgt.</u>
CP. <u>Sugg, L.C.</u>	<u>2nd. Lt.</u>	G. <u>Mc Clure, K.N.</u>	<u>S/Sgt.</u>
N. <u>Cheney, J.S.</u>	<u>2nd. Lt.</u>	G. <u>Simons, L.A.</u>	<u>S/Sgt.</u>
B. <u>Steff, S.A.</u>	<u>2nd. Lt.</u>	G. <u>Coluard, F.L.</u>	<u>Sgt.</u>
E. <u>Wilkinson, W.R.</u>	<u>S/Sgt.</u>	G. <u>Baker, W.V.</u>	<u>Sgt.</u>

27

INTERROGATION FORM

(1) SQUADRON 367 368 369 423 A/C Number 720 Letter _____ Date 17/4/43

Bomb Load None H.E. Incend.

Position in Formation

Time Took Off _____ Time Landed _____

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

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

CREW: Give Name and Initials

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

H. O'Hara Pilot

- _____ CO-F
- _____ Nav.
- _____ Bomb.
- _____ Radio
- _____ Top T.
- _____ Ball T.
- _____ R. Waist
- _____ L. Waist
- _____ Tail G.

2. TARGET ATTACKED:

Primary Time: _____

Alternate Height: _____

Last Resort Heading:
 (circle)

Duration Bomb Run: _____

Abortive

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

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

Own Bombs: _____

Other Bombing: _____

*4. 40 mph gusts
 went out due to a
 break in the line.
 About 50 miles after
 the English coast
 at 1100 hrs.*

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND EXPLOSIONS:

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

Crew observations about Flak: _____

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

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 087 Letter _____ Date 11/4/43

Bomb Load 5x1000 H.E. Incendi. Posi. Formation

Time Took Off _____ Time Landed _____

		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
Detail

CREW: Give Rank and Initials

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

- W.J. McKearn Pilot
- H. Onnen CO-P
- H. J. G. Forgyarty Nav.
- T/S C.T. Wendolowski Bomb.
- T/S H.M. Brown Radio
- T/S G. Klusick Top T.
- S/S W.G. Hicks Ball T.
- S/S W.S. Standish R. Waist
- S/S E.S. Miller L. Waist
- S/S J.O. Wheeler Tail G.

ABORTIVE

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned Abortive:
4. Observed RESULTS OF BOMBING: (For this plane or others, in ocean) $\left\{ \begin{array}{l} 4^{\circ}30' E \\ 154^{\circ}45' N \end{array} \right.$

Own Bombs: Turned back at 54°30' N } at 1220 hours
50°43' E

Other Bombing: at 20,000'. The pump governor on # 2 engine went out and the motor ran away. # 4

5. Any PHOTOGRAPHS taken: Yes? No? started to go. The bombs were
6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: jettisoned in order to reduce
7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of the load on the ship. As one
turn; reason for returning early, and disposition of bombs.) motor was out and the other
was pulling very little.

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

Crew observations about Flak: _____

10. ENEMY FIGHTER OPPOSITION:

75-80 MC110 - FW190 - MC109F
(Estimated total number of E/A seen) (Types)

Packed up just before the I.P. - hit us then went to
Breaker and waited for us - caught us as we
came out of the F lat.

Shut up the low squadrons.
(Tactics of E/A)

All colors

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

(Our defensive action)

DESTROY	<u>nil</u>
PROBABLY	<u>nil</u>
DAMAGED	<u>nil</u>
Fill out immediately separate CLAIM FORM for each claim.	

FIGHTER SUPPORT met us about 1/2 hour off the Eng. Conv.

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

at 1344h a force of four naval vessels with small boats escorting them.
53° 55' N 11° 55' W - There was six large merchant vessels following. They were
08° 40' E

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) Horizontal stabilizer has holes in it from fighters

16. TECHNICAL FAILURES: nil

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

The leader of the lead group (of 91) had to slow down and we had to slow down - we overran him.

S-2 OFFICER J. J. Owen TIME COMPLETED

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

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 4RR Letter _____ Date 11/4/43

Bomb Load 5X1000 H.E. Incend.

Position in Formation

Time Took Off 930 Time Landed 1640

		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)

H. E. G. Papp Pilot

5-B-17 went down.

2 chutes out of 1-B-17 near Wildeshausen
at 1325

M. W. Davis CC-2

at 1317 - 2 chutes out of a B-17
Tail gunner estimates that he
saw about 20 chutes out of B-17's.
TARGET ATTACKED: in target area.

H. J. Flower Nav.

J. E. Melilo Bomb.

W. S. Williams Radio

E. C. Rogers Top T.

S. E. Zaban Ball T.

F. T. Lusic R. Waist

O. VanCleve L. Waist

J. Webb Tail G.

Primary Time: 1259

Alternate Height: 24600'

Last Resort Heading: 50°
(circle)

Duration Bomb Run: very short
160 ind. A/s speed.

3. Number of BOMBS dropped on target: 5 Jettisoned: _____ Returned: _____ Abortive: _____
- last 3 were recovered.

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

Own Bombs: NO.

Other Bombing: ?

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

As ordered.

8. WEATHER: (If it affected mission) at coast of Germany - scattered clouds - haze 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
------	-------	---------------	---	-----------------	---------------------------------------	----------

1253	Wildeshausen	24700'	H I	Black		{ Estimate a barrage 5000' deep.
<u>Flak from the I.P. to target and back to I.P.</u>						

Crew observations about Flak: This crew is of the opinion that this was brought up.

the flak was so heavy we were almost on instruments.

3 or 4 times observed a 20mm gun a bit to the flak - the downed

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

10. ENEMY FIGHTER OPPOSITION.

at 11:00 waiting 18 in no band
(Estimated total number of E/A seen) (Types)

over 50 - every thing -
(Location and length of fight)

190-109's

More 110's than ever.

(Tactics of E/A)

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

(Our defensive action)

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

11. FIGHTER SUPPORT

As ordered -

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

v transports heading South - 4 in water

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: (Specify)

16. TECHNICAL FAILURES:

* 1 engine - other

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

Bainbridge

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

INTERROGATION FORM

(4)

SQUADRON 367 368 (369) 423 A/C Number 426 Letter _____ Date 17/4/43

Bomb Load 5x1000 H.E. Incend. _____ Position in Formation _____

Time Took Off 955 Time Landed 1630

1- HOT NEWS to be phoned in? Yes No

Details:

1-B-17 - Main target - 6 minutes
2-B-17 " " 2 minutes each.

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

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

CREW: Give Rank and Initials

- Maj. Terry Pilot
- H. G. Magruder CO-P
- W. J. C. Brown Nav.
- W. W. Colantoni Bomb.
- S/S. D. M. Sparks Radio
- T/S. L. Hinshaw Top T.
- S/S. B. P. Molasses Ball T.
- S/S. F. M. Shiva R. Waist
- S/S. R. G. Watkins L. Waist
- S. T. A. Rosato Tail G.

2- TARGET ATTACKED:

Primary Time: 1259
terminate Height: 27500'

Last Resort Heading: 60°
(circle)

Duration Bomb Run: 1 minute

3- Number of BOMBS dropped on target: 5 Jettisoned: _____ Returned: _____ Abortive: _____

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

Own Bombs:

Other Bombing: The bombs of our wing men hit our target

5- Any PHOTOGRAPHS taken: Yes? No?

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: ✓

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

As ordered.

8- WEATHER: (If it affected mission) cloud under - cleared for the target

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

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

<u>Chapman</u>		<u>4-8</u>		<u>B</u>	<u>inacc. - out of range.</u>	
<u>1259 Target</u>		<u>27500'</u>	<u>H-I</u>	<u>B-</u>	<u>slightly below.</u>	

Crew observations about Flak: Definitely Barrage type -

Two bursts that looked like the bombs from fighters.

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

ENEMY FIGHTER OPERATION:

50-75

(Estimated total number of E/A seen)

ME 110's
" 210's.

