

INTELLIGENCE TELETYPE REPORT

1. 1 A/C DOWN AT EXETER BOMBED PRIMARY 10 X 500
1 A/C DOWN AT MEMBURY. PROBABLY FAILED TO DROP BOMBS BUT
LATE CONFIRMATION. DETAILS LATER.
2. IT IS ~~XX~~ BELIEVED THAT BOMBS FROM 368TH SQUADRON FELL OVER
TARGET - MAJORITY LANDING ON OPPOSITE SIDE OF BASIN. BOMBS FROM
368TH WERE DIRECTLY ON TARGET AND IMMEDIATE VICINITY. MAGNETIC
COMBES VARIED FROM 200 DEGREES TO 240 DEGREES.
3. AS FORECAST. BROKEN CLOUDS TO CHANNEL VISIBILITY UNLIMITED
OVER TARGET. BROKEN CLOUDS SLIGHT HAZE ON RETURN.
4. BURSTS OF REDDISH COLOR AND MODERATE INTENSITY OBSERVED
FROM ISLE OF GUERNSEY ON ROUTE TO TARGET. OPINION VARIED SOME-
WHAT AS TO INTENSITY OVER TARGET SOME CREWS REPORTING MODERATE
FLAK WHILE OTHERS RAN INTO INTENSE FIRE. IT WAS ACCURATE AS TO
ALTITUDE (21000) BUT GENERALLY INACCURATE AS TO DIRECTION. ONE
OF OUR A/C DAMAGED OVER TARGET NOT YET RETURNED BUT LANDED SAFELY
IN ENGLAND.
5. APPROXIMATELY 15 E/A ATTACKED FORMATION ABOUT 20 MILES N.W.
OF TARGET ON WAY HOME AND CONTINUED ATTACK GENERALLY IN SINGLES TO
FRENCH COAST. 1 OF OUR A/C BADLY DAMAGED BUT LANDED SAFELY AT
MEMBURY. CLAIM 1 CERTAIN 1 PROBABLE 1 DAMAGED.
6. 2 E/A LOST LANDING GEAR IN MID AIR AFTER BEING HIT BY IFIRE
FROM SEVERAL B-17'S
1 B-17 REPORTED HIT BY FLAK OVER TARGET AT 21000FT
1 B-17 WAS SEEN BADLY DAMAGED BY E/A FIRE, N.W. OF TARGET
AT 17000 FT.
2 CREWS REPORT LARGE GROUP OF NEW BUILDINGS RESEMBLING MILITARY
INSTALLATIONS 47 DEGREES 40 MIN. NORTH X 1 DEGREE 50 MINUTES WEST
1 CREW REPORTED FLAK SHIPS ST. NAZAIRE HARBOR
BALLOONS WERE REPORTED AT ENTRANCE TO BASINS AT TARGET.
7. FOUR MEN OF ONE CREW INJURED AS FOLLOWS:
LT. J.C. SHAVELY - NAVIGATOR, SEVERE ARM AND FACE WOUNDS.
T/SGT A.R. AULENBACH, TOP TURRET GUNNER, VERY SERIOUS
WOUNDS IN HEAD, CHEST AND ARM.
S/SGT H. HOUSTON, WAIST GUNNER, SLIGHT WOUND IN THIGH.
S/SGT C.E. NEELY, WAIST GUNNER, SLIGHT WOUND IN THIGH.
ALL WOUNDS FROM E/A FIRE.
8. 3 RETURNED EARLY - 2 BECAUSE OF ~~XX~~ FAULTY SUPERCHARGERS -
1 BECAUSE OF TOP AND TAIL TURRET GUN FAILURE.
9. CAPT. WILLIAMS A/C WAS BADLY CRIPPLED BY E/A FIRE AND WOULD PROBAB
XXXXXX PROBABLY HAVE BEEN LOST OVER HOSTILE TERRITORY HAD IT NOT BEEN
XXXXXX BEEN FOR THE SPLENDID AID FIRST OF LT. CASEY AND LATER OF
CAPTAINS MCKAY AND BRADY WHO DROPPED BACK AND COVERED HIM.

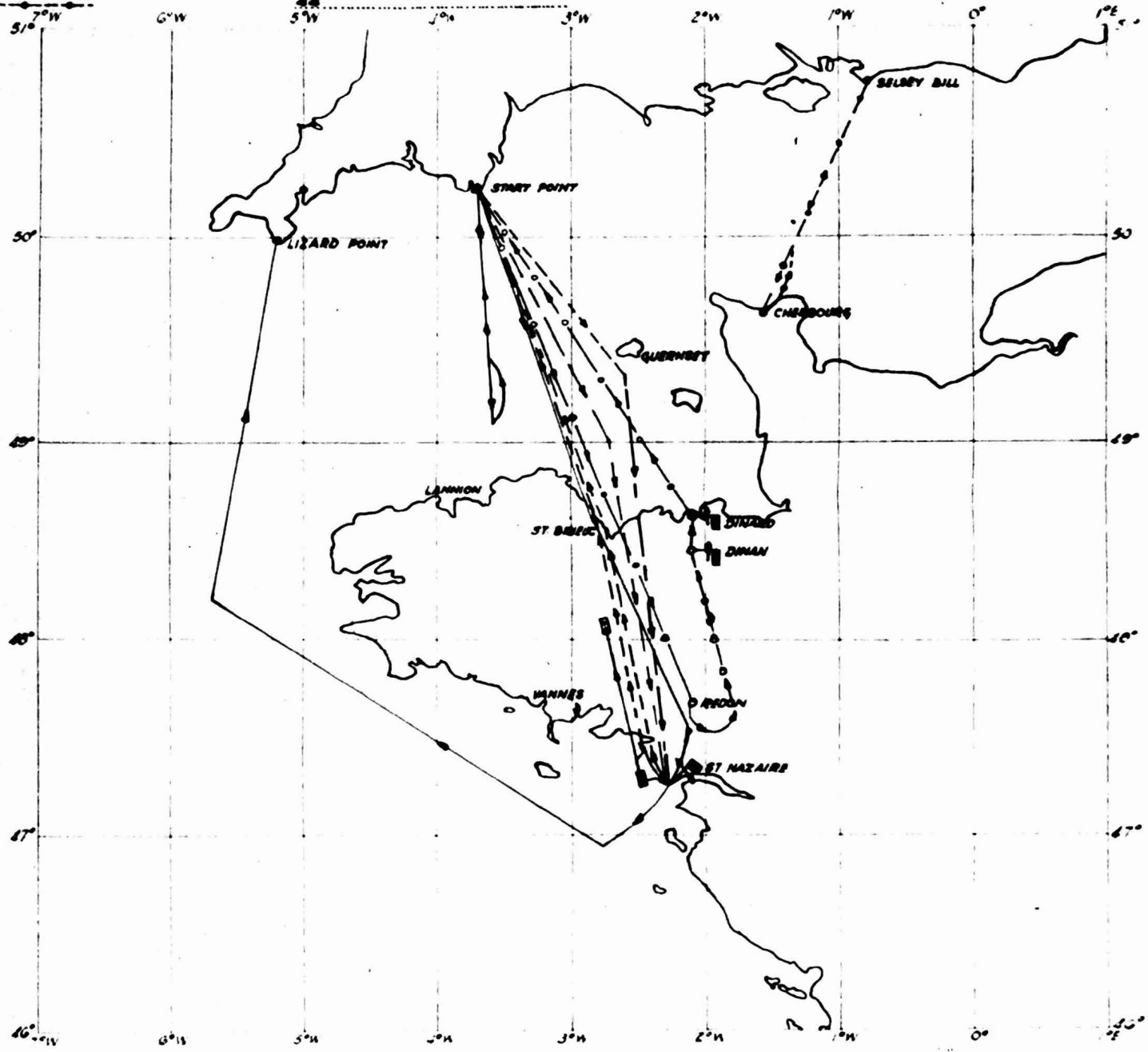
====J.B.WRIGHT====
CAPTAIN-S-2 306BOMB GP

HOLD
CC ORIG. NO. SHOULD READ H-133-D
CC INSERT 4 FOR 4TH PARA
CC PARA 6 ==FIRE == NOT AS SENT
CC PARA 7 T/SGT A.R. AULENBACH OFFICIALLY REPORTED AS DECEASED.
AM V3++
GPH

ROUTE AND ENCOUNTER PLOT

TARGET: SUBMARINE INSTALLATION ST. NAZAIRE
 CHERBOURG/MAUPERTUS A/D. DIVISION
 DATE: 17 November 1942 (DAY)

Route followed by
 93
 306
 91
 303
 305
 34



- ⊗ Point at which Enemy A/C was encountered (Arrow shows direction of flight of our A/C)
- Point at which Heavy Flak was encountered (" " " " " " " ")
- ▲ Point at which Light Flak was encountered (" " " " " " " ")

MISSION REPORT

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

1.	a. Group Participating.	b. Primary Target.	c. Secondary Target.	d. Last Resort Target.
	306	Machine shops - St. Nazaire		

2.	a. Sqdn.	b. Aircraft Off Grd.	c. Atkd Prim.	d. Atkd Secy	e. Atkd L.R.	f. Abor tive	g. Lost Flak	h. Lost E/A	i. Lost Acdt	j. Lost Unkn	k. Time of Attack	l. Alt of Attack	m. HE Bombs.		n. Inc. Bombs		o. EA/C deds	p. EA/C Prob	q. EA/C Damd	
													No.	Size.	No.	Size				
	365	6	4	0	0	1	0	0	0	0	1125	21000	40	500	0	0	0	0	0	0
	369	7	5	0	0	2	0	0	0	0	1124	21500	50	500	0	0	1	1	1	

NOTES: 1. Targets will not be listed unless actually attacked.
 2. Average altitude of attack.
 3. Inc. Bombs dropped at target.
 If more than one target is bombed by a formation, additional lines will be added under what unit to show how many bombs were dropped on each target, and the time.

