

TELETYPE REPORT

A. Narrative.

1. 24 A/C took off at 0950 hrs to bomb the shipbuilding yards at Kiel. 3 A/C returned early due to mechanical failures and 21 A/C bombed the target. The route flown was approximately as ordered in good weather and clear visibility at the target.

2. Confused and uncertain because of inexperience with incendiary bombs. Crews reported that bombs were dropped in target area but could not follow them.

3. 1 - 1245 hours turned back 25 miles from German coast with #4 engine out.

1 - 1300 hours turned back 20 miles from German coast with engine failure.

1 - 1315 hours turned back at German coast with #4 prop wild and superchargers lagging.

4. Some 40 - 50 E/A, chiefly Fw 190's, Ju 88's, and Me 110's were reported seen but there were very few direct attacks on this group. They were first encountered at coast on way to target and pilots appeared inexperienced. Most attacks were from rear. No unusual markings were reported although one pure white Me 110 was seen. Aerial bombing was again resorted to and 1 B-17 may have been lost as a result. We claim 3 destroyed and 1 probable.

5. Flak was moderate and inaccurate for deflection on this group, but seemed intense and accurate on groups following. AA fire was reported from several ships in Kiel harbor.

6. 1 B-17 down just before target -- 3 chutes out picked up by boat.

1 B-17 down at target -- 4 chutes (this may have been hit by bomb).

1 B-17 hit just after target -- went down in water -- 5 chutes out close to boat.

1 B-17 straight down in dive at target -- no chutes.

7. Nil.

8. Many naval and merchant ships in Kiel harbor taking evasive action.

Smoke screens seemed effective at Kiel, Wilhelmshaven, and Eckenford.

3 submarines off German coast headed north.

B. Statistical.

1. 24.

2. 3.

3. 21.

4. Kiel -- 0.

5. Flensburg -- 0.

6. 0.

7. 0.

8. 0.

9. 0.

10. 0.

11. 0.

12. 10 x 500 G. P.; 16 x 100 Inc.; 4 x 500 Inc.

13. 304 x 100 Inc.; 76 x 500 Inc.; 20 x 500 G.P.

14. 48 x 100 Inc.; 12 x 500 Inc.

15. 0.

16. 0.

17. 0.

18. 0.

19. 0.