FW's - ME 109's.

(Types)

Formation first picked up off islands going in to target
(Location and length of fight)

Didn't make attack until target and then all hell broke loose.

Most attacks from 12 o'clock.
(Tactics of E/A)

Made about 15-20 attacks on formation.

all colors -

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

(Our defensive action)

CLAIMS	
DESTROYED	<u>Nil.</u>
PROBABLY	_____
DAMAGED	_____
(Fill out <u>immediately</u> separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

Nil

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

Ship Convoy 54.4 602 1345. - Moving fast 1750.
Smoke screen over 602 1345. - Moving fast 1750.
Red burst moving and looked like cigar right over target

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

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

Nil

15. DAMAGE TO A/C:

Nil

16. TECHNICAL FAILURES:

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

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

INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 666 Letter _____ Date 17 April

Bomb Load SX 1000 H.E. Incend.

Position in Formation

Time Took-Off _____ Time Landed _____

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

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

CREW: Give Rank and Initials

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

1 B17 - near coast on way out.

- Hanes Pilot
- D.R. Winter CO-P
- J.F. Meltzer Nav.
- L.B. Irwin Bomb.
- C.A. Fatigati Radio
- M. Steinhart Top T. RE more.
- M.J. M. Steinhart Ball T.
- M.J. Komo R. Waist
- F.C. Latta L. Waist
- R. Peterson Tail G.

2- TARGET ATTACKED:

Primary X Time: 1302
Alternate Height: 27500
Last Resort Heading: 20°
(circle)
Duration Run:

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

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

Own Bombs:

Other Bombing:

2 Bldg. burning - and other bursts in area.

5- Any PHOTOGRAPHS taken: Yes? No?

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: -

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

As ordered.

8- WEATHER: (If it affected mission)

Heavy over Germany - cloudy coming out.

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

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

2 Bursts going in over Island. Black.
1259 Target 27500 Heavy Intense - Black, (looked like barrage)

Crew observations about Flak: _____

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

10. ENEMY FIGHTER OPPOSITION:

45-50. Mostly F.E.'s seen 110's.
(Estimated total number of E/A seen) (Types)

From target to coast.
(Location and length of contact)

Were waiting right over target before making attacks.

(Tactics of E/A)

Coming from all angles but mostly frontal.
ME 110's stayed back & hit stragglers.
(Color, markings, etc. of E/A)

Trid to bomb formation again but were not accurate.

(Our defensive action)

CLAIMS
DESTROYED <u>nil</u>
PROBABLY _____
DAMAGED _____
(Fill out immediately separate CLAIM FORM for each claim.)

11. FIGHTER SUPPORT

Observed off coast of England at 1840.

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.)
nil. looked like special effort was made to get low squadrons.

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)
(over)

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

15. nil

15. DAMAGE TO A/C: (Briefly)
2 small holes in wing.

16. TECHNICAL FAILURE

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

Too close on gas.

3-2 OFFICER Wright

TIME COMPLETED _____

FW seen shot down, pilot bailed & A/C hit water at 1345-10-11 off coast.

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

INTERROGATION FORM

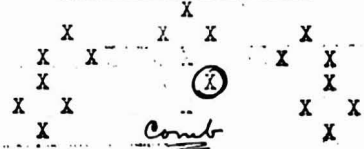
①

SQUADRON 367 368 () 423 A/C Number 784 Lett P Date 17-4-43

Bomb Load 541000 H.E. Incendi.

Time Took Off 945 Time Landed 1650

Position in Formation



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

3 in trouble - 14 chutes

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

- * #1 - after target - 8 baled - ~~14~~
- #2 - off to left - after target - 3 baled
- #3 - further to left - 3 out of that

CREW: Give Rank and Initials

- Hessner Pilot
- Wheeler CO-P
- Bollenbach Nav.
- Travis Bomb.
- 1/5 BH Dreiman Radio
- 1/5 GR Wiley Top T.
- 4/5 BA Hardy Ball T.
- 5/5 P.J. Spellman R. Waist
- 4/5 R.S. Adams L. Waist
- 5/5 G.J. Conolly Tail G. *

2- TARGET ATTACKED:

Primary Time: 1305
 Alternate Height: 77500
 Last Resort Heading: 094 48
 (circle)
 Duration Bomb Run: 1700

3- Number of BOMBS dropped on target: 5x 1000 Jettisoned: Returned: Abortive:

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

Own Bombs: Travis says target was hit

Other Bombs:

5- Any PHOTOGRAPHS taken: Yes? No?

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8- WEATHER: (If it affected mission) HAZY

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

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

Worst they ever saw Adams (BARRAGE) -

Little at 1.P. Very little or none going out.

Crew observations about Flak: Flack looked like Thunderhead -

10. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen)

(Location and length of fight)

(Tactics of E/A)

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

(Our defensive action)

C L A I M S	
DESTROYED	_____
PROB. BL	_____
DAMAGED	_____
(Fill in _____ separately _____ for each claim.)	

11. FIGHTER SUPPORT

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, d-coys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, 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)

16. TECHNICAL FAILURES:

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

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

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 524 Letter D Date April 17-43

Bomb Load 5X1000 H.E. Incend.

Position in Formation

Time Took Off 4:35 Time Landed 4:35

		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 name and Initials

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

Lt R. H. Smith Pilot

4 B 17's go down right short after target

Lt K. E. Logan CO-P

Lt X. S. Pierce Na..

Sgt Wm E. Hull Bomb.

Sgt M. A. M. Ewing Radio

Sgt L. D. Benford Top T.

Sgt W. Piotrowski Ball T.

Sgt E. J. Stalowski R. Waist

Sgt C. W. Durham L. Waist

Sgt J. E. Smart Tail G.

2- TARGET ATTACKED:

Primary Time: 1252

Alternate Height: 24800

Last Resort Heading: 310
(circle)

Duration Bomb Run:
30 seconds

3- Number of BOMBS dropped on target: 5 Jettisoned: Returned: Abortive:

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

Own Bombs: Too busy

Other Bombing: Too busy

5- Any PHOTOGRAPH taken: Yes? No?

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.)

same as ordered on way out: varied on way back

8- WEATHER: (If it affected mission) hazy

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

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

very heavy over target, accurate, heavy

Crew observations about Flak: pretty bad.

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

10. ENEMY FIGHTER OPPOSITION:

all types known

75-100
(Estimated total number of E/A seen) (Types)

1247 just before Althorn (01 1/4) until
(Location and length of fight)

1345 about 20 miles off coast
pressed attack's home

nose attack 11 and 1 at the same time

1088 was lobing from out of range
(Tactics of E/A)
seemed to attack formation as a whole

yellow nose, yellow wing tips
(Color, markings, etc. of E/A)
light, dark, silver, one 109 painted like a Spit

fired almost all am
(Our defensive action)
turned into attack's
evasive action

C L A I M S	
DESTROYED	<u>1</u>
PROBABLY	<u>0</u>
DAMAGED	<u>1</u>
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

as ordered at 1452
in fact little early

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)
Winklers - smoke screen both vert & horizon
ships - 3 groups fanning out

fighters came thru flak

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)
2 B17 (91st) hit at target flak - others ok

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

15. DAMAGE TO A/C: Briefly:
small holes - empty shell cases

16. TECHNICAL FAILURES:
1 flak hole in wing

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)
too many aborting too d-m late

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

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 180 Letter B Date 3/17/43

Bomb Load SX1000 H.E. Incendi.

Position in Formation

Time Took Off 9:45 Time Landed 16:30

	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)

Maj. Lambert Pilot

Saw 4 B17, go down very near target all about 5 min. after target 171 was seen probably hit & flak. At that time hit up at rt. angles. Then saw 6 chutes + plane going down smoke.

Capt. Smith CO-P

Capt. Gaslin Nav.

Capt. May Bomb.

Sgt. J.K. Kim Radio

T/S A. Beck Top T.

H.V. Wilson Ball T.