Squadrons 368-369 Groups 306 Wing 1 Date 17 Nov.

1. Results of bombing: (include Secondary and Last Resort in separate paragraphs.)

Nine ships attacked primary. Numerous hits observed on target and immediate vicinity. Very dense column of smoke visible for 30 miles after leaving target. Bombs from previous group observed to hit squarely on target.

2. Encounters & Claims: (Summaries only, no details. Don't delay report for Claims.)

Many encounters from ^{about} 15 F.W.s on way out from target to French coast. All crews report firing at EA and claim 1 destroyed 1 probable - 1 dam.

3. Flak: Location, Intensity, Accuracy. Heavy or Light?

Red burst of moderate intensity from side of runway. Moderately ~~low~~ intense over target. Accurate as to height ~~three~~, as to direction

4. Injuries: (How many men from how many crews? No names in this report.)

4 men 1 crews. One critically, 2 seriously 1 slightly.

5. Reasons for abortives:

3 abortives { 2 Super chargers failed
1 Top turret and tail guns jammed.
1 AC jettisoned 10x500

6. Route if different than ordered. (Start with rendezvous point.)

As ordered. Nil

7. Other important information:

1 AC badly crippled from EA fire was nicely protected by pilots Casey, Brady & McKay. Was able to land at Eglew where wounded were removed. 1 AC down at Membury - safe - details

Phoned by: JDEW

To: H. Cromwell Time: 1740

Phoned by:

To:

Time:

11. E counters with enemy aircraft; give number of enemy attacks, and number of E's participating in each attack. *Attacked about 10 times by 3 planes*
2 FW 190 1 ME 109. No claims. Saw one FW 190 go down toward end of runing, fell part of another plane. - *Mont. Street*

E/A claimed DESTROYED None
E/A claimed PROBABLE _____
E/A claimed DAMAGED _____

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

As held

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by a/c, E/A action, accident, or undetermined cause.)

(c) New tactics of E/A: *FW 190 would get up above - direct towards rate behind + come straight up from below to attack. Did this several times (time after time)*

(d) Targets of opportunity

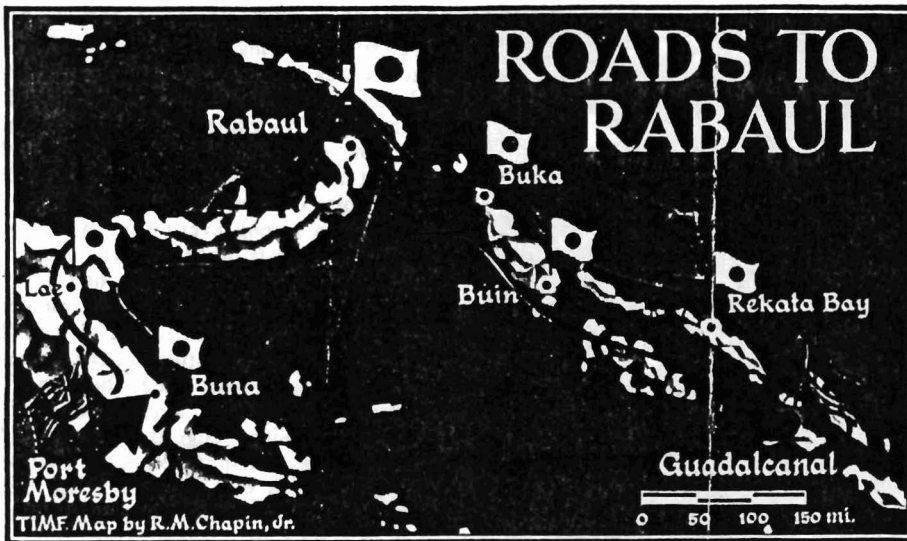
14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

None

15. Incidents of bravery or skill due to - Technical failure, damage to a/c affecting mission.

16. Crew comments.

1944 Feb 10
[Signature]
Interrogating Officer



strength; 3) restored the Navy's confidence in itself and public confidence in the Navy; 4) given the Marines and Army on Guadalcanal a chance to clean out Japanese observation posts and main forces, possibly win absolute superiority on the island.

The next offensive step would logically be an assault in force on Buin, at the southern extremity of Bougainville Island. That is the point from which Jap task forces have hopped for Guadalcanal. On the way Rekata Bay, a Jap naval air base, would have to be eliminated on the flank. After that, Rabaul—the heart of the Japanese system in the lower Pacific.

Halsey's battle saved Guadalcanal. It did not make all these future steps automatic or easy. But it made them possible.

In the mind of Bill Halsey there is only one ultimate aim: the still distant assault on Japan itself. Just before he saved Guadalcanal, he talked of that assault and said: *I hope I'll be there.*

Hero in New Guinea

Beside his bungalow, in a tropical garden riotous with frangipani, hibiscus and flame trees, sat Douglas MacArthur. In one hand he held messages from the New Guinea front, in the other a quarter-head of green lettuce flown into New Guinea from the Australian mainland. As he read he munched, as he munched he reflected.

The old warrior had cause for happier reflections than he had had since World War II began: the culmination of his first successful offensive was in sight; the fall of Buna might come at any time. Buna is merely a coconut-fringed village of three houses and five huts. But with near-by Gona taken this week, Buna was the only Jap haven left in New Guinea east of the Lae-Salamaua area.

Now it was MacArthur's enemy, Lieut. General Tomatore Horii, conqueror of Rabaul, who was desperate (he was almost captured fortnight ago in the New Guinea jungle). Now General Horii knew what it was like to strive mightily to reinforce

battered troops when they were hemmed in on three sides (last week the fresh Americans took over the fiercest fighting assignments from the jungle-weary Australians). For his striving the Emperor's General lost a cruiser and two destroyers, blown to pieces by U.S. and Australian pilots.

In New Guinea, remote, mysterious General MacArthur managed to retain complete privacy where even Australian and U.S. nurses had to glance aside lest they blush at the spectacle of grimy soldiers bathing in the nude under roadside showers. One U.S. soldier, seeing the General one morning before breakfast, ran



AUSSIE STAIRWAY
MacArthur: "Attack, attack, attack."

back to his comrades, exclaimed: "He was under the trees in a pink silk dressing gown with a black dragon on the back."

No Pushover. "We must attack, attack, attack!" General MacArthur had told a press conference in Melbourne last summer. Now he was attacking and the taste was good. He himself was functioning close to a scene of action for the first time since he left Corregidor.

It had been no picnic. His Australians had had to build steps through the jungles (see cut) to get cannon over the razor-back Owen Stanley Mountains. The rest was not going to be a pushover, said Lieut. General George Kenney, the dynamic airman who shares MacArthur's bungalow, and squat Australian General Sir Thomas Blamey warned of possible hard fighting after Buna fell. General Kenney noted that the Japs still had planes they had not yet used, but Allied air superiority was such that a million pounds of food and ammunition had been dropped to MacArthur's fighters in the mountains and jungles.

The Japs would not give up the north coast until almost the last man had been killed, but MacArthur believed that now he had the men and matériel to do the killing.

BATTLE OF EUROPE

Story of a Raid

Chennault's Pappy is just another Boeing Fortress in Britain. Last week, returning from a raid on St.-Nazaire, *Chennault's Pappy* met a prodding, determined attack by a flight of Focke-Wulf 190s. In a brief burst of hell, one of the crew was killed, three were wounded. The Fortress was struck by ten cannon shells. But plane & crew saw it through to an American air-drome—"surely," said an Irish sergeant who heard the survivors' story, "by the grace of God."

The Works. The boss of *Chennault's Pappy* is Captain Robert C. ("Willie") Williams, 27, a onetime law student at the University of Michigan. He is a small, inconspicuous man with baby eyes and a drooping, straw-colored mustache. Even in his leather jacket he looks more like an overworked bookkeeper than a combat pilot. His co-pilot is ruddy, burly, deliberate Lieut. Warren ("Junior") George Jr., 22, from Palestine, Tex., once a ham-handed tackle at Houston State Teachers College. Said Junior:

"Our ship got the works. The first attack came from on top. Sir, those boys were good. Our .50 calibers were hosing tracers into them and there was a helluva din. First thing I felt was an awful jolt on the control column. One of those German boys had plunked two cannon shells into the elevators and punched holes in the fabric big enough for a man to jump through. From then on the captain and I had to brace our feet against the column. That old ship wanted only to climb but



U.S. AIRMEN IN BRITAIN: BEFORE A RAID
The 190s could not kill Pappy.

Margaret Bourke-White

we wanted to get down as fast as we could."

The Shells Come In. Staff Sergeant William E. Williams of Jasper, Fla., the tail gunner, winged the first German. Another Fortress crowded close to the stricken *Pappy* and swung its guns on the Germans. But *Pappy* was the wounded duck. The 190s pressed home for the kill. Said Captain Williams:

"They splashed at us from behind and above and whipped past so close you could have snatched the swastika from their sides. Our ship was lurching under their wallops like a beaten boxer. One shell plowed into the top turret and went off in the face of the gunner, Technical Sergeant K. R. Aulenbach of Reading, Pa. Between attacks the crew dragged him out and laid him down for first aid but he was already gone; he died soon after we landed.