20. Primary. 1332 hours, 25,000 feet.

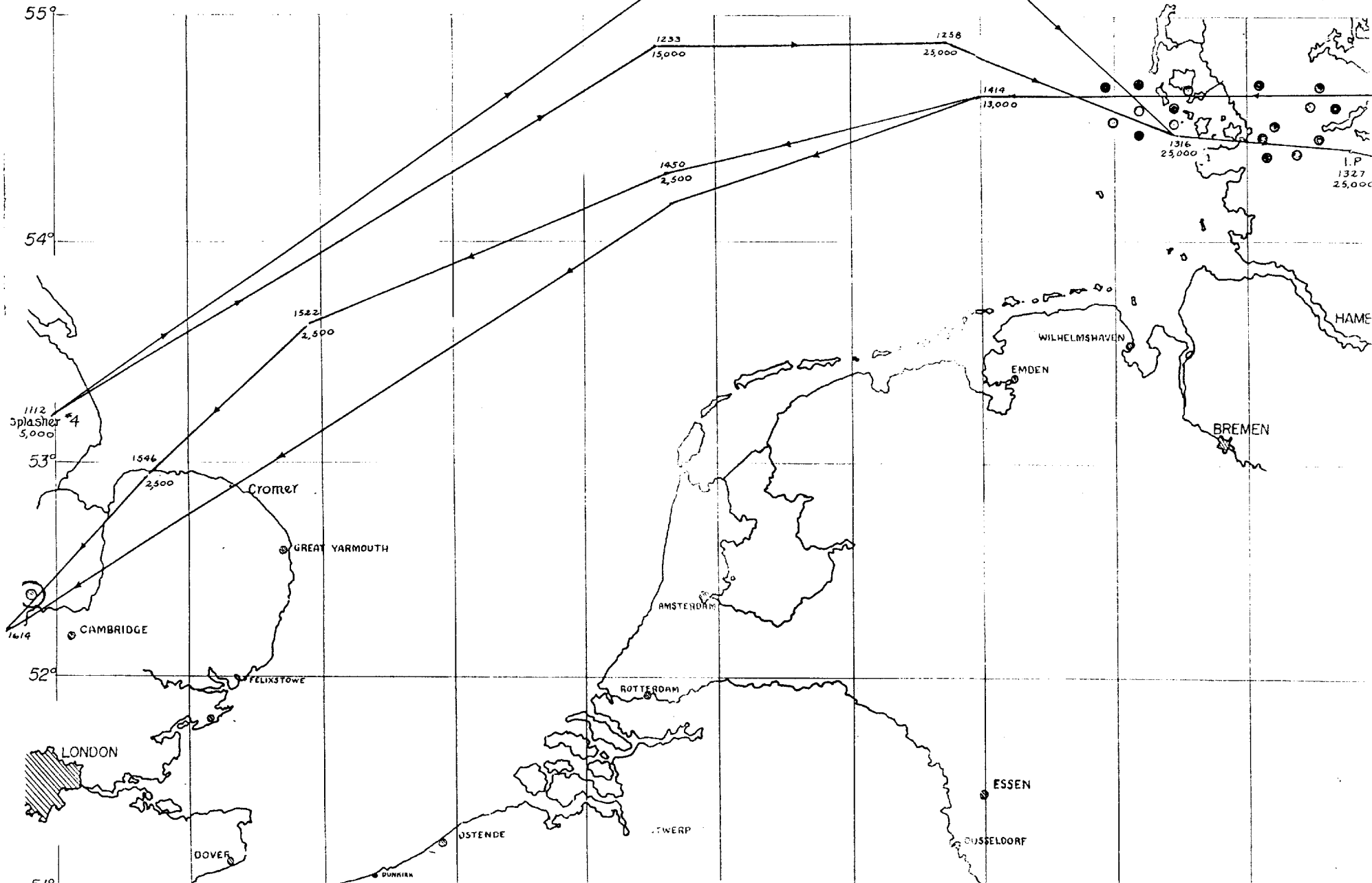
# .RACK CHART

TARGET

Date 19 - 5 - 43

Primary Kiel  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

Planned	Route followed by	
<u>Actual</u>	" " "	<u>306 Bomb Gp.</u>
_____	" " "	<u>306 Bomb Gp.</u>
_____	" " "	_____
_____	" " "	_____
_____	" " "	_____



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

APO 634,  
19 May 1943.

SUBJECT: Tactical Comments and Recommendations on Mission of 19 May 1943.

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

1. It is recommended that the cancellation or postponement of take-off for combat missions be decided on and so coordinated between control officers with the information available to them, that the message may reach the operational stations at least a few minutes before the scheduled take-off time. On this mission twelve ships of the 94th Bombardment Group (H) had already taken off before the word was passed down to this station that the take-off had been delayed a half hour. Owing to the peculiar weather conditions, it was impossible to bring them back into this field, and they had to be sent to Bassingbourne for refueling before another take-off. This caused no little confusion both here and at Bassingbourne.

2. It is recommended that more consideration be given to the difficulties and hardships encountered when several different loadings are sent down, previous to a mission. In this case our ships were about 80% loaded when the final change came in at a late hour. Armorers and Ordnance personnel worked far into the night, undoing the work they had so assiduously performed previously, resulting in dangerous loss of sleep to these men, and, what is more important, a definite drop in morale. This is only a natural psychological reaction to these conditions, and the men themselves are not to be blamed for it.

3. On this mission the poorest piece of headwork was done by the leader of one of the other Groups. He attempted to get into our Combat Wing formation, and though he was not entirely successful, he needlessly exposed one Group to attacks from fighters, as well as raising havoc with the bombing run of the Composite Group of the 101st Combat Wing.