S.M. Wentworth R. Waist

A. Romero L. Waist

FN Corcelle Tail G.

2- TARGET ATTACKED:

(Primary) Time: 1259
Alternate Height: 24500
Last Resort Heading: 15°
(circle)
Duration Bomb Run: 40 sec.

3- Number of BOMBS dropped on target: 5 Jettisoned: Returned: Abortive:

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

Own Bombs: Not seen.

But it should be good.

Other Bombing: Not seen.

5- Any PHOTOGRAPHS taken: Yes? No?

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

O.K. as ordered except climbed to late.

8- WEATHER: (If it affected mission) *pretty much as brief. High clouds at 30,000*

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

1259	Target		Extremely intense. Heavy barrage. Most flak at altitude area. Not aimed for most part.			
			Flak ships on way out. off coast but minutes: 5000 ft low.			

Crew observations about Flak:

Hit by flak

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

10. ENEMY FIGHTER OPPOSITION
60-70 Mc109F, FW190, Mc110's
(Estimated total number of E/A's) (Types)

Picked us up at the IP - made with us but did not attack until after we left the range
(Location and length of F.O.)

The Mc110's would wait for the Mc109's to knock a fighter down and would then take over for the kill - sitting on the tail

(Tactics of E/A)

Red nosed Mc109's - also yellow nosed FW190's. Also some black fighters - those did not seem to press their attacks.
(Color, markings, etc. of E/A)

(Our defensive action)

DESTROYED nil
PROBABLY
DAMAGED
Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT met some Spets 5 min from English coast

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

at 1315 an FW190 went down - pilot baled
4 Flak boats - 5 min off the west end of Great Island - Flak was way below us

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by 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.)
nil

15. DAMAGE TO A/C: (Briefly) 1 Piece of flak in dorsal fin - holes

16. TECHNICAL FAILURES: nil

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

nil
SJO

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

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 649 Letter V Date 17-4-43

Bomb Load 541000 A.E. Incend.

Position in Formation

Time Took Off 945 Time Landed _____

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

1. HOT NEWS to be phoned in? Yes No

Details: _____

CREW: Give _____ and Initials _____

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

Capt Salada Pilot

Bob McCullum CC-

Pollock Nav.

Lt R Drew Bomb.

T/S C McCants Radio

S/Sgt W W Fahrenheit Top T.

S/Sgt J M Hobbs Ball T.

S/Sgt W W Hart R. Waist

S/Sgt R H Gibson L. Waist

T/Sgt N M Sawiche Tail G.

Saw one from our group - think it (George) - was sight just before dropped bombs - PW hit stabilizer - crumpled.

TARGET ATTACKED:

Primary Time: 1300

Alternate Height: 15000

Last Resort Heading: 0°

Duration Bomb Run: 30°

3. Number of BOMBS dropped on target: 1000 Jettisoned: _____ Returned: _____ Abortive: _____

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

Own Bombs: Dropped early

Other Bombing: Didn't see

*Saw one B17
Load at convoy
Ship turned back
behind*

5. Any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND ROCKETS:

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

OK

8. WEATHER: (If it affected mission.) Clear

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

Fighters - right then black - and then formation
More black than Pollock ever saw They black
Barrage all over - Could see cloud over target
of flak smoke when over cont
 Crew observations about Flak: _____
Also over islands - 10 or 15 minutes in flak.

*Engine trouble blew out 10 minutes
+ 3 or 4 clouds - but under
control - on R. side
Number 1 in it after target*

(10)

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

10. ENEMY INTER OPPOSITION:

A grad 75-100 lbs. Matt S.F. 1/84s ME/110s
(Estimated total number of E/A) (Types)
some after cont. say first band of 12 but EA waited for band sum to attack
some thru circle around down
(Location and length of contact)

A continued attack until 13:00 pretty close to cont. Matt had on
attacks between 11 and 1.

(Tactics of E/A)

Silver ships: Yellow ME/109, 1st/10th
Yellow with silver wings ME/109s.
(Color, markings, etc. of E/A)

(Our defensive action)

DESTROYED	<u>1</u>
PROBABLY	
IMAGED	
(fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

none

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, ena 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)

in short

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

none

15. DAMAGE TO A/C: (Briefly)

some fuel holes.

16. TECHNICAL FAILURES:

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

Hardest combat I've had yet. Formation had some of stragglers from group ahead.

12

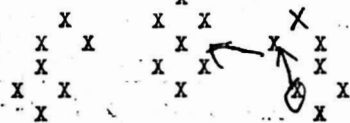
INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 407 Letter L Date 3/17

Bomb Load 5X1000 H.E. Incendi.

Position in Formation

Time Took Off 9:45 Time Landed 16:40



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)

Saw grey hit by flak on target. Saw 2 chutes. Saw 7 B7s go down

- Reecher Pilot
- T. D. Edgewood CO-P
- H.E. Lane Nav.
- Ed. Zapella-Zabawa Bomb.
- R.G. Shultz Radio
- J.W. Walkenhorst Top T.
- M. Conroy Ball T.
- L.J. Dunfee R. Waist
- L.L. Miller L. Waist
- W.D. Sullivan Tail G.

2 TARGET ATTACKED:

Primary Time: _____
 Alternate Height: 29,500
 Last Resort Heading: ?
 (circle)
 Duration Bomb Run: with others

3 Number of BS dropped on target: 5 Justified: _____ Returned: _____ Abortive: _____

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

Own Bombs: *not seen no time. own squadron dropped ahead of lead squadron.*

Other Bombing:

5 Any PHOTOGRAPHS taken: Yes? No? *Camera not started*

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.)

as ordered

8 WEATHER: (If it affected mission)

good

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	Accuracy in re- A/C
------	-------	---------------	---	-----------------	---------------------

the target. No intense. Big range. Black.

10 observations about Flak:

some flak hits in front. Bay.

10. ENEMY FIGHTER OPPOSITION

100 enemy

15 ME 105s

Mainly FWs + ME

(Estimated total number of E/A seen)

(Types)

Fighters went right to target. Bombed until turn then hit

(Location and length of fight)

Navigator shot in back on attack 3 minutes after bombs dropped + killed
Amm. plate under turn. 50s covered bomb area

(Tactics of E/A)

Yellow ones

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

(Our defensive action)

CLAIMS	
DESTROYED	<u>2</u>
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

none

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

none

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

as above

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

Navigator killed @ 2000 m. Died 5 minutes after hit. Leg practically blown off.

15. DAMAGE TO A/C: (Briefly) 3000 m. #2 engine hit, 1 in front dog. Coll tunnel + tail hit

16. TECHNICAL FAILURES: none

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

None

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

INTERROGATION FOR

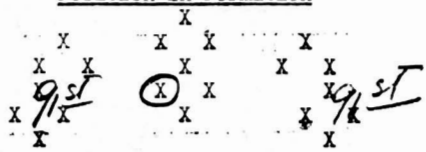
SQUADRON 367:368 369 423 A/C Number 218 Letter _____ Date 17/4/43

Bomb Load 5/1000 H.E. Incend. _____ Position in Formation _____

Time Took Off 0957 Time Landed 1620

15

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. C.D. BRISCOE Pilot

5 B17 after target "F.P. SHERMAN CO-P

100 of over islands boats "D.F. MACGHEE Nav.

FEW firing B17 going "J.K. HICKEY Bomb.

down. 8 chunks out of one "S.R.L. NEWPORT Radio

2- TARGET ATTACKED: 3 out of another "S.H.L. NOYES Top T.

Primary Time: 12.59.50 "S.W.L. ROSE Ball T.

Alternate Height: 2500 mag "S.A.F. MEAUX R. Waist

Last Resort Heading: 27100 "S.J.T. DEETS L. Waist

Duration E. Run: 20 sec "S.J.R. ROLLER Tail G.

3- Number of BOMBS dropped on target: 5 Jettisoned: _____ Returned: _____ Abortive: _____

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

Own BOMB:

91st burned on

Other Bombing: not half smoke covered

some overages - way over

5- Any PHOTOGRAPHS taken: Yes? No?