"The attack went on. Two shells hit alongside each other in the left wing and exploded. Each ripped a jagged hole about four feet square. Two more landed, in the right wing this time. The radio operator—Technical Sergeant Eddie F. Espitallier of Clovis, Calif.—and the waist gunner knocked down another 190.

"One of the wing hits had knocked out the No. 2 engine. It thrashed and vibrated to beat hell and we couldn't stop it. Gasoline was pouring out of the tank of the No. 3 engine. We had no rudder control at all—cable was cut.

"The radio operator called me on the interphone and said: 'Sir, I've got a little fire back here.' I looked back. Smoke was pouring from the waist-gun ports. The bombardier—Lieut. Emmett W. Ford of Siloam Springs, Ark.—and navigator—Lieut. Jacob C. Shively of Indianapolis—

headed aft to help. They were on the catwalk in the bomb bay when a shell plowed in and exploded alongside them. It blew the navigator down on to the bomb doors. It was good luck they didn't open. He had no chute on.

"Ford pulled him back. They and the radio operator put out the fire with the extinguisher and their bare hands. Then they bandaged up the navigator. He was not badly wounded but the waist gunner, Neeley, had been more seriously wounded. When the fire started he was hit in the leg by cannon shell. He helped put out the fire, then got first aid. For the rest of the ride he lay with a broken leg, joshing the rest of us on the interphone."

Just Hugs. "Finally it was over. We were still staggering along. Captain Mack Mackay was near us in his ship now—he and the others had fought alongside us all the way. He guided us to the closest field. The engine vibrations had stopped now but all the other troubles were still there. Worst one was that the ship wanted to start into a loop every time we eased our feet and hands off the control column. We couldn't get the flaps down or the tail wheel either. Somehow the tail gunner finally lowered it. We sat down at a good 125 miles an hour and stood on the brakes clear across the field. The ship finally stopped and there we were. We didn't say anything—just hugged each other."

A reporter asked Captain Williams: "Did it occur to you that you could bail out during the fight and save yourselves a lot of pounding?"

Willie's eye widened. "No," he said, "we couldn't bail out—we had wounded men aboard."

BATTLE OF ASIA

The Watch on Burma

The Burma keystone of Japanese strategy in Asia was under close surveillance:

► Chinese reports said that 30,000 Japanese, replete with collapsible boats and other war gear, were massed across the Salween River apparently ready to strike toward Kunming, 230 miles eastward on the route to Chungking.

► Six Japanese divisions, about 90,000 men, were said to be packed into Burma, more than enough to garrison the country, perhaps the beginnings of enough to attack India. The R.A.F. and U.S. airmen in India bombed Mandalay, Mingaladon, Toun-goo, the Jap positions on the India-Burma border.

Whatever the Japs were up to, the Allies would hardly be caught unawares.



JAPS IN BURMA

Next time there should be no surprise.

International

1. ~~Has any immediate news been phoned? If so, what?~~

A. Information in detail.

A. A/C returning late.

1 AC down at Exeter bombed primary 10X500.
1 AC down at Mermery. Probably failed to
drop bombs but lack confirmation

B. Results of bombing not previously reported.

2. It is believed that bombs from 368 sqdn. fell
over target ~~some 300 yds~~ the majority landing on
opposite side of basin. Course of group varied from
~~C. Reasons for any A/C returning early.~~ 200° to 240°

3. Weather in detail. As predicted.

Route out. - Broken clouds at 10,000 ft.

Over target. - Clear, visibility unlimited.

Route in. - same as route out.

4. Flak: Supplement in detail that given in phone report, if of interest.

Bursts of reddish color and moderate
intensity from Isle of Guernsey on ^{route to target,} ~~course of~~

Opinion varied somewhat as to intensity over
target some crews reporting moderate flak
while others ran into intense fire. It was
accurate as to altitude (21,000) but ^{generally} inaccurate as
to location. One of our AC damaged over target
not yet returned but landed safely in England.

5. Encounters and Claims: Enumerate here only No. of E/A claimed as destroyed, probably destroyed or damaged. No. and length of encounters.

Approximately 15 EA attacked formation about
20 miles from target on way home and continued
attack to French coast. 1 of our AC badly damaged
but landed safely on English coast. Claims
one certain one probable in damaged

6. Observations: Give below any relevant information regarding mission.

At least two E/A lost landing gear in mid air after being hit by ~~the~~ fire from several of our AC
One B17 was ~~reported~~ hit by flak over target.
One B17 was seen badly damaged by C/A fire

7. Wounds, Injuries, Casualties: Give briefly information received by interrogation on:

<u>NAME</u>	<u>RANK</u>	<u>POSITION IN A/C</u>	<u>NATURE</u>	<u>HOW RECEIVED</u>
4 men from 1 crew.				
J.C. Shively	LT.	Navigator	- severe arm & face wounds from 20mm shell	
A.R. Aulenbach	T/sqt.	Top T.G.	- Very serious wounds in head, chest & arm from E/A fire	
H. Houston	S/sqt.	Waist G.	- severe wound in thigh from E/A fire	
C.E. Neeley	S/sqt.	Waist G.	- slight wound in right thigh from E/A fire	

8. Other points of interest on raid:

2 crews report large groups of new buildings resembling military installations at 47° 40' north 1° 50' W.

1 crew reported flak ships at St. Nazaire harbor.
Balloons seen at entrance to basins at target.

8. Three returned early 2 because of faulty superchargers 1 because of top & tail turret gun failure

HEADQUARTERS
306th. BOMBARDMENT GROUP (H)
A. P. O. 634
ETOUSIA

November 20, 1942.

SUBJECT: Encounter Report,
St. NAZAIRE, 17/11/42. >

TO : A-2, 1st. Bomb. Wing

ONE E/A DESTROYED

1. Our AC #124496 destroyed a Focke-Wulf 190 on 17/11 on the return from St. Nazaire, over Locmine at 11:45 at a height of 15,000 feet.

E/A came from six o'clock at time encounter began, from above. Was first hit at 700 yards and destroyed at 300 yards. Steady bursts of fire were directed at E/A as it attacked from above and behind. Tracers were seen to enter nose. Suddenly E/A went into flat spin, breaking into flames so intense that in opinion of several witnesses pilot could not possibly have extinguished them.

E/A is claimed as destroyed by Tail Gunner, S/Sgt. W. S. Williams. Claim is confirmed by Radio Operator, T/Sgt. E. F. Espitallier, who also fired but feels that Williams destroyed the E/A. It is not believed that any other U.S. Crew shot at this E/A. Three other F.W.'s were attacking at time. Position our AC-left wing of lead ship.

ONE E/A PROBABLY DESTROYED

2. Our AC #124498 probably destroyed a F.W. 190 on 17/11 on the return from ST. NAZAIRE, about 15 minutes after leaving target, at a height of 12,000 feet. E/A came from rear at 8 o'clock at time encounter began, high, out of sun. Was first hit at 400 yards, and probably destroyed at 100 yards.

As E/A attacked, Tail Gunner S/Sgt. P. D. Small, Waist Gunner, S/Sgt. C. M. Davis, and Radio Operator S/SGT. Walter Hagemair Jr., all fired steadily. Navigator, Lt. W. C. Leeker saw three bursts hit plane. Smoke began pouring from plane, which came up above and ahead in a stall. Landing gear came down and fell off, as E/A disappeared in steep dive.

Crew our AC believe Radio Operator S/Sgt. Walter Hagemair is entitled to prior claim, but interroget on indicates that at least two other ships fired, and crews of three other ships saw incident. Every man spoken to is convinced that this E/A was definitely destroyed, shells pouring into it. Craft is claimed as probable, as it was impossible to follow its decent to ground. Position our AC-right wing to damaged ship.

ONE DAMAGED

3. Our AC # 124476 damaged a F.W. 190 on 17/11 on return from ST. NAZAIRE, two miles north of Josselin at 11:45 at an altitude of 14,000 feet.

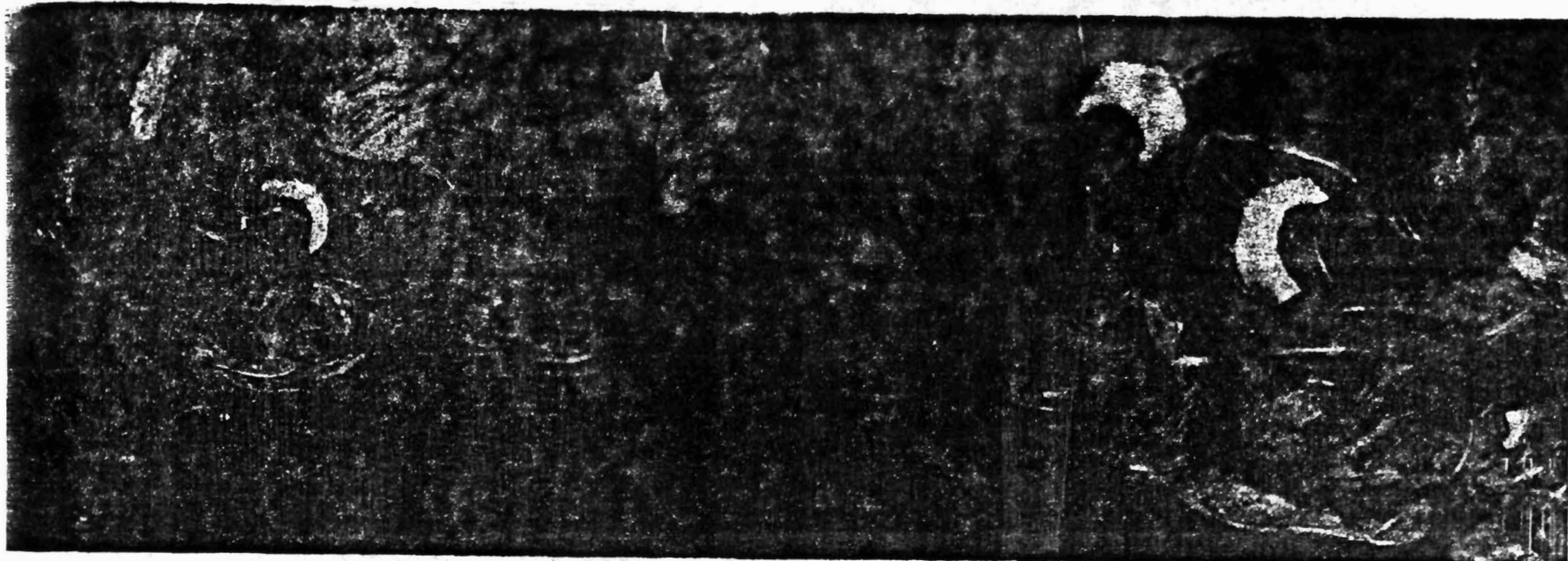
Enemy approached from six o'clock, high, at time encounter began. Was hit at 200 yards. Two bursts were seen to enter E/A and undercarriage was shot away.