The leader of this offending Group brought his formation up alongside the Composite Group which was flying high off the lead Group. He fired a flare and attempted to move in to the position occupied by the Composite Group, but was not allowed to do so until after several attempts, he accomplished his purpose.

The two Groups then played a game of aerial tag, while lustily shooting flares to indicate that each knew the other was wrong. We are convinced that we were not wrong, since the leader of the Composite Group was one of our Squadron Commanders, flying near enough to the Lead Group to identify the planes in the high Squadron as belonging to his own Squadron. During this jockeying the Composite Group was thrown far enough out on the turn at the I.P. to cause considerable difficulty on the bombing run.

The problems presented by this incident are many. In the first place the present use of flares, with the coordination and knowledge displayed, does not seem to have solved the problem of Group identification. Secondly a better quality of "battle thinking" must be developed in order that such a thing is not allowed to happen again. Thirdly, a closer coordination must be developed between the Combat Wings, and among the individual Groups, so that a rendezvous may be affected without any possible chance of a recurrence of this incident. In connection with this last, it is felt that the choice of Leicester as one end of the rendezvous line was not too well made, since it involved a concentration of unassembled Groups and Combat Wings in such a position that such a thing as did happen could happen, which is really at the root of the whole trouble.

4. Again members of the 92nd Bombardment Group abandoned their assigned positions in the Combat Wing formation at a crucial time. It is again recommended that this Group not be required to participate in Combat missions until such time as they demonstrate proficiency in maintaining the Combat Wing formation.

5. It is recommended that the present available incendiary clusters not be carried into enemy territory until ballistic data is definitely established which will allow precision incendiary bombing with confidence commensurate with demolition bombing. This Group feels that the risk involved in carrying such a load into Germany are all out of proportion with the results attained.

*Claude E. Putnam*  
CLAUDE E. PUTNAM,  
Colonel, AC,  
Commanding.

SECRET

*Crew delivery*

HEADQUARTERS  
VIII BOMBER COMMAND  
A.P.O. 634

Bomber Command Narrative of Operations  
Day Operation - 19 May, 1943  
Mission No. 59

Targets: I. Deutsche Werft U-Boat Yards at Kiel.  
II. Flensburger Schiffsbau Yards at Flensburg.

A total of 187 B-17s from the 1st and 4th Wings were dispatched to carry out attacks against the Deutsche Werft U-Boat Yards at Kiel and the Flensburger Schiffsbau Yards at Flensburg. The 379th Group carried out a diversionary sweep. Photographic evidence on the Kiel effort recorded during and after the raid does not reveal any new damage in the target area, however, crews report fair results. Bombing results on the Flensburg effort were good. No fighter support was furnished on the mission. Opposition was considerable at Kiel and moderate at Flensburg. Flak was moderate. 6 B-17s were lost, all from the 1st Wing.

Group	Number of a/c					Claims	Personnel casualties		
	Dispatched	Attacking	Abortive*	Lost			Killed	Wounded	Missing
			A	B					
1st Wing									
91	19	16	2	1	1	4-0-0	0	0	10***
92	10	9	1	0	0	9-0-0	0	0	0
303	27	22	5	0	0	14-1-10	0	2	0
305	22	19	1	2	4	11-5-7	0	2	40
306	24	21	3	0	0	3-0-1	0	1	0
351	21	16**	5	0	1	7-1-3	1	2	10
	123	103**	17	3	6	48-7-21	1	7	60***
4th Wing									
94	26	25	1	0	0	6-0-4	2	0	0
95	15	11	4	0	0	3-2-6	0	4	0
96	23	19	4	0	0	3-2-4	0	0	0
	64	55	9	0	0	12-4-14	2	4	0
Diversion									
379	24	0	1	0	0	0-0-0	0	0	0

\* Abortive 'A' - mechanical or personnel failures.

'B' - weather, recall, enemy action.

\*\* 1 a/c attacked secondary target and 1 attacked last resort target.