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: _____

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

satisfactory

8- WEATHER: (If it affected mission)

hazy - could see flashes of E/A fire

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

I.P. few bursts off to left
target fire st. up not following - all good
black

Crew observations about Flak: very int. fire - one B17 down low fire at big ship (water)
chad hit

10. ENEMY FIGHTER OPPOSITION:

30 to 50 M88, ME 109's, 10's FW 190's
(Estimated total number of E/A seen) (Types)

40 minutes continuous attack 1255 to 1340
(Location and length of fight)

Head on from 10 to 2 o'clock low and level coming in close. ~~Head~~

(Tactics of E)

FW 190 Yellow nose and wingtips
ME 109's Red nose.
(Color, markings, etc. of E/A)

(Our defensive action)

Prisco's ship saw E/A fighters
fall out.

C L A I M S	
DESTROYED	0 1
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate FORM for each case)	

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 of airdromes, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

FW 190 shot at man who baled out of B17

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)

One B17 engine on fire going down out of control 4 parachutes out. ^{after target.}

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

15. DAMAGE TO A/C: (Briefly) empty shell cases shattered windows
flew flak holes in fuselage.

16. TECHNICAL FAILURES: Charging mechanism out on top turret guns.
One ball turret gun out.

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

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 084 Letter _____ Date 17/4/43

Bomb Load 5X1500 H.E. Incend.

Position in Formation

Time Took Off 957 Time Landed 1624

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

HOT NEWS to be phoned in? Yes No
 Details:

CREW: Give name and Initials

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

- Lt. Nimedge Pilot
- Lt. H. Marsh CO-P
- Lt. K.B. Casado Na
- Lt. R.S. Lindsay Bomb.
- Sgt. B.S. Brown Radio
- Sgt. P.R. Loubet Top.T.
- Sgt. C.E. Frymoyer Ball T.
- Sgt. J.T. Ross R. Waist
- Sgt. J.P. Fassig L. Waist
- Sgt. R. Kimmels Tail G.

TARGET ATTACKED:

Primary Time: 1360
 Alternate Height: 26,500
 Last Resort Heading: 140
 (circle)
 Duration Bomb Run: 40 seconds

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

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

Own Bombs: To busy with fighters and flak.

Other Bombing:

- Any PHOTOGRAPHS taken: Yes? (No)
- GROUND TARGETS ATTACKED BY GUNFIRE AND REFINES:

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

At 1329 smoke screen at Underway home.
"1345 Convoy 8 ships 4 large escorted by destroyers"

WEATHER: (If it affected mission) about five miles off Guist Island, 3/10ths and haze.

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

1300 Target 26500 Heavy intense Black Good accuracy.

1315 Light flak over Frezian Islands on way out.

Crew observations about Flak:

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

10. ENEMY FIGHTER OPPOSITION:

Two minutes before 1P - 15 minutes after
(Estimated total number of E/A seen) (Types)

crossing land. Flew along then went ahead &

(Location and length of fight) turned in for frontal attacks

1745 saw 16 FW

Saw 27 at one time FW

(Lots more 109's)

(Tactics of E/A)

110's
88's

over 50

4 attacks - stayed one hour.

stopped 15 miles off coast.

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

(Our defensive action)

Saw one FW explode
saw 2 pilots bale FW.

<u>CLAIMS</u>	
DESTROYED	<u>/</u>
PROBABLY	<u>/</u>
DAMAGED	<u>/</u>
Fill out immediately separate CLAIM FORM for each claim.	

FIGHTER SUPPORT

Met them as ordered -

NO Bombs -

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

26 Black ships plus a convoy -
light and didn't read.

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)
2 holes

Saw something
like cloth (pennant)
in
AIR

16. TECHNIC FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)
Rugged!
Flock broke up. then
formation then
fighters came
in and
kept churning
up.

S-2 OFFICER

TIME COMPLETED

Banning Jones

510

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

INTERROGATION FORM

SQUADRON 367-368-369 (423) A/C Number 714 Letter G Date 4/17/43

Bomb Load 5X1000 H.E. Incend. Position in Formation

Time Took Off <u> </u>	Time Landed <u> </u>	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)

Captain Ymrel Pilot
1st Lt. L.O. Sugg CO-P
1st Lt. Chaney Nav.
1st GS Hornor Bomb.
TS HR Bean Radio
S/S W. Williamson Top T.
S/S K.H. McClure Ball T.
S/S L.A. Skinner R. Waist
S/S FL ~~Colvard~~ Colvard L. Waist
S/S W.V. Baker Tail G.

2. TARGET ATTACKED:

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

Same as reported.

3. Number of BOMBS dropped on target: 5 Returned: Abortive:

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

Own Bombs:

Other bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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	Accuracy
------	-------	---------------	---	-----------------	----------

same as reported by others. (In aircraft not see fighter tactics.)

Observations about Flak:

COMBAT FORM

CONFIDENTIAL

Group 306

Date 17/4/43

Squadron 369

Place where attacked just before target

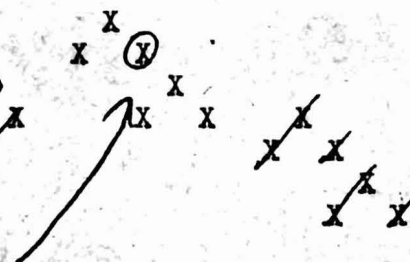
A/C No. 404

Time 1258 Height 27,000

Story of the attack-- An FW190 was spotted at 7 o'clock. He came in direct at 6 o'clock. When he was about 250 yards I fired about 30 bursts at him head on. E/A's engine burst into flames. The nose went up and he slid off to the right and fell into a tight spiral. Later as he fell, the pilot was seen to bail out.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading 20 degrees
- b. visibility good
- c. type of E/A FW190
- d. level of attack;
 - From high above _____
 - (Check level _____
 - One) below X
 - low _____

3. Our Gun Positions Firing on E/A

Names Sgt. R. J. Daley

Position Tail Gunner

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

Corroborated by _____
Position in A/C _____

Other A/C firing at the same time? No

5. Comments of the interrogator: good claim

CONFIDENTIAL

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

Time _____ Interrogator _____

Lt. A. B. Richardson.

GROUP 306

DATE 17 April, 1943

SQUADRON 423

PLACE WHERE ATTACKED Bremen

A/C NO. _____

TIME 1300 HEIGHT 26,000

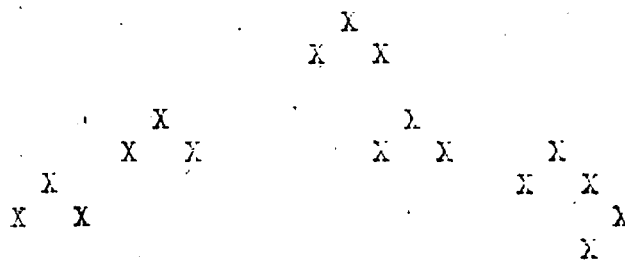
1. Story of the attack: FW 190 made an attack from the rear, opened fire at 800 yards, was hit, caught on fire and exploded 200 yards from B-17.

DESTROYED
 A-2 I.G.W.

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

2. Diagram of attack

On diagram, show
 a. Which of our A/C was attacked
 b. Direction of E/A attack
 c. Sun position



Data on Combat
 a. Our heading _____
 b. Visibility _____
 c. Type of E/A _____
 d. Level of attack _____
 X X From high above _____ o'clock
 Level _____ o'clock
 (Check one) Below _____ o'clock
 Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt. Jack S. Amrey

Positions Tail gunner

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

1st Lt. Prachares

COMBAT FORM

GROUP 306

DATE 17 April, 1943

SQUADRON 368

PLACE WHERE ATTACKED Bronca

A/C NO. _____

TIME 1300 HEIGHT 24,000

1. Story of the attack: Me 109 came in about 4 o'clock high and opened fire into nose and engine of Me 109, and it blew up.