E/A is claimed as damaged by Waist Gunner, T/Sgt. Michael Roskovich, and claim is confirmed by Pilot, Captain John B. Brady, and by Navigator, Lt. Warren M. Lewis. Other U.S. crews may have fired, but Sgt. Roskovich is only member this crew firing. No other E/A were attacking at time. Position our AC - #3 in formation.

JOHN B. WRIGHT
Captain A C
Group S-2

Note:

One additional FW 190 is claimed as a probable. The gunner responsible for this AC however was wounded and is now in London. Until he returns it will be impossible to obtain the incidental data regarding this claim.



Captain Williams and part of his crew. When they took off across "the ditch" to bomb the concrete sheds under which Nazi subs wallow, flames licked around them, flak blossomed under them, and shells exploded in their laps.

OFFICIAL U. S. ARMY SIGNAL CORPS

We Bomb the U-Boat Pens

By **LT. ARTHUR GORDON**

8th AIR FORCE

A BOMBER BASE IN ENGLAND, by Cable.

IF YOU were a German infantryman crouching behind the barbed wire that guards the Brittany coast, you would look up and see the tiny formation etched against the wintry sky and say grimly, "Look, the Americans are after the U-boat pens at St. Nazaire again." Americans—ten of them in each Fortress—the kind of boys you used to know, barefooted in summer on the farm, grease-stained under some car in a corner garage.

Suppose you were up there. Which gun would you like to man? Which seat would you prefer to fill? The pilot's of course. He is the leader, the man in command. He makes the final decisions; he is the oldest, the wisest, the steadiest—or should be.

All right, you are the pilot. Your name is Robert C. Williams, captain, U. S. Army Air Corps, 8th Air

Force. That's your real name. Ask anyone. In Flint, Michigan, chances are they'll remember how you used to sing in church choirs there; used to go to the University of Michigan Law School, until — This is not a big guy, five feet eight maybe, but solid, with steady hands and intelligent, rather tired blue eyes, one a little bloodshot right now, and a reddish mustache. A guy who likes group singing more than anything else, piloting a bomber with the lives of ten men and four radial engines resting on your shoulders. This is your first combat mission. Normally, you are squadron operations officer. Normally, you don't go on sorties. But today your roommate was sick, so you borrowed his plane and crew. It's a little like borrowing a valuable set of books—you want to return them intact, and the sooner the better.

So far, everything is right—too right. The briefing was clear, comprehensive. The take-off was perfect—the eternal miracle of lifting tons of metal off the sullen earth into the empty sky. Good weather so far; guns tested and okay; engines okay. Over France now and no sight of enemy pursuits. No flak.

Where are Goering's yellow-nosed Abbeville kids? Where is the flak? Things are too quiet, too easy.

You are on the left wing of the squadron leader. There he sits, not thirty yards away. Beautiful thing, a Flying Fortress. If there were only more of them! The sunlight picks out the camouflage on the wings, and under the glistening belly the ball turret turns slowly, the gunner inside looking like an embryo chick in a glass egg. In the transparent nose, the bombardier kneels before his bombsight like an acolyte before an altar. You can see the livid yellow of his inflatable life jacket, the dark green of his oxygen mask. The interphone crackles in your ear: "Bombardier to combat crew. Altitude is twenty-two thousand feet—two-two thousand feet. Check oxygen supply."

You turn up your oxygen gauge to 24,000. Over the interphone someone begins to sing *Deep in the Heart of Texas*, more a metallic croak than a song. Still, it will get some laughs and reduce the tension. Where are those pursuits? Where is the flak? Things are too quiet.

The formation drones on, the roar of the engines muted by the altitude. The flanking ships have their

COPILOT: Warren George, Jr. Every one calls him "Junior." A 200-pounder.

PILOT: Robert C. Williams. Lots of people remember him in Flint, Michigan.

TOP GUNNER: Kenneth Aulenbach. Known as "The Flying Dutchman."

NAVIGATOR: Jacob Shively. A nice-looking fellow. "Jake" to the others.

ops close behind the trailing edge of the lead bomb's wing, as if from their proximity they gain strength and confidence. The rubber diaphragms of the oxygen masks expand and contract like living lungs. Outside, the sun is bright, but the temperature is fifteen below zero. Frost begins to form on the transparent nose, and the bombardier opens a panel to let the icy air stream through, clearing the glass. A thousand feet below, a tiny, circular rainbow with the shadows of three planes in it races across the clouds. A good omen, maybe. Almost across the peninsula now. Down below an enemy airdromes there must be frantic activity.

Have they solved the puzzle of the diversionary flights? Do they know the target is the concrete suburbs at St. Nazaire?

Yes, now they know. Near the target the flak comes up, menacing puffs of brown, oily smoke mushrooming across the sky. But it isn't bad. Low and to the left. Not bad at all—not like the time the group went over a 8000 feet.

Evasive action now, to fool the gunners down below. Flak can be tough. It can be terrifying, mainly because you can't see it coming up—just big, ugly puffs spreading closer and closer through the empty sky. But today it's light. It should be easy to give the bombardier the brief seconds of steady flying he needs. The bombardier is waiting on his knees, his eye fixed to the soft rubber eyepiece. This is his moment. This is everybody's moment. To these fleeting ticks of a watch the whole mission, the whole elaborate preparation, is dedicated. To hit the target—that is the main thing. Getting back safely? That is desirable, but secondary.

A good man, this bombardier, Emmett Ford by name. Tall and rawboned, with green eyes and crinkly hair. From Siloam Springs, Arkansas. Big and a little lumpy and easygoing. He likes his job, its importance and exact skill. Likes it, too, because he has a machine to shoot after his bombs are loosed. He can fight back when he has to. The pilots have to sit there and wait it. He has made his calculations.

Now the bomb-bay doors yawn open; his finger is on the little lever that releases the load of death. He talks fast, his lips barely moving, the sensitive disks strapped to his throat carrying his instructions to the pilot.

Under his straining eye, the cross hairs bisect a certain infinitesimal point miles below. He touches the shiny little lever. The bombs are away—the bombs are away, and they will strike home and maybe one U-boat less will stalk the African convoys. But it's not enough. It's never enough. This is a pin prick. When do we start breaking their backs?



**Step into this Flying Fortress
and accompany ten young
Americans you'll like on a raid
over St. Nazaire.**

What the bombs may do when they strike does not concern the bombardier personally. Most of the things that concern him personally are 4000 miles away. The girl from Kansas, for instance, that he hopes to marry someday. Frankie, her name is. Frankie, who does not drink, but likes fun and dancing. Funny, the way he met her. He left home at nineteen to roughneck as an oil driller. He has a happy home, with a good mother and a father who was justice of the peace. There was a lot of peace in Siloam Springs. And four brothers and four sisters. But he left it because he liked to move, liked to meet new people. So he moved and he met people. He was the derrick man on a drilling crew that wildcatted all over the oil country. Five men in that crew, as closely knit and interdependent as any aerial combat crew. They made

money and tossed it away, mostly on clothes and cars—a new car every year. Sometimes they'd drill sixty days, sometimes four or five months. Sometimes the well would come in, sometimes not. A rough life and a good one.

And then one night at a Bohemian dance in Lyons, Kansas, he met Frankie, small, dark-haired, more attractive than pretty. He was wearing his working clothes. He was pretty grimy, really, but she didn't seem to care. Then the attack on Pearl Harbor, and Emmett Ford enlisted the next day. One man on this plane will not come back alive from today's raid, but don't worry, Frankie—that man is not your lieutenant.

Past the target now and heading for home. Losing altitude. Hoping to hedge-hop across the peninsula. Down to 18,000 feet . . . down to 16,000. Captain Williams has turned over the controls to the copilot. Everyone is feeling better. Wait a minute! What's that? Over there on the left, climbing fast. A low-wing monoplane with a radial engine. Hey, it's a Focke-Wulf 190! Look at him waggle his wings, trying to pretend he's a Spit.