\*\*\* In addition one civilian, a British News Correspondent, was killed.

PART I

Target: Deutsche Werft U-Boat Yards at Kiel

Bombing Results: 101 B-17s dropped 679 x 500 G.P., 156 x 500 I.B., and 464

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, DATE 1/18/91 BY RLB/JHC MARA

74-205

74-705  
x 100 I.B. from 24500 - 26200 ft. at 1329 - 1333 hrs. at the Deutsche Werft U-Boat Yards with fair results. 1 B-17 dropped 10 x 500 G.P. on the Kriegsmarinewerft Dock Yards with results unknown. 1 B-17 dropped 10 x 500 G.P. on Flensburg with results unknown.

Reasons for failure to bomb: 17 a/c returned early because of mechanical failures, 1 was lost before reaching the target and 2 were lost at the target without definite knowledge of their having bombed.

Encounters: Considerable opposition was encountered from 35-75 e/a which were mostly FW 190s and Me 110s with some Ju 88s, Me 210s and Me 109s. Attacks began at the coast on the way in and continued for an hour and 10 minutes until ~~the coast on the way back.~~ Generally attacks were from all

angles and positions with single engine a/c attacking mainly from the nose. 3-5 e/a attacked simultaneously at times. Over the target e/a came in bunches, attacking from the tail and below and breaking off at 800 yards, while a few came in from under the nose to about 300 yds. One group reported very few direct attacks and these mostly from the tail. Air-to-air bombing was again reported. Some FW 190s and Me 110s were solid white, some grey with yellow noses, and some with black fuselage and brown wings. Ju 88s were silver.

Casualties - Personnel: 1 crew member killed, 7 wounded, and 60 missing.

Equipment: Of the 6 B-17s lost, 1 was due to flak, 2 to e/a and three to unknown cause. 1 a/c went down at Kiel Fiord with three chutes opening, 1 down between Nordstrand Island and the mainland with 4 chutes, 1 crashed into Vollerwick Bay with 2 chutes (3 small boats near), 1 went into a straight dive over target with 6 chutes, one in a long dive in Kiel Fiord about five miles east of Kiel with 3 to 5 chutes seen and small boats picking up crews, and one unknown.

Estimated Battle Damage: 21 category "A", 7 category "AC".

Flak: Over target flak was barrage type, moderate to intense, and accurate for height but with inaccurate deflection. 1 red burst near the target. Flak ships in Kiel Harbor and Kieler Fohrde were very accurate. Slight, inaccurate flak at Suderoog, Husun, Rendsburg, Kappeln and Echernforde. Some red bursts seen in vicinity of Flensburg.

Fighter Support: No fighter support was furnished.

Route: Bases to Splasher 4, to 55°10'N - 04°40'E, to 55°17'N - 07°00'E, to 54°30'N - 08°32'E to I.P. at lake two miles N.W. of Schestedt at 54°23'N - 09°48'E to target. Route back: target to 54°24'N - 10°22'E, to 54°42'N - 10°00'E, to 54°40'N - 07°00'E, to 54°08'N - 04°20'E. to Cromer, to bases.

Weather: At take-off there were traces of medium and high cloud with trace - 4/10 thin low cloud at 1000-1500 ft. Visibility generally 4 - 6 miles, occasionally 1-2 miles. On the route out there was 3/10 - 5/10 variable strato-cumulus and cumulus with base at 2000-2500 ft, becoming clear at English Coast and to the target. Visibility 5-10 mi. with occasional haze. No medium or high cloud. At target there was clear - 2/10 low cloud at 2500-3000 ft. with trace of high cloud at estimated 30000 ft. Visibility 10-20 miles. On return route clear to 3/10 low clouds with base at 2000 ft. and tops at 3500

- 2 -

CONFIDENTIAL

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 1.8  
By RLB/DAC  
Date 1/10/92  
MARA

ft, with traces of high cloud, and clearing as English Coast approached. Occasional patch of 3/10 - 5/10 medium cloud at 8000 ft. Visibility at 10-20 miles. At bases on return clear with 10-20 mi. visibility. No contrails were reported. Winds and temperature was reported as good and as forecast.