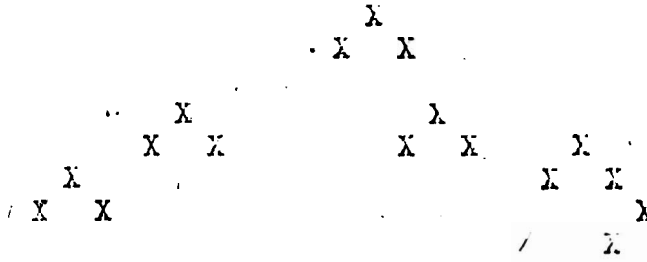
DESTROYED
A-2. I.D.V.

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

2. Diagram of attack

On diagram, show

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



Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A _____
- d. Level of attack
 - From high above _____ o'clock
 - Level _____ o'clock
 - (Check one) Below _____ o'clock
 - Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt. Wilton G. Galnett

Positions Right Waist

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

1st Lt. Brashares

Group 306

Date _____

Squadron 121

Place where attacked target vicinity

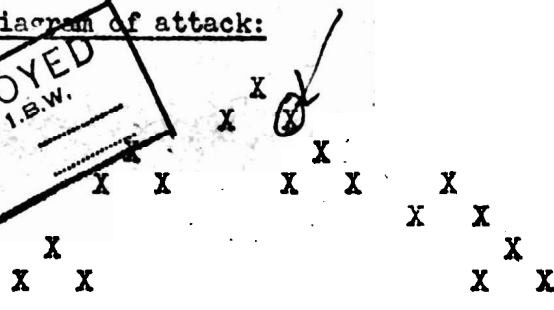
A/C No. 524

Time 1300 Height 21,600

Story of the attack-- ME109 attacked from 1230 and high. Bombardier
fired on him at 650 yards. Kept firing as he came in. ME blew up
completely disintegrated at about 75 yards.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading unknown
- b. visibility good
- c. type of E/A ME109
- d. level of attack;
From high above X
(Check level _____
One) below _____
very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. William E. Hall

Positions Bombardier

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

Corroborated by _____
Position in A/C _____

Other A/C firing at the same time? None

5. Comments of the interrogator: no question about this

CONFIDENTIAL

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

Time _____ Interrogator _____
Capt. J. F. O'Sullivan

GROUP 306

DATE 17 April, 1943

SQUADRON 423

PLACE WHERE ATTACKED Bremen

A/C NO. _____

TIME 1300 HEIGHT _____

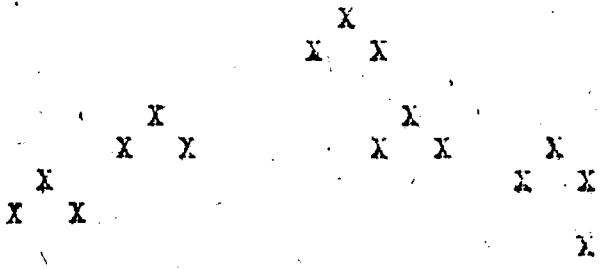
1. Story of the attack: FW 190 made an attack 6:30 o'clock low. Saw

FW disintegrate in air less than 300 yds from B-17.

DESTROYED
A-2. I.E.W.
.....
.....

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

2. Diagram of attack



On diagram, show

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

Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A _____
- d. Level of attack _____
- From high above _____ o'clock
- Level _____ o'clock
- (Check one) Below 6:30 o'clock
- Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names a/Sgt. G.L. McClenan

Positions Ball turret

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

CONFIDENTIAL

Group 306

Date April 17, 1943

Squadron 369

Place where attacked Turn after target

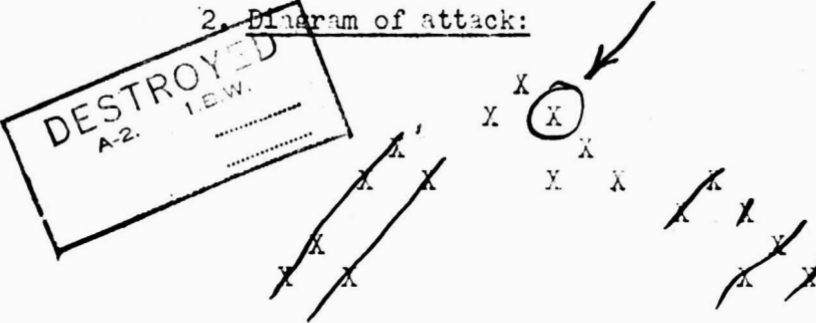
A/C No. 404

Time 1303 Height 27,000 ft.

Story of the attack-- FW 190 swerved in from 2 o'clock. Top turrett
gunner caught him just behind the engine as he went past at 250 yards.
A Piece as big as a stove, right behind cowling, exploded in small
pieces. E/A peeled off at 4 o'clock and went down in flat spin, enveloped in
heavy black smoke. Pilot seen to bail out.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading 27,000
- b. visibility good
- c. type of E/A FW 190
- d. level of attack;
 - From high above x
 - (Check level _____
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/A

Names Sgt. R. W. Holloway

Positions Top-Turrett

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

Corroborated by S/Sgt. J. F. Wilkins
 Position in A/C Right Waist

Other A/C firing at the same time? None

Comments of the interrogator: Looks Certain

CONFIDENTIAL

If information was very different from standard, show on back of sheet. Interrogator Lt. Richardson

COMBAT FORM CONFIDENTIAL

Group 306

Date 17/4/43

Squadron 367

Place where attacked after target

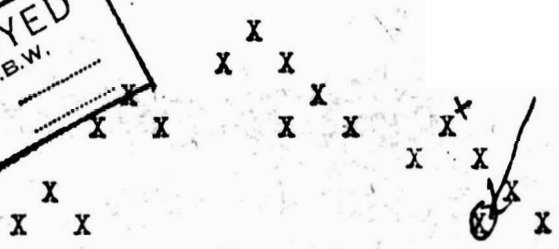
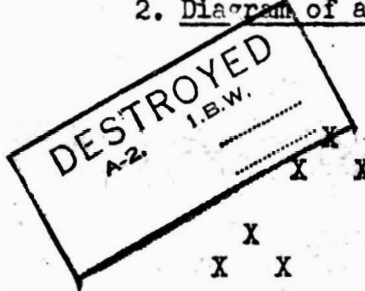
A/C No. 407

Time 1904 Height 21,000

Story of the attack-- Fx190 came in from a pass on ships ahead of us and followed through on us at 1230 o'clock and low. Bombardier fired on him with twin nose guns. When at about 400 yards wing came off and suddenly E/A disintegrated.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading 270°
- b. visibility good
- c. type of E/A Fx190
- d. level of attack;
 - From high above _____
 - (Check level _____
 - One) below X
 - very low _____

3. Our Gun Positions Firing on E/A

Names S/Egt. E. J. Zabawa

Positions Sgt. Bombardier

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

Corroborated by H.S. The Navigator said he saw it, but was killed shortly thereafter.

Other A/C firing at the same time? None

5. Comments of the interrogator: a sure kill

CONFIDENTIAL

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

Time _____ Interrogator Capt. Fred Baldwin

COMBAT FORM

CONFIDENTIAL

Group 306

Date April 17, 1943

Squadron 369

Place where attacked just after target

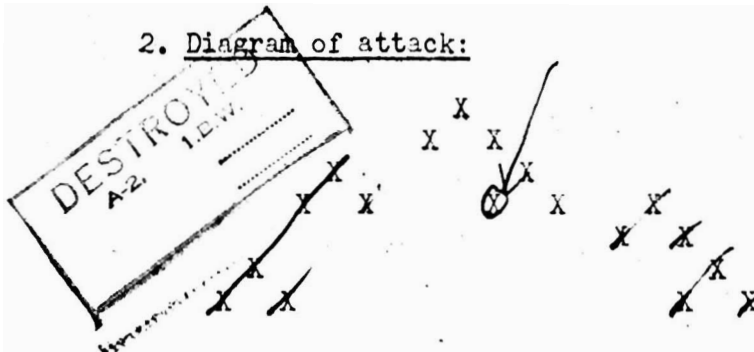
A/C No. 218

Time 1305 Height 25,000 ft.