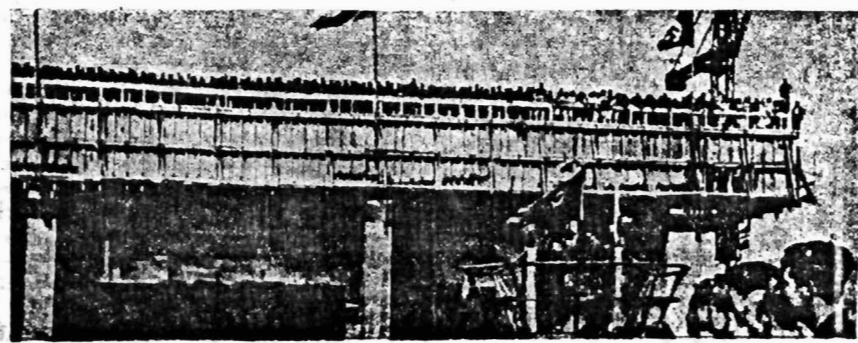
Give him a couple of bursts, navigator. Show him we know who he is.

The navigator charges his gun, slides the safety catch to the right. His forefingers squeeze the twin triggers. The red tracers streak angrily away. He's too far away. Never mind, he'll come closer when his friends have joined him.

A nice-looking kid, this navigator. Small, compact, with brown eyes and skin, a straight nose and neatly parted hair. Jacob Chester Shively, of Fayetteville, Pennsylvania, "Jake" to the rest of the crew. Grew up on his father's farm with four brothers and two sisters. Pretty place, that farm. All the buildings painted white and trimmed with green, set in the rolling blue of Franklin County not far from Gettysburg, where they also fought a battle once. Remember?

Maybe 700 people live in Fayetteville. There's a drugstore or two, a couple

(Continued on Page 58)



WE BOMB THE U-BOAT PENS

(Continued from Page 13)

of churches. Jake's parents were steady churchgoers—United Brethren. He went to Sunday school regularly, hunted rabbits and pheasants; fished for bass and suckers with his brother; stayed out late, so they missed supper. Got paddled when they got home. Once that same brother, flying for the Navy now, chopped the end of Jake's finger off with a corn-shucking knife. The sight of blood scared them both half to death, but Jake wasn't badly hurt. He'll see more of his own blood today, but he won't be badly hurt this time either.

The Focke-Wulf on the left disappears. The formation of Fortresses roars on. There is something majestic about that formation. There is security in its united power. But let one bomber lose its place, let it be shot out of formation for, even a minute, and the squadron's deadly combined fire power is impaired.

Then suddenly over the interphone comes the warning, "Here they come! Seven o'clock!" The nose of a bomber is twelve o'clock, the tail is six. Out of the sun dive four Focke-Wulfs, one after the other. They are plenty brave, those German fliers, and they can shoot. Their 20-mm. cannon shells, fused to burst at 800 yards unless they strike something first, begin to explode in the thin blue air behind the bomber's towering tail fin.

They move closer and closer. In his lonely turret, the tail gunner watches them grimly until they hit. When a cannon shell hits a plane, the way it sounds depends on where you are. If you're not too close, it's a kind of metallic whoof, like a small bark from a big dog, and you feel a jar that shakes the whole ship. But if it's right beside you, it sounds like some giant slamming his cupped hand down on the surface of still water—a double sound really, the first from the impact and the second when the shell explodes, ka-plonk, like that. Like firing a shotgun into a rain barrel. And your stomach shrivels up until you know how much damage has been done.

The first shell hits the port elevator two feet from the tail gunner. The nose of the Fortress leaps as the tail is slapped down. She loses speed and drops back somewhat from formation. It takes a strong man to force the stick forward and bring her back to an even keel. The copilot is very strong.

He is Warren George, Jr., of Palestine, Texas. Don't forget the Junior—everyone calls him that. Thick crowbar wrists and a round, good-natured face dubiously ornamented with a very new mustache. Plenty of beef around the shoulders and a little under the chin. A strong boy, all 200 pounds of him. His mother wanted

to make a concert pianist out of him once, but he was secretly delighted when he broke his hand. He can still play some boogie-woogie though.

Now he wrestles the wounded bomber back to a horizontal flying position and just as he does—whoof—they hit the other elevator. They really wreck that elevator. They hit the port wing. They damage the rudder controls. The tail drops again and the nose rides up, and Copilot Junior braces his feet against the control post and aboves forward with all his might. He can see the post bend under the strain. The old football muscles under his thighs bulge with it. Slowly the nose comes down. But now they are behind their formation, and are a juicy isolated target. The F-W's come whooping in, their guns winking spiteful little tongues of flame.

Waist Gunner Neeley to pilot, "Houston is hit, sir!"

Radioman Espitalier to pilot, "Radio room on fire!"

Top-turret Gunner Aulenbach to combat crew, "Here they come again! Shoot the —"

Slowly, now, or it will be impossible to follow all this. Nobody can follow it really. Too much happens too quickly, with too explosive violence. They wondered if it could happen to them, and then they thought it wouldn't, and now it is happening. In five minutes or five seconds they may be dead, or maimed, or floating down over the hostile fields of France with the F-W's circling triumphantly. But there is no time for thinking. There is time only for acting.

Waist Gunner Neeley. Who is he? Colin Neeley, of Columbia, South Carolina, an old hand and a Regular Army man, with service in Panama. Close-mouthed and dependable and tough as an old hunting boot. No nerves at all. A leonine head with tawny, rather ruthless eyes—a hunter's eyes.

Once, on a former mission, the tail gunner's twin guns jammed and he called on Neeley for help. Neeley twisted his own gun and calmly picked off the F-W as it closed in. A dead shot with any kind of a gun. Already one of his bursts has sent an enemy pursuit reeling away, damaged, if not destroyed. But now a cannon shell slices through the fuselage. It bursts and Neeley feels the fragments sting his legs. He sees the other waist gunner go down. Surprisingly, Neeley keeps a diary of his combat missions. Look back a few weeks and you will find this entry:

"Major Wilson suggested that we have two waist gunners and said we could pick any man in the squadron who satisfied us. I am taking Sergeant Houston, a mechanic on our ground crew, as he seems to be a good man, and think he will make a good gunner. I am going to bed early, as I'll probably need a lot of extra energy tomorrow."

So down goes Houston with a cannon shell in his thigh. Neeley bends over him, stretches him out and applies a tourniquet, although blood flows slowly in the freezing air. Now the sulphur pills. Now the morphia needle.

And Hubert Houston. What do you need to know about him? That he was born twenty-seven years ago in Johnson City, Tennessee? That he went to Happy Valley High School and likes baseball and football? Or is it enough to know that lying there now, with his leg split open like a watermelon, he simply says, "Never mind me. You'd better throw some more baseballs at those damned F-W's."

So Neeley goes back to his gun, but not for long. Down from the radio room staggers Eddie Espitalier with an empty fire extinguisher in his hand. A cloud of smoke billows into the waist behind him. Is the radio-room fire out? No, it certainly is not out.

"Well," says Neeley, without taking his eye from his sights, "take that other extinguisher and go back and put it out!"

So back goes Sergeant Espitalier. Eddie Espitalier, of Fresno, California, whose father was French and whose mother was Austrian. They came to America long ago, those two, bringing with them cuttings from the fair vineyards of France. And they started their own vineyards out under the shadow of the Sierra Nevada, and this is their boy Eddie. He is tall and slender, with milky brown eyes and an even milder mustache. He admits that he has no temper and no resentments, and harbors no grudges against anybody. He likes to collect guns and go places in his car, and his main hobby was always electricity. Once, as a small boy, he nearly blew up the old ranch house under the elms by unwisely connecting two carbon rods. He smothered the fire with a pillow, and his parents never knew.

But this fire is another matter. It must have started when a machine-gun bullet creased an ammunition can in the radio room and scattered incendiary material from one of the tracers in the belt. Anyway, the green insulation that covers the walls is blazing and the smoke is getting thicker, and there is nothing worse than fire in an airplane. Nothing.

Now Navigator Jake Shively and Bombardier Emmett Ford leave their guns to go help fight the fire. Jake goes first, crawling between the sturdy, widespread

legs of Aulenbach, the top-turret gunner, who is firing his piece steadily. Jake gets to the catwalk that leads across the empty bomb bay. He has taken off his oxygen mask. They are down to 15,000 feet now, and losing altitude. In his right hand he carries a fire extinguisher. He starts to worm his way into the narrow passage between the girders, but his parachute is too bulky. He must climb around them. He can climb either to his right or his left. He chooses the right, and that is a mistake.

If he had climbed to the left, he would not have been touched. The 20 mm. came through about ten feet from him. He was standing with his head down, and when it exploded, he felt the way he used to feel in his Washington and Lee days when somebody in the boxing ring clipped him a good one on the chin. He hung on there, a little dazed, and then he saw the fire extinguisher lying on the floor of the bomb bay. He tasted blood, but his mind had just one idea in it—to put out the fire. So he jumped down after the fire extinguisher.

It was when he tried to pick it up that he knew his right arm was broken. Ford was right behind him. Ford never liked the sight of blood. It made him feel sick. But he saw some now, and he was to see a lot more. He helped Jake Shively out of the bomb bay and did not tell him that part of one of his nostrils had been clipped away by a fragment that had also furrowed his chin. He took the fire extinguisher. Its nozzle was sliced off neatly at the base. And they went into the radio room.