Observations: One Ju 88 is reported to have directed flak from I.P. to beyond target. 14 vessels were seen in the Kiel Fiord some of which resemble naval craft and 2 as large as cruisers. Smoke from Flensburg after bombing was seen rising to a height of 8000 ft. from our a/c which were flying at an altitude of 25,000 ft. and 70 mi. away. 50 balloons were seen at Kiel; 50 were seen at Echernford at 1500 ft. A large, well camouflaged vessel was lying on the lee side of a small island S. of Sylt; 8-10 subs were observed E. of Sylt. There was 1 naval vessel thought to be an aircraft carrier or target tow in Kiel Harbor. A camouflaged cruiser was seen at Heligoland. 2 crews reported FW 190 with gun in tail firing to rear. 1 group reported that incendiaries dropped by group above flew apart and dropped in their path.

PART II

Target - Flensburger Schiffsbau Yards

Bombing Results: 55 B-17s of the 4th Wing dropped 536 x 500 GPs on the Flensburger Schiffsbau Yards from 22000 - 25000 ft. at 1325-1328 hrs. Strike photographs show a heavy concentration of bombs on and around the new shipyard. Reconnaissance photos show several hits on the U-Boat building shops. The main frame and angle bending shop and the quarantine station were also damaged. The old shipyards were damaged and were still smoking at the time of photographic reconnaissance.

Reasons for Failure to Bomb: 9 B-17s returned early due to mechanical failures

Encounters: Moderate opposition was encountered from I.P. into and out from the target over a period of approximately 30 minutes. Most of the e/a were FW 190s plus a few twin engine fighters. Attacks were persistent and mostly from 5-7 o'clock although some came from 11-2 o'clock. FW markings were silver, light blue, light grey, and yellow and red noses.

Casualties - Personnel: 2 crew members were killed and 4 wounded.

Equipment: No losses.

Estimated Battle Damage: 8 category "A" and 1 category "AC".

Flak: Flak was slight to moderate and inaccurate as to deflection. Black bursts were seen before reaching the target and red bursts after passing over it.

Fighter Support: None furnished.

Route: Bases to Splasher 4, to 55°10'N - 04°40'E, to 55°17'N - 07°00'E, to

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-2051  
 By RLB/JHC  
 Date 1/8/91  
 MARA

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

AP0 624,  
19 May, 1943

SUBJECT: Enemy Opposition Tactics Report for Mission of 19th May, 1943.

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

1. General.

On 19th May, 1943, twenty four (24) A/C of the 306th Bomb Group (H) were airborne to bomb, with incendiaries, the shipbuilding yards at Kiel, Germany. Of the twenty four (24) A/C, three (3) flew with the Composite Group, the 92nd & 303 Bomb Groups (H). On the whole, because of the nature of the bombing load, the bombing results were visibly indeterminate.

2. Flak.

Flak over the target was accurate as to height, but off on deflection. Several crew members reported having seen red bursts of flak.

3. Fighter Opposition.

Fighter opposition as it affected this group was moderate. Between 30 & 50 E/A, mostly Fw 190's, with some Ju 88's and Me 109's, were encountered. Most attacks were made from between 2 and 5 o'clock. An Fw 190, painted silver, was reported as directing the enemy attack. Our A/C claim three (3) certainly destroyed and one (1) as probably destroyed. Several crew members reported aerial bombing.