Story of the attack-- FW 190 came in from 1230 o'clock from slightly above. At 250, 200 and 150 yards bombardier got in excellent bursts. Elevator and parts of tail plane fell off and E/A fell out of control into tight spin, more parts being seen to fall off as he descended. No smoke or fire seen.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading 3100
- b. visibility excellent
- c. type of E/A FW190
- d. level of attack;
 - From high above X
 - (Check level _____
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/A

Names Lt. J. K. Hickey

Positions Bombardier

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

Corroborated by Lt. F. P. Sherman
Position in A/C Co-Pilot

Other A/C firing at the same time? None

Comments of the interrogator: Certain destroyed

CONFIDENTIAL

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

Time _____ Interrogator _____

Lt. Endelph

CONFIDENTIAL
COMBAT FORM

Group 306

Date 17/4/43

Squadron 433

Place where attacked after target

A/C No. 524

Time 1305 Height 24,800

Story of the attack-- FU190 attacked from one o'clock and below. Fired on by Sgt. Piotrowski at 100 yards. Kept firing into fuselage and whole fuselage and tail were seen to break off. Went into violent spin. Wing came off and pieces of E/A were scattered about.

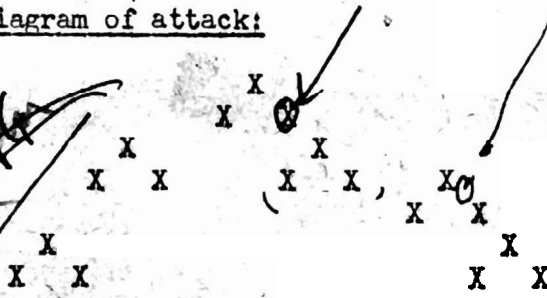
as ship passed about 30 yds under on AC

gun shells 3 times

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

RE-EVALUATED AS DESTROYED BY [Signature]

Diagram of attack:



On Diagram, show

- a. which of our A/C was attacked;
- b. direction of E/A attack;
- c. sun position:

Data on Combat

- a. Our heading _____
- b. visibility good
- c. type of E/A FU190
- d. level of attack;
 - From high above _____
 - (Check level _____
 - One) below X
 - very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. Walter Piotrowski

Positions Ball Turret Gunner

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

Corroborated by Sgt. E. J. Stokowski
Position in A/C E. Waist

Captain Chester May
Bombardier Ship #180

Other A/C firing at the same time? Plane #180

5. Comments of the interrogator: An absolute certain.

CONFIDENTIAL

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

Time _____ Interrogator _____

Capt. J. F. O'Sullivan

COMBAT FORM
CONFIDENTIAL

Group 306

Date 17/4/43

Squadron 367

Place where attacked after target

A/C No. 407

Time 1307 Height unknown

Story of the attack--When formation of this squadron was pretty much broken up, an FW190 came from ahead and to the right, wheeling into our plane at 3 o'clock. When at 150 yards distance, right waist gunner, who had been firing at him saw E/A burst into intense flames. Tail gunner saw this and watched plane fall in flames and in tight spin. Then as it fell tail gunner saw tail of FW rip off. Our plane at the time was out by itself.

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

2. Diagram of attack:



On Diagram, show

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

Data on Com

- a. Our heading 290°
- b. visibility good
- c. type of E/A FW190
- d. level of attack;
From high above _____
(Check level X
One) below _____
very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. L. J. Durfee

Positions Right Waist Gunner

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

Corroborated by W. D. Brittain
Position in A/C Tail Gunner

Other A/C firing at the same time? None

5. Comments of the interrogator: a certain

CONFIDENTIAL

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

Time _____ Interrogator _____
Capt. Fred Baldwin

COMBAT FORM

CONFIDENTIAL

Group 306

Squadron 369

Place where attacked after target

A/C No. 218

Time 1308 Height 25,000

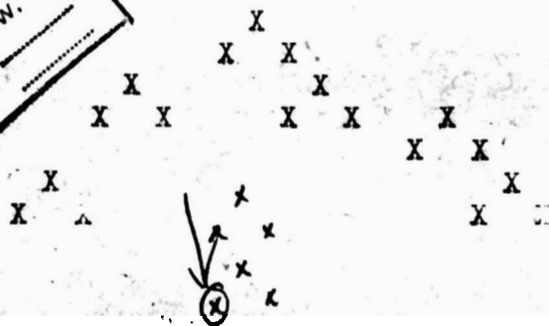
Story of the attack-- E/A, FW190 attacked nose from 11 o'clock. Bombardier fired several bursts at 150 yards. E/A burst into intense flames and went into a tight spin enveloped in flames.

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

2. Diagram of attack:

On Diagram, show

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



Data on Combat

- a. Our heading 310
- b. visibility excellent
- c. type of E/A FW190
- d. level of attack;
 - From high above _____
 - (Check level X
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/A

Names Lt. J. K. Hickey

Positions Bombardier

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

Corroborated by Lt. D. F. MacGhee Lt. Sherman
Position in A/C Navigator Co-pilot

Other A/C firing at the same time? None

5. Comments of the interrogator:

CONFIDENTIAL

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

Time _____ Interrogator _____

Lt. Rudolph Skalak

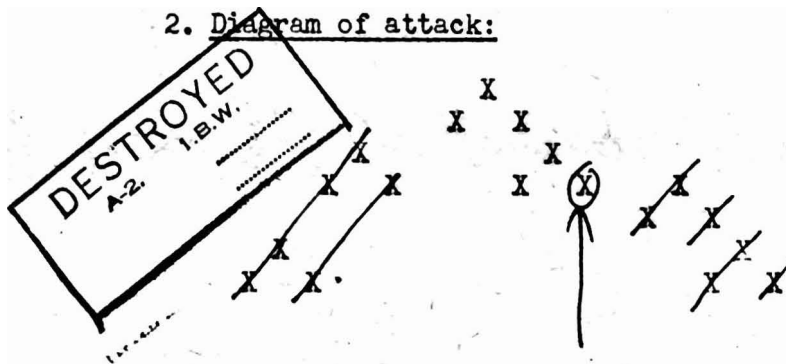
CONFIDENTIALGroup 306Date 17/4/43Squadron 369Place where attacked after target

A/C No. _____

Time 1315Height 26,500

Story of the attack--HE 109F came in from 6 o'clock and above. Gave E/A a few bursts at 1000 yards. As he came in to 300 yards, clouds of smoke poured out. As E/A went straight down, the pilot was seen to bail out.

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

2. Diagram of attack:On Diagram,

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

Data on Combat

- Our heading unknown
- visibility good
- type of E/A HE 109
- level of attack;
 - from high above X
 - (Check level _____
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/ANames S/Sgt. Glen RussellPositions Tail Gunner4. If E/A was Shot Down or Damaged:

Corroborated by Lt. Brisson
 Position in A/C Pilot of plane #218

Other A/C firing at the same time? None5. Comments of the interrogator: certain with pilot bailing out.**CONFIDENTIAL**

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

Time _____ Interrogator _____

Capt. Wiley N. Glass

Group 306Date 17 April 1943Squadron 368Place where attacked Bremen

A/C No: _____

Time 1315Height 21000

1. Story of the attack: - Attacked by ME 110 - while firing on E/A, left engine burst into flame, E/A started to turn over and the entire wing tore off and E/A went down in flames.

DESTROYED
A-2. I.S.W.

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

2. Diagram of attack:

```

                X
              X X
            X
          X X
        X X
      X X
    X X
  
```

On Diagram, show.