Shively worked the extinguisher, broken arm and all. Espitalier and Ford tore out pieces of smoldering material and flung them out of the hatch. Ford had taken off one of his gloves, and his hand was scorched a bit, but he did not feel it. He kept tearing away at the green insulation and throwing it overboard. The fragments came sailing by the tail gunner and he thought the ship must be breaking up. But he stuck to his guns.

A lonely job, the tail gunner's. No company but the clouds and the harsh voices on the interphone and the F-W's. It takes a man who does not mind solitude and can talk to himself when there's no one else to talk to.

This tail gunner is Willie Williams, of Jasper, Florida. Hazel eyes and mouse-colored hair and a wide, humorous

(Continued on Page 61)

mouth. A great talker and a lucky guy. Already cannon shells have burst like egg-white paper bags on each side of him. Turning around and looking forward, he can see a hole in the port wing that looks as wide as a barrel. But he is still intact, and so are his guns. A thousand yards away, an F-W climbs lazily, hangs in the air and shakes its wings like an old man getting up out of the sand. Then suddenly it comes, being in close, closer. Willie Williams peers his traces into it. He sees them enter the propeller arc, flash off the innermost cockpit. And then, abruptly, the F-W falls over, slips gently down and bursts into flames. A confirmed killer Sergeant Williams.

Maybe he learned the knack in his boyhood on those cold gray mornings when he used to crouch among corn-stalks white with frost, waiting for the doves to come in. Or maybe something his parents taught him had more to do with it—fear of God and nothing else in the world. Whatever it was, this is the same boy who used to go to school every day with his mother, who taught and still teaches the first grade. The boy who liked fishing and hunting and roller skating and baseball on Thursday afternoons, and the old-fashioned square dances afterward at the women's club. This is the boy who used to take a girl now and then to the movies at the Fay Theater down on Main Street, and who likes one blond girl better than the rest. This is Willie Williams, who went to CCC camp because it seemed the best thing to do and who went home back after the war and got a college education. And maybe he will. Maybe he will.

Now he has shot down an F-W 180 miles east over France, and so he's a hero, of course. But he's still Willie Williams, of Jasper, Florida—and that's

what I mean, and I think you do. The fight has been going on twenty minutes now, and to some of them it seems like two seconds and, to others it seems like two years.

Down in the ball turret, crouched like a squirrel in a woodpecker's hole, Claiborne Wilson, of Holly Springs, North Carolina, is still firing his guns. There is a cannon shell hole the size of a cabbage six inches from his turret. That doesn't bother him. But now a machine-gun bullet drills the No. 2 engine, cutting an oil line. Out spurts the thick yellow liquid over the wing and over the ball turret.

So now Claiborne Wilson, of Holly Springs, cannot see to shoot. All he can do is wave his guns threateningly. So he does that. He's the pet of the crew, really, this little chap who looks more like a Teddy bear than anything else, when he stands up in his sky-blue, electrically heated suit. His father is a tobacco farmer, and evidently a good one, since he brought up not only Claiborne but eleven other children down in the South Carolina farm lands.

They all lived in a big white farmhouse and grew their own vegetables and raised their own hogs, and went to the Baptist Church and square dances at neighbors' houses, where the music usually consisted of a guitar or two and a violin and a banjo.

It was a good life, too, but Claiborne liked mechanical things, so he became an automobile mechanic. And then came the war, and now he flies in a spot where you have to crawl out and put on your parachute before you can jump, if you have to jump. And maybe they will have to jump, because the No. 2 engine goes wild and the vibration seems to be racking the ship apart, and outside on the wing,

clashing like hail on a tin roof.

And the Germans keep coming, and now they put a 20-mm shell into the top turret. A direct hit, with Aulenbach inside the turret. He was a dobonair sort of chap, was Kenneth Aulenbach. They called him affectionately, "The Flying Dutchman," or sometimes "that coal farmer," because he came from Reading, Pennsylvania. He had had a good job at home, and he was engaged to a girl back there, and he talked often of what he'd do after the war. But he was happy flying too. They tried to ground him once—a good ground job. But he'd have none of it. He was an engineer, one of the best. He bought a motorcycle and went careering around on it over the muddy English roads. He was the leader of the noncoms, in a way—the one who got them to combat-crew meetings on time and saw that they got all messages and such. They liked him fine because he was such a good-natured guy, always ready with a grin.

Kenneth Aulenbach never knew what hit him. Ford took him out of the turret—Ford, who hates violence. He did what he could, but it was no use, so he climbed into the turret and tried to man the guns. But they were useless too.

Captain Williams called Ford then to take his place, while he threaded his way back through the ship to estimate the damage. And the ship was a wreck. Fifteen cannon holes at least, and sieved by machine-gun blugs. One elevator damaged, the other destroyed. Trim tabs useless, one motor out, rudder working on three cable strands. No use enumerating the rest of it. The Fort was still flying, wasn't she, on the stamina the boys in the workshops at home gave to her?

But still you can see Williams' face, can't you? Lined with strain and, yes, with rage too. This was his roommate's ship, remember? His roommate's crew. He might have given the abandon-ship order, if it hadn't been for the wounded. Perhaps the other members of the crew could have wrapped their arms around the wounded and jumped, pulling first one rip cord and then the other. But everyone stuck.

The worst of it is over now. The formation has fallen back to protect them. They shut off the No. 2 engine and get rid of the vibration. They stagger over The Ditch at 2000 feet, and somehow, with two men fighting the controls, coax her along to a friendly airfield. The tail wheel is stuck. No matter. Little Wilson jumps on it till it comes down, so they set her down without flaps at 130 mph., leave her there, like a big, tired bird, for the salvage expert. There's not too much left, even for salvage.

Ten men went out that day. They bombed their target. Nine came back alive. Of the nine, three were wounded: Houston, Shively and Neeley. Already, Neeley is ready to fly again. The others are going to be all right. Unusual? Not particularly. It has happened before. It will happen again. War breeds heroes, thousands of them. Captain Williams will get the D.F.C.; the wounded will get the Purple Heart.

They deserve it, but don't forget this: Heroes are people. They never stop being people. They get scared and excited and desperate, like any other people. That's what makes their achievements remarkable. And don't forget this, either: Men are what their parents make them. If they are cool under fire, if they are steady in the face of danger, if they sacrifice themselves for others—it's because that selflessness has been bred into them from the start. Whether that selflessness has its origin in the Blue Ridge Mountains or the San Joaquin River Valley, is unimportant. They have it, these boys. And because they have it, you can count on them—you, the people who gave it to them.

41

Bomb Load 11-070 A.P. H.E. Incend.

2. Crew: Pilot Cramm Radio Op Constantin
 Co-Pilot Bramming Top Tur Gun Harris
 Navigator Paul Myers Ball Tur Gun Rose
 Bombardier John Reid Waist Gun Musick & Juanita
 Engineer Harris Tail Gun Wall

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

4. Target Attacked: Primary Secondary st. Nazaire Last Resort Jettisoned Abortive

Time _____ Height 21,000 Heading _____

5. Why wasn't Primary attacked? Ball turret gun failed to function when tested on channel. Left tail gun failed also
 Reason for abortives Pilot decided to return

6. How was Target Identified? Easily Visible From Photo Other _____

7. Any Photos? Yes No (photo & Bomb Plot Report)

8. Results of Bombing:
 (a) Own Bombs Returned with bombs.

(b) Other Bombing _____

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"
Exceptions

10. Flak

Intensity : : accuracy
Place : Height : Type : Direction

Bomb Load 10x500 G.P. Incend.
 2. Crew: Pilot WJ Casey Radio St Nazaire R (Walter)
 Co-Pilot DE Lilli Top Tur Gun ✓
 Navigator WC Lecker Ball Tur Gun Sgt Bello Bowles
 Bombardier AC Smith Waist Gun Davin and Harris
 Engineer Sgt Elliott W.C. Tail Gun Small

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

SYSTEM / S/SGT
 S/SGT R.G.
 P.D.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Ejective
 Time 11:25:14 Height 71,000 - Heading 700° Mag

5. Why wasn't Primary attacked? _____

Reason for abortives _____

6. How was Target Identified? Easily Visible From Photo Other _____

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing: 3 salvoes over but among installation

(a) Own Bombs Seven in train - 3 salvoed fraction later
Very dense ① Directly on target Casey says he saw
Column plume of smoke 3000 feet high - St Lecker says
 (b) Other Bombing He saw smoke at turn 30 miles from target

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place "As ordered" Time _____ Height _____ Escort Seen No
 Exceptions Route

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
Crossing coast	71000	Steam	✓	✓	Black	No	Ahead
Target	71000	Heavy		✓	Black	✓	Ahead

Bank of 5 stepped

Few bursts - direction some red -

on hit - several bursts to the right far away not as thin

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack _____

Stubs -
FW 190 - about 7 on right and 4 on left -

about 15 on entire formation of 5 ships -

E/A claimed DESTROYED _____

E/A claimed PROBABLE **(1)** _____

E/A claimed DAMAGED _____

5 attached singles from 7 o'clock out of sun high - 8 or 9 single attacks from on tail from 6 o'clock out of sun.

Fill out immediately separate CLM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return at target broken clouds at 10,000 7/10

OK target - clear - scattered clouds - some haze -

visibility unlimited on way back - as on way in

13. Observations:

(a) Dummies, decoys, camouflage, etc. _____

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by EA, E/A action, accident, or undetermined cause.)

One plane injured by black at target - #3 engine smoking
think it was Reagan + 2 3rd ship

(c) New tactics of E/A _____

(d) Targets of opportunity _____

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) _____

none

contact to 1200

WMA in 9th

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

Casey to be commended for covering crippled ship.