JOHN B. WRIGHT,  
Major, AC,  
8-2

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005

NARA

Date

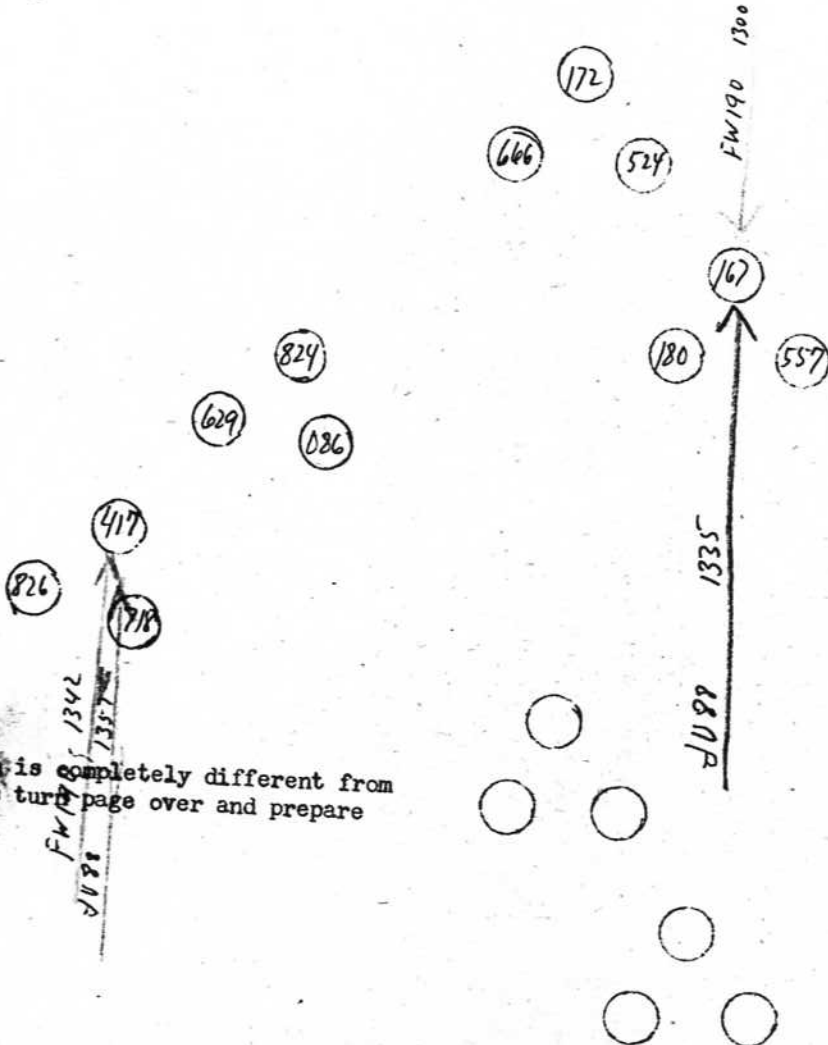
BY RIB/BAC



GROUP 306  
 DATE 3/19/43

COMBAT DUPLICATION CHECK FORM

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



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

Write numbers of our A/C in circles.  
 Draw lines through circles not applying.  
 Block out our missing A/C in Red.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
 By RIB/DHC Date 1/8/91  
 NAVA Date 1/8/91

③ 92nd didn't descend until Denmark

④ No Con trails at altitude

Assembled at 7000

went to low ⑤

Delayed 20 minutes  
ended + climbed to 17000

2 Gps at Polington  
205-208  
92 at Denmark

Fighter support going in a few gaps coming out

~~Denmark~~

Plano to  
Butterfly Right  
A GP  
dropped  
35 miles  
out after flight

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
 BY RLB/BAC  
 MABA Date 1/18/09

4x500-161100 -

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 180 Letter D Date 19-5-43

Bomb Load H.E. Incendi Position in Formation

Time Took Off 9:55 Time Landed 16:28

1. HOT NEWS to be phoned in? Yes No

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

Details:

1-B17 - 13:55 before news 1st

CREW: Give Rank and Initials

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

1st C.F. Logan - Pilot

1 B17 - out of formation - 1st fighter  
#3 smoking - steep spiral  
just before target under control

2nd MW Davis CO-P

2nd AS. Morris Nav.

1st SE Drew Bomb.