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

Data on Combat

- our heading _____
- visibility _____
- type of E/A ME 110
- level of attack;

From high above	_____	0'clock
level	_____	0'clock
(Check below	_____	0'clock
One) very low	_____	0'clock

3. Our Gun Positions Firing on E/A.Names S/Sgt. Archie M. BakerPositions tail gunner

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

Corroborated by S/Sgt. H. WarrenPosition in A/C ball turret

Other A/C firing at the same time? _____

5. Comments of the interrogator: _____

DESTROYED

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

Time _____ Interrogator _____

1st Lt Brashares

COMBAT FORM

GROUP 306

DATE 17 April, 1943

SQUADRON 368

PLACE WHERE ATTACKED Broden

A/C NO. _____

TIME 1430 HEIGHT 22,000

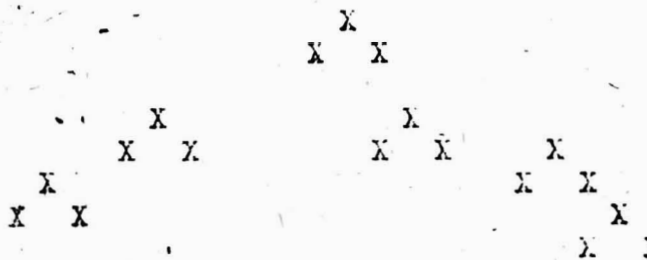
1. Story of the attack: FW 190 attacked 6 o'clock low on tail. Opened fire and FW seen in flames, down in dive and to explode.

Many fighters attacked in the area.

DESTROYED
A-2. I.D.W.

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

2. Diagram of attack



On diagram, show

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

Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A _____
- d. Level of attack _____
- X X From high above _____ o'clock
- Level _____ o'clock
- (Check one) Below _____ o'clock
- Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt. E.A. Frusetti

Positions Tail gun

4. If E/A was shot down or damaged:

Corroborated by S/Sgt. W.J. Phillips

Position in A/C Ball turret

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

1st Lt. Brashares

COMBAT FORM

GROUP 306

DATE 17 April, 1943

SQUADRON 368

PLACE WHERE ATTACKED Tram

A/C NO. _____

TIME 1320 HEIGHT 22,000

1. Story of the attack; Wallo came about 20 yards above B-17 and fired directly into nose and belly of plane when seen to burst into flames and go down in a spin.

PROBABLE
A-2. T.O.V.

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

2. Diagram of attack

On diagram, show

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



Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A _____
- d. Level of attack _____
- From high above _____ o'clock
- Level _____ o'clock
- Below _____ o'clock
- (Check one) Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names T/Sgt. James B. Stalner

Positions Turret gunner

4. If E/A was shot down or damaged:

Corroborated by T/Sgt. H.W. Bergino

Position in A/C Radio Operator

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

1st Lt. Brachares

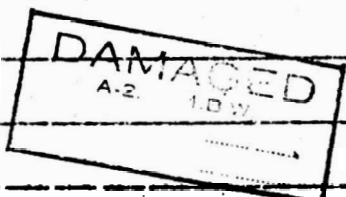
GROUP 306
423
 SQUADRON _____
 A/C NO. _____

DATE 17 April, 1943

PLACE WHERE ATTACHED Bremen
 TIME 1300 HEIGHT 26,000

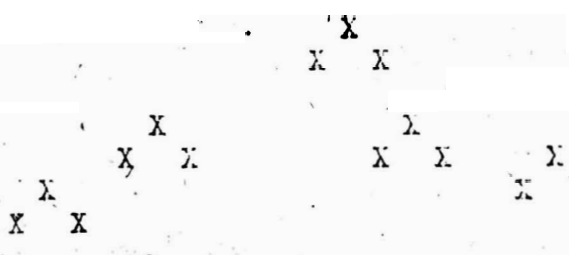
FW 190 attacked, caught fire, seen to go into a spin

1. Story of the attack:
and disintegrate.



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

2. Diagram of attack



On diagram, show
 a. Which of our A/C was attacked
 b. Direction of E/A attack
 c. Sun position

Data on Combat
 a. Our heading _____
 b. Visibility _____
 c. Type of E/A _____
 d. Level of attack _____
 From high above _____ o'clock
 Level _____ o'clock
 (Check one) Below _____ o'clock
 Very low _____ o'clock

3. Our Gun Positions Firing on E/A.
s/sgt. Charles W. Randall

Names _____
Waist gunner
 Positions _____

4. If E/A was shot down or damaged:

Corroborated by _____
 Position in A/C _____
 Other A/C firing at the same time _____

5. Comments of the interrogator:

Damaged.

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

Time _____ Interrogator _____
1st Lt. Frashares

Group 306

Date April 17, 1943

Squadron 423

Place where attacked After Target

A/C No. 714

Time 1306 Height 25,000 ft.

Story of the attack-- S/Sgt. W. V. Baker, tail gunner on plane

No. 714 piloted by Captain Youres, fired at FW 190 coming in at six o'clock.

When E/A got pretty close, a large part of engine cowling broke off.

Other bits broke off and plane peeled off, Abandoning attack.

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

2. Diagram of attack:

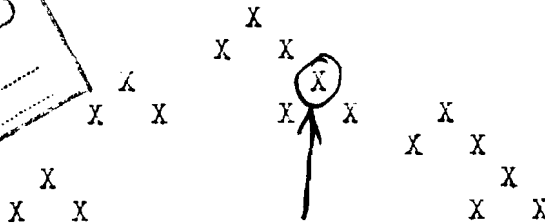
On Diagram, show

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

Data on Combat

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

DAMAGED
A2. I.B.W.



3. Our Gun Positions Firing on E/A

Names S/Sgt. W. V. Baker

Positions Tail Gunner

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

Corroborated by _____
Position in A/C _____

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

Comments of the interrogator: Damaged

Plane landed away. Crew interrogated April 18, 1943. This claim was included in telephone and teletype reports as damaged.

CONFIDENTIAL

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

Time _____ Interrogator Lee P. Halden

COMBAT FORM

GROUP 306

DATE 17 April 1943

SQUADRON 367

PLACE WHERE ATTACKED Bremen

A/C NO. _____

TIME 1200 HEIGHT 18000

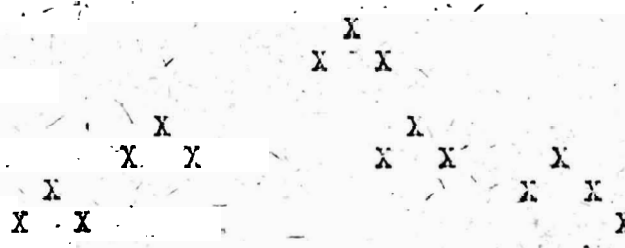
1. Story of the attack: Fired on Ju 88 which blew up.

no claim

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

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

2. Diagram of attack



On diagram show
a. Which of our A/C was attacked
b. Direction of E/A attack
c. Sun position

Data on Combat
a. Our heading _____
b. Visibility _____
c. Type of E/A Ju 88
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check: Below _____ o'clock
one) Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names Sgt. Robert E Hansen

Positions Togelien

4. If E/A was shot down or damaged:

Corroborated by T/Sgt R. E. Livingstone - Eng.