16. Crew comments.

Bill turned out - 200 turned out -

think they missed ship out of target

Time 350

Interrogating Officer

left wing hit on first attack (46) was?

fell out Casey fell back to cover.

attack continued for 15 minutes after attack was over other 2 ships joined.

Ap turned out waist gun out nose using radio gun.

tail gun working

later radio waist shreds eventually, 2nd turret on

2 20 mm in right wing -

Big piece of skin off left wing on out at root of right wing - ripped fanning out & ripped up wing tail damaged.

burst in fuselage behind main entrance door

3rd turret back shot away

PS - Interrogating Officer

could tell he was on ground etc.

#6

Bomb Load 10x 500 lbs 48.1 Incend.
 2. Crew: Pilot Labell Radio Op Kriak
 Co-Pilot Hemmer Ball TurGun Katzecki
 Navigator Fryer Fop TurGun
 Bombardier Burden Waist Gun Puckinister
 Engineer Brucke Tail Gun Houx

3. (Immediate News to be telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive
 Time 17:26 Height 22,000' Heading 280°

5. Why wasn't Primary attacked?

Reason for abortives _____

6. How was Target Identified? Easily Visible From Photo Other _____

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs Some direct hits on Primary -

(b) Other Bombing Smoke indicated Primary had been previously hit by Squadron or Groups ahead.

(If interviewing squadron leader state TIME bombs struck target, average altitudes at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions

10. Flak

French
Cracking east going in

Place	Height	Type	Intensity			Accuracy	
			Severe	Mod'te	Color	Height	Direction
Target							
X	22,000	Heavy Intense	X		Black		all around also barrage

11. Encounter with enemy aircraft; give number of enemy attacks, and number of E/A participating in each attack. None over target about five on return ten minutes after leaving target RW. 90's Col in

single

5 attacks

E/A claimed DESTROYED _____

E/A claimed PROBABLE _____

E/A claimed DAMAGED _____

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return Clear over target otherwise as predicted

13. Observations:

(a) Dummies, decoys, camouflage, etc. Baldwin has over lock on target

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by, E/A action, accident, or undetermined cause.)

(c) New tactics of E/A Came in closer perhaps 50' ~~or 100~~

(d) Targets of opportunity _____

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

→ After bombing and making right turn saw ship # 493 (Regans) cover and ahead of it saw two more aircraft # 13 (regain) was hit as pieces of cocoying could be seen falling off. Broke away from own formation and took up position on his left wing, as escape route. Another ship # 12 4487 (Reber) was acting as escort on right wing of # 493

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

16. Crew comments.

About halfway between target and French coast upon return 50's to 500's encountered no ground attacks. Civilians gave friendly gestures.
Capt. Wiley

Time 4:50 PM

Interrogating Officer

Bomb Load 10-500 G.P. Incend.

2. Crew: Pilot Col. Cleveland Radio Op Sgt. STEVENSON
 Co-Pilot Capt. Johnston TopTurGun _____
 Navigator Lt. SATTRICK BallTurGun Sgt. PAPPAS
 Bombardier Lt. VAUSSI Waist Gun } Sgt. MORRISON
 Engineer Sgt. BENNETT Tail Gun } Sgt. WYLY
 TopTurGun _____ } Sgt. McMAHON

WILLIAMS
 + 20 WING
 17/11/42

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time _____ Height _____ Heading _____

5. Why wasn't Primary attacked? Got to Guernsey Island - turned back

no R supercharger out - Pilots interphone out

Reason for abortives Dropped Bombs in English Channel - All

6. How was Target Identified? Easily Visible SAFE except one. From Photo Other _____

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs _____

(b) Other Bombing _____

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions

10. Flak

Intensity : _____ : accuracy
 _____ : _____ : _____
 _____ : _____ : _____

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack _____

E/A claimed DESTROYED _____

E/A claimed PROBABLE _____

E/A claimed DAMAGED _____

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return Visibility poor - broken clouds and haze

13. Observations:

(a) Dummies, decoys, camouflage, etc. _____

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.) _____

(c) New tactics of E/A _____

(d) Targets of opportunity _____

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) _____

15. Incidents of bravery or skill due to --: Technical failure, damage to a/c affecting mission. _____

16. Crew comments. _____

Shelby Owen Time 10 min
Interrogating Officer

W
#4

1. Squadron 307 42
 Bomb Load 10 x 500 H.E. Incend.
 2. Crew: Pilot Smiley Wm. Radio Op Hepner
 Co-Pilot R.C. Miller Top Tur Gun Kerbow
 Navigator Wm. Strauss Ball Tur Gun Clark
 Bombardier W.W. Bruning Waist Gun Spirs
 Engineer Clifton Tail Gun Payne

3. (Immediate News to be Telephoned)

- (a) Planes down on water. no
- (b) Dinghies. no
- (c) Enemy capital ships. no

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive
 Time 1129 Height 21000 Heading 240° 240

5. Why wasn't Primary attacked? —
—
 Reason for abortives —

6. How was Target Identified? Easily Visible From Photo Other —

7. Any Photos? Yes No — (Photo & Bomb Plot report)

8. Results of Bombing:
 (a) Own Bombs Saw bombs from 268 ch fall over target about 350 ft. Entire squadron was over.
 (b) Other Bombing Preceding group's bombs hit squarely on target (31).

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place — Time — Height — Escort Seen As ordered.
 Exceptions — Never saw escort

10. Flak Saw red bursts mingled with black coming from Island of Suvarneya

Place	Height	Type	Intensity	Severe	Mod'te	Color	Height	Direction
<u>Clear from coast to target</u>								
Target								
<u>Moderate and inaccurate both as to alt. & direction</u>								

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 4 FW's N.W. of Lowest
at 1600 to 1800. attacked singly. 1 claimed
as damaged. (All FW's were yellow nose)
 E/A claimed DESTROYED — one came in within 200 yds
 E/A claimed PROBABLE — (small hole in wing &
tail of 517)
 E/A claimed DAMAGED 1

Fill out immediately separate CLM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return As predicted. Over England

light cumulus with 2 to 3 miles visibility.

Visibility practically unlimited at target.

13. Observations:

(a) Dummies, decoys, camouflage, etc. None.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by, E/A action, accident, or undetermined cause.)
None.

(c) New tactics of E/A None.

(d) Targets of opportunity —

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)
None.

15. Incidents of bravery or skill due to —: Technical failure, damage to a/c affecting mission.
None.

16. Crew comments. French people appeared friendly
Crew could see them waving (Note: this ship was
flying low to protect another that had been hit in motor.)

J. Wright Time 35 min.
 Interrogating Officer

#7

Bomb Load 10-500 GP H.E. Incend.
 2. Crew: Pilot W.E. ROBER Radio Op W.C. CROMAND
 Co-Pilot G.J. LALY Top Tur Gun A.L. JOHLAND
 Navigator L. BEGEN Ball Tur Gun A.S. LISCAUATE
 Bombardier W.W. SAUNDERS Waist Gun E.E.H. BROZEMAN
 Engineer C.H. CHRISTEN Tail Gun J.R. GELMER

3. (Immediate News to be Telephoned) FLW IN FORMATION #6

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked Primary Secondary Last Resort Jettisoned Abortive
 Time 11:24 1/2 Height 21000' Heading 218°

5. Why wasn't Primary attacked?

Reason for abortives _____

6. How was Target Identified? Easily Visible From Photo Other

7. Any Photos? Yes (No) (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs Primary Rt. of course (Rt side bomb)
Smoke obscured view

(b) Other Bombing Other hits in target area
Smoke seen 1 col. black & white side by side

Flashes seen in target area - probably bombs
 (If interviewing squadron leader state TLE bombs struck target, average altitude at which attack took place.) previous outfit

9. Rendezvous: Place Time Height Escort Seen

"As ordered"
 Exceptions none seen.

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
<u>NOT OVER</u>							
<u>FR. COAST</u>		<u>HU.</u>		<input checked="" type="checkbox"/>	<u>BLACK</u>	<u>Good</u>	<u>POOR IN BACK</u>
<u>GOING IN:</u>							
Target							
	<u>21000</u>	<u>HU.</u>		<input checked="" type="checkbox"/>	<u>BLACK</u>	<u>GOOD</u>	<u>BEHIND</u>

11. Encounters with enemy aircraft; give number, of enemy attacks, and number of EA participating in each attack 2-7 EA - at 1800' leaving target EA - made ^{and} ~~two~~ attacks down formation on damage to our AC
ETA - EN 140 silver body (probably black nose)

E/A claimed DESTROYED

E/A claimed PROBABLE

E/A claimed DAMAGED

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return as predicted

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ..., E/A action, accident, or undetermined cause.)

Regan - smoking on way home - (didn't drop bomb) cowling came off, landed in England - saw signs peel-off formations - #3 engine smoking at west while kept coming down.

(c) New tactics of E/A

(d) Targets of opportunity

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

15. Incidents of bravery or skill due to - Technical failure, damage to a/c affecting mission.

16. Crew comments. GOOD SHOW.

GEN LONFELLOW & Co. ASKED
MANY QUESTIONS
ALSO

17 min
Stewart WAC Time 30 min
Interrogating Officer

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

About 12:00 1 Messerschmidt Each airplane turning at
long distance from 6 o'clock
level - each quickly
away at over 1000 mph
E/A claimed DESTROYED None
E/A claimed PROBABLE None Tail on each had broken
E/A claimed DAMAGED None circle at each

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

to target: 6/10
Clear over target: 6/10 way back

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by enemy, E/A action, accident, or undetermined cause.)