TARGET ATTACKED:

Primary Time: 13:30

Alternate Height: 75000 -

Last Resort Heading: 67°

Duration Bomb Run: 200

S/S SW. ~~Smith~~ SWARTZ Radio

S/S M Wentworth Top T.

S/S G. Rowland Ball T.

S/H. Cordery - R. Waist

S/S A. Romero - L. Waist

S/S FN Porcelli Tail G.

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

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

Own Bombs:

Scattered like leaves in WIND

Other Bombing:

Don't know

5. Any PHOTOGRAPHS taken?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (if it affected mission)

6000 -

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

Time	Place	Height or A/C	Type (light, heavy) intense, moderate or slight	Color of bursts	Location	Accuracy
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Flak from Echmford - at Kabu near target

Low, Behind at target, Black-

Crew observations about Flak:

Good but but inaccurate - 3 or 4000 feet below

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
 BY RLB/BAC NARA Date 1/18/94

20 all day ~~at 3~~ 70-30 F.W.

10. ENEMY FIGHTER OPPOSITION:

14 fighters at 13:10 Several dives  
 (Estimated total number of E/A seen) (Types)

(Location and length of fight) 1/2 angles - F.W.  
1/2 JUF8-

*No attacks*

(Tactics of E/A)

*Silver fuselage - Red ladder - F.W.*  
 (Color markings, etc. of E/A)

(Our defensive action)  
*One at B17 was out of range.*

CLAIMS	
DESTROYED	<input checked="" type="checkbox"/>
PROBABLY	<input checked="" type="checkbox"/>
DAMAGED	<input checked="" type="checkbox"/>

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

*53°47'N  
0010° East*

11. FIGHTER SUPPORT

*11:27 Saw 7 ships one apparently sinking - another standing by - One still - Other circling*

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,  
*Good smoke screen - Boats making smoke - Smoke pots along bank - Smoke pots to NW on Bay.*

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)  
*Buildings like hangars (10-15) on Langston - along coast road*

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

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)  
*Log says that one ship went down with his hand. It got the form somewhere in coffee room.*

S-2 OFFICER *R. X. 1.1*

FILE COMPLETED

*610*

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
BY RLB/BAC  
MARA Date 1/18/94

③ 13:22 - Down 3 chutes - in water

4x500 - 16K, 0

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 794 Letter K Date 19-5-43

Bomb Load \_\_\_\_\_ H.E. Incendi Position in Formation \_\_\_\_\_  
Time Took Off 10:00 Time Landed 16:30

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

① Before target - Spun Spun again  
3 minutes overboard + Blew Up - No chutes  
Fighter (Give position, time, altitude, full details) 1322 at Coast

CREW: Give Rank and Initials

1st F.A. O'neil - Pilot

② 11 B17 aborted at 1256 - 15 minutes from coast & turned back.

Redwood - CO-P  
2nd Q.D. Moore - Nav.  
2nd F.X. Pierce - Bomb.

2. TARGET ATTACKED: B17 - 8000 Coast

Primary Time: before target spinning 1st R. S. Schultz - Top T. Radio  
Alternate Height: falling leaf 1st M. Causey - Ball T.  
Last Resort Heading: 1330 1st R. J. Durfee - R. Waist  
(circle) 24500 S. W. H. H. H. - L. Waist  
Duration Bomb Run: 450 1st W. D. Brittain - Tail G.

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

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

Own Bombs:

BIG FIRE  
at target

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

Time	Place	Height	Type (light, heavy)	Color of Bursts	Location of Bombs in relation to A/C	Accuracy
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Accurate for height Inaccurate for Range  
Moderate + heavy - Perceived more than last time

Crew Observations about Flak:

3 bursts spinning in

10. ENEMY FIGHTER OPPOSITION:

Twins  
(6)

(25) singles

(Estimated total number of E/A seen)

(Types)

F.W.