Position in A/C 1st Lt. Frank L. Watson - Pilot

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

E.T. Murtha

COMBAT FORM

Group 306

Date 17 April 1943

Squadron 367

Place where attacked Brunn

A/C No: _____

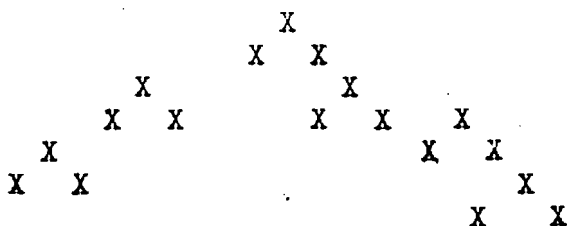
Time 1200 Height 14000

1. Story of the attack: - Shot right wing off 10310 - down in flames

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

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

2. Diagram of attack:



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

Data on Combat
a. our heading _____
b. visibility _____
c. type of E/A 130
d. level of attack;
From high above _____ 0'clock
level _____ 0'clock
below _____ 0'clock
(Check One) very low _____ 0'clock

3. Our Gun Positions Firing on E/A.

Names 1st Lt. Robert E. Hanson

Positions tailgunner

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

Corroborated by T/SGT R.E. Livingstone Engineer

Position in A/C 1st Lt. Frank L. Hatake Pilot

Other A/C firing at the same time? _____

5. Comments of the interrogator: _____

Destroyed

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

Time _____ Interrogator _____

1st Lt. Brachman

COMBAT FORM

GROUP 306

DATE 17 April 1943

SQUADRON 369

PLACE WHERE ATTACKED Bremen

A/C NO. _____

TIME 1250 HEIGHT 25000

1. Story of the attack: F W 190 attacked from tail opened fire and seen to blow up.

More info

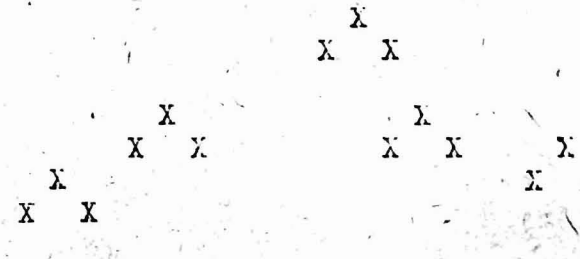
NO CLAIM
A-2. T.B.W.

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

2. Diagram of attack

On diagram, show

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



Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A _____
- d. Level of attack _____
- From high above _____ o'clock
- Level _____ o'clock
- (Check Below _____ o'clock
- one) Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names 1/Sgt Robert G. Robal

Positions Radio

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

COMBAT FORM

GROUP 306

DATE 17 April, 1943

SQUADRON 368

PLACE WHERE ATTACHED Prison

A/C NO. _____

TIME _____ HEIGHT 25,000

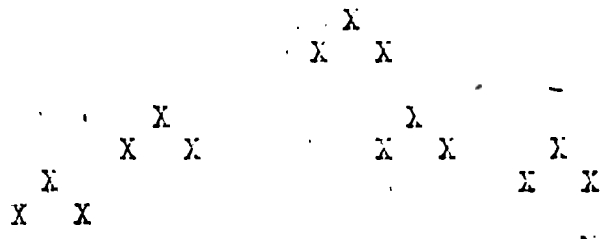
1. Story of the attack: A-10 observed and seen to blow up. E/A in flak and probably hit by same.

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

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

2. Diagram of attack

On diagram, show
a. Which of our A/C was attacked
b. Direction of E/A attack
c. Sun position



Data on Combat
a. Our heading _____
b. Visibility _____
c. Type of E/A _____
d. Level of attack _____
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names McKeage

Positions Tall Gun

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: No claim

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

COMBAT FORM

GROUP 306

DATE 17 April, 1943

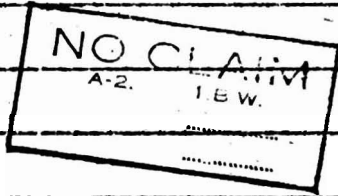
SQUADRON 368

PLACE WHERE ATTACKED Bremen

A/C NO. _____

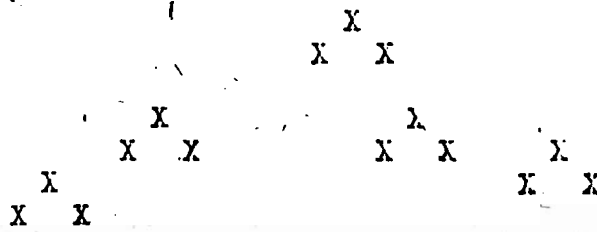
TIME _____ HEIGHT 28,500

1. Story of the attack: F-190 seen to explode



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

2. Diagram of attack



On diagram, show

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

Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A _____
- d. Level of attack
- 1. X From high above _____ o'clock
- Level _____ o'clock
- (Check one) Below _____ o'clock
- Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names T/Sgt. Edward H. S, all

Positions Engineer

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: No claim

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

Time _____ Interrogator _____

1st Lt. Brashares

COMBAT FORM

GROUP 3041

DATE 17 April 1943

SQUADRON 3041

PLACE WHERE ATTACKED _____

A/C NO. _____

TIME 1610 HEIGHT 25,000

1. Story of the attack: PN 11 broke into two pieces, nose section one part
and tail into another.

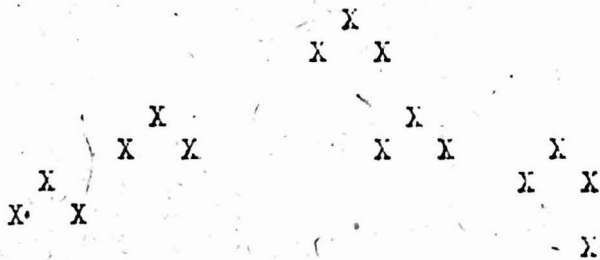
NO CLAIM
A-2. I.B.V.

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

2. Diagram of attack

On diagram, show

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



Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A _____
- d. Level of attack _____
- From high above _____ o'clock
- Level _____ o'clock
- Below _____ o'clock
- (Check one) Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names 1/Sgt. Fred S. Newcomb

Positions Tail Gunner

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: No claim

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

Time _____ Interrogator _____

1st Lt. [unclear]

COMBAT FORM

GROUP 304

DATE 17 April 1943

SQUADRON 367

PLACE WHERE ATTACKED India

A/C NO. _____

TIME 1325 HEIGHT 9000

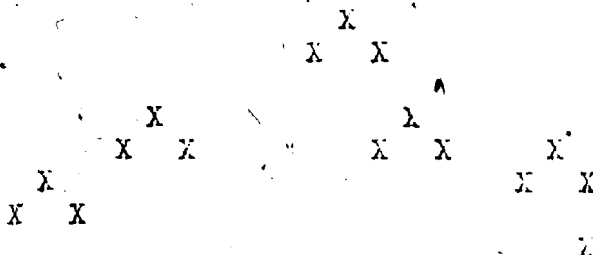
1. Story of the attack:

In 20 passed close by and opened fire and saw plane on fire and break into many pieces.

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

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

2. Diagram of attack



On diagram, show

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

Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A 20-20
- d. Level of attack
 - From high above _____ o'clock
 - Level _____ o'clock
 - Below _____ o'clock
 - Very low _____ o'clock

(Check one)

3. Our Gun Positions Firing on E/A

Names 1/Sgt Wilson G. Elliott

Positions Big Top Turret

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator:

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

Time _____ Interrogator _____

COMBAT FORM

GROUP 306th

DATE 17 April 1943

SQUADRON 347th

PLACE WHERE ATTACKED France

A/C NO. _____

TIME 1305 HEIGHT 25,000

1. Story of the attack: B 109 attacked from nose, opened fire at 75 yards away and seen to break into many parts with tail breaking off fuselage.

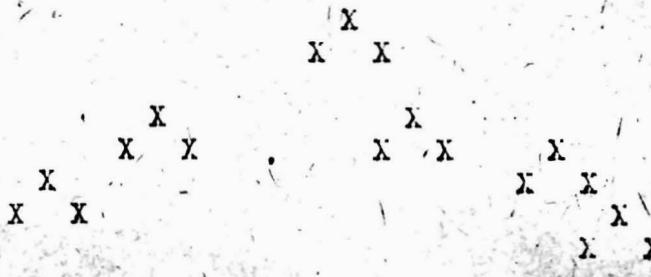
NO CLAIM	
A-2.	I.S.W.
_____	_____

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

2. Diagram of attack

On diagram, show

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



Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A _____
- d. Level of attack _____
- From high above _____ o'clock
- Level _____ o'clock
- (Check Below _____ o'clock
- one) Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names W/O Maurice E. Mickett

Positions Engineer Top Turret

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Probable

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

Time _____ Interrogator _____

1st Lt. Prashere