Immediately after turning North from Target, 11:55

Tail Gunner saw Regans ship faller (behind) may
and dropped quickly to zero ft. + stayed
with him till coast of England, where they believed

(c) New tactics of E/A

he landed -

(d) Targets of opportunity

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

None

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

No technical trouble

16. Crew comments.

None

LT- WELD Time 25 min
Interrogating Officer

2500
60.

Bomb Load 10-500 Incend.

2. Crew: Pilot R.W. Smith Radio Op CF. Fehr
 Co-Pilot A. KRAMARINKO Top Tur Gun W. Allan
 Navigator CG. Jones Ball Tur Gun HE. WARRER
 Bombardier EG. DANIELS Waist Gun R.K. Banks
 Engineer J.V. Edwards Tail Gun J.W. Hayward

3. (Immediate News to be Telephoned)

- (1) Planes down on water.
- (2) Dinghies.
- (3) Enemy capital ships.

A. S. NARGAIRE - ~~RAF~~ Large ship 10 RR Funnels

4. Target Attacked: Primary Secondary Last Report Jettisoned Abortive
 Time 1124 Height 81600 Heading 200 True

5. Why wasn't Primary attacked?

Reason for abortives

6. How was Target Identified? Easily Visible From Photo Other

By picture + because they had seen it before

7. Any Photos? Yes (No) [Photo & Bomb Plot Report]

8. Results of Bombing:

(a) Own Bombs Smoke + flames on target

(b) Other Bombing Group ahead were over the target in water with their bombs with half their bombs - the rest hit the target
 (If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered" with 1034 2100 Bombers

Exceptions

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
Guernsey	2100	Heavy		✓	Red	below	Behind
Target	2100	Heavy		✓	Black	Good	Behind
AG Fore- AT Group of 248	2100	Heavy	✓		Black	Good	Close

11. Encounters with enemy aircraft; give number, enemy attacks, and number of EA participating in each attack 5 ships - 3 AW 149
Silver with yellow tail - Attacked Group ahead
R_A attacked the 3rd formation

E/A claimed DESTROYED _____

E/A claimed PROBABLE _____

E/A claimed DAMAGED 1 - ^{1st} Landing gear (dropped) down

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return visibility good over target - over Channel
Cumulus 6/10

13. Observations:

(a) Dummies, decoys, camouflage, etc. None

At 47°40'N, 1°50'W a large group of ^{new} buildings - Resembling a fort or camp.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by a.a., E/A action, accident, or undetermined cause.)

Capt. Regan's ship shot up - landing gear ^{1/2} down - Cowling on #3 engine shot off

(c) New tactics of E/A Stayed in pairs and attacked straight from rear between 5 + 7 o'clock from above

(d) Targets of opportunity _____

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) _____

None

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

Major Hartford made a 360° turn and went back and picked up Capt. Regan. Reber and Isbell stayed with Regan to protect him.

16. Crew comments.

Returned at 500ft. - Return was without incident

Shubel (Over) Time 25 minutes
Interrogating Officer
12th

W
#10

Bomb Load 10 - 500 H.E. incand.
 2. Crew: Pilot Capt. J. B. Brady Radio Op T/Sgt. Nesbitt W. R.
 Co-Pilot Lt. Healey Bernard Top Tur Gun Cabrey
 Navigator Lewis Warren Ball Tur Gun S/Sgt. Steven Eugene H.
 Bombardier Robert E. Kyline Waist Gun Wallace & Ross
 Engineer T/Sgt. Cabrey James Tail Gun S/ST Elect. Elek. John F.

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

Sgt. John Vallorani
 T/Sgt Michael Roskovich

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive
 Time 1124 Height 21000 Heading 215° - true

5. Why wasn't Primary attacked?
 Reason for abortives

6. How was Target Identified? Easily Visible From Photo Other clear
has been there before

7. Any Photos? Yes No (Photo & Bomb Plot report)

8. Results of Bombing:
 (a) Own Bombs Saw smoke plume coming from target area - believe that we struck target -
 (b) Other Bombing Saw plume & smoke.

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen
 "As ordered"
 Exceptions

10. Flak

Place	Height	Type	Intensity		Accuracy		
			Severe	Mod'te	Color	Height	Direction
<u>near target & our flight</u>	<u>22000</u>	<u>Hq</u>		<input checked="" type="checkbox"/>	<u>black</u>	<u>22000</u>	<u>fill around target</u>
Target							

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 2 occasions

About 15 miles inland, & away from target, was attacked by two
7.6.190; - Sgt's Allen & Calloway struck me 7.6.190 - it was damaged & I
seen by the British to land; but I returned about the entrance of
E/A claimed DESTROYED

E/A claimed PROBABLE

E/A claimed DAMAGED

(2)

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

Hazy; & cloudy; calm; target very
visible & unobscured

13. Observations:

(a) Dummies, decoys, camouflage, etc.

Saw puff of smoke, & crew believed it to be a decoy to
mislead - could not be results of bombs, since not big enough -
(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by a/c, E/A action, accident, or undetermined cause.)

Saw 7.6.190 & firing continuing at ship pulled
by Capt. Williams

(c) New tactics of E/A to come out of the sun

(d) Targets of opportunity Saw parking lots for motor
or a motor pool;

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

no

15. Incidents of bravery or skill due to - Technical failure, damage to a/c affecting mission.

We set out 5.0.5 - 12.20 to take care of Capt. Williams
in case it was necessary; Radio op. notified them that it was
not necessary - 13.00

16. General comments.

Saw two submarines at the target;
had flock directed at us at Hoagel on return after encounter
with E/A; saw flock stops in harbor in place that they were seen before.

Adrian Wall
Interrogating Officer

Time 16.30

est

#11

Bomb Load 10 500 H.E. Incend.
 2. Crew: Pilot McKay Radio Op Kruzynski
 Co-Pilot Johnson Top Tur Gun Adams
 Navigator Pollak Ball Tur Gun Holtz
 Bombardier Kranberth Waist Gun Herrn
 Engineer Ellerman Tail Gun Gibson

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

4. Target attacked: Primary Secondary Last Resort Jettisoned Abortive
 Time 11.24 Height 21400 Heading 30° 710°

5. Why wasn't Primary attacked?

Reason for abortives _____

6. How was Target Identified? Easily Visible From Photo Other _____

Earl Krable

7. Any Photos? Yes (No) (Photo & Bomb Plot report)

8. Results of Bombing:

(a) Own Bombs (None)

(b) Other Bombing Aborted target on fire 20 hits on target + some other. Big fires One big explosion could be made for fifty miles on way back. Column of smoke + one of black smoke
 (If interviewing squadron leader state TIL&E bombs struck target, average altitude at which attack took place.)

9. Endeavors: Place AS ordered Time 30 miles west of course on way back. close to Height Winn ship. Night Escort Seen

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
<u>Primary</u>	<u>21000</u>	<u>Heavy</u>	<u>✓</u>	<u>✓</u>	<u>Red</u>	<u>Westerly</u>	<u>Behind</u>
<u>Target</u>	<u>21400</u>	<u>Heavy</u>	<u>✓</u>	<u>✓</u>	<u>Red</u>	<u>Westerly</u>	<u>Behind</u>

1. E counters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack *Attacked about 20 times by 3 planes.*
- 2 *FW 190 1 ME 109. No claims. Saw no FW 190 or down board and I'm sure first shot of another plane. - North*

E/A claimed DESTROYED None

E/A claimed PROBABLE None

E/A claimed DAMAGED _____

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

As held

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by n.e., E/A action, accident, or undetermined cause.)

(c) New tactics of E/A *1 FW 190 would get up above - direct him down rate behind & come straight up from behind to attack. Did this several times (time after time)*

(d) Targets of opportunity _____

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) _____

None

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

16. Crew comments.

W. A. Sullivan
Interrogating Officer

Bomb Load 10-500 & P

H.E. Incend.

2. Crew: Pilot Capt. Johnson

Radio Op Stinson

Co-Pilot

Top Tur Gun Bennett

Navigator

Ball Tur Gun Deppas

Bombardier

Waist Gun

Engineer

Tail Gun

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time Height Heading

5. Why wasn't Primary attacked? oil line #1 engine broke

 - Returned with bombs

Reason for abortives

6. How was Target Identified? Easily Visible From Photo Other

7. Any Photos? Yes No (photo & Bomb Plot report)

8. Results of Bombing:

(a) Own Bombs Returned with Bombs.

(b) Other Bombing

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions

10. Flak

Intensity : : Accuracy
Place : Height : Type : Severity : Modity : Color : Height : Direction

1. Squadron 367 368 (369) 423

A/c No. 124 #70 Date Nov. 17, 1942

Bomb Load 11-V TO N.P.

H.E. Incend.

2. Crew: Pilot Cramer

Radio Op Constantin

Cc-Pilot Brunting

Top Tur Gun Harris

Navigator Paul Myers

Ball Tur Gun Roe

Bombardier John Reed

Waist Gun Musick & Jernstedt

Engineer Harris

Tail Gun Wall

3. (Immediate News to be Telephoned)

(a) Planes down on water.

(b) Dinghies.

(c) Enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time _____ Height 21,000 Heading _____

5. Why wasn't Primary attacked? Ball turret gun failed to function when tested on channel. Left tail gun failed also.

Reason for abortives Pilot decided to return

6. How was Target Identified? Easily Visible. From Photo Other _____

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs: Returned with bombs.

(b) Other Bombing _____

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions

10. Flak