(Location and length of fight)

No attacks -

Hooping well away -

J U F 8 lobbing in

(Tactics of E/A)

Shells then thought heavier than  
70 mm -

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

(Our defensive action)

C L A I M S

DESTROYED \_\_\_\_\_

PROBABLY \_\_\_\_\_

DAMAGED \_\_\_\_\_

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

11. FIGHTER SUPPORT

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

3 submarines - 5 minutes off coast - German - headed North - parallel to coast - 24500 -

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)

See English Batteries shoot & burst at incoming A/C.

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

(Person  
Went out)

15. DAMAGE TO A/C: (Briefly)

Incendiarium falling from plane ahead - }  
10 hit.  
(ship 150 yards away) - }

16. TECHNICAL FAILURES:

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

Something need be done on formation  
on incendiarium

S-2 OFFICER

Baumgardner

FILE COMPLETED

1745

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By RLB/BAC MARA Date 1/8/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-705  
 By RLB/JAC NARA Date 1/8/94

4

INTERROGATION FORM

SQUADRON 367 ~~368~~ ~~369~~ 423 A/C Number 084 Letter N Date 3/19/43

Bomb Load 16 x 100 4 x 50 H.E. Incendi. Position in Formation  
 Time Took Off 9:50 Time Landed 16:10

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?  
 (Give position, time, altitude, full details)  
 1B17 seen to explode about the location  
 may in 5 minutes seen.  
 1B17 out over target. (Demmand) Coal bunker.  
 1B17 on turn after target followed by F.Ws. 3 Clats  
 exploded

G. T. B. Howard Pilot  
A. R. W. Shroyer CO-P  
A. A. J. Bycott Nav.  
A. E. M. Montoya Bomb.  
T/S W. D. Skahan Radio  
S/S D. E. Neff Top T.  
S/S P. Morris Ball T.  
S/S W. Barton R. Waist  
T/S F. J. Kilbride L. Waist  
S/S B. T. McCann Tail G.

*Impressed*

2. TARGET ATTACKED:  
 Primary Time: 13:35  
 Alternate Height: 24,600  
 Last Resort Heading: 125° mag.  
 (circle)  
 Duration Bomb Run: 20-25 sec.

3. Number of BOMBS dropped on target: 16 Jettisoned: Returned: Abortive:

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

Own Bombs: *Big smoke seen. But also fire seen. Cluster of black smoke definitely over target area.*

Other Bombing:

5. Any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: none seen

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)  
*as briefed except straight west until we got a fix. then straight in.*

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

1331 target 24600 Intense *but accurate in direction.*  
1331-35 Bats. 24600 slight hit fairly accurate.  
before target 10 to target more faint track. *not accurate.*

Crew observations about Flak: not a lot

III

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 557 Letter T Date 19 May 43

Bomb Load Incendiary H.E. Incendiary Position in Formation

Time Took Off 9:58 Time Landed 1645

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

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

CREW: Give Rank and Initials

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

- D. E. Hopkins Pilot
- St. F. O. H. Jeffries CO-P
- D. L. S. Pierce Nav.
- D. S. R. Stead Bomb.
- S/Sgt H. M. C. Givney Radio
- S/Sgt T. F. Haketic Top T.
- S/Sgt C. Shelly Ball T.
- S/Sgt O. Van Cleave R. Waist
- Sgt R. L. Taylor L. Waist
- Sgt E. G. Westloh Tail G.

2 B17 on water right after target  
3 chutes from 1. 2 from other.

2. TARGET ATTACKED:

Primary Time: 1405

Alternate Height: 25000

Last Resort Heading: 10  
(circle)

Duration Bomb Run: 30"

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

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

Own Bombs: difficult to see due to smoke & smoke screens

Other Bombing: whole area all smoke.

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 - hit German coast about 40 miles north of where should.

8. WEATHER: (If it affected mission) good visibility

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

heavy but inaccurate.

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, 74505  
By RLB/BAC MABA Date 1/8/94



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-005  
By RLB/BAC MABA Date 1/8/94

306  
5

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 786 Letter \_\_\_\_\_ Date May 19

Bomb Load ~~4x~~ H.E. Incendi 4x 500

Position in Formation

Time Took Off \_\_\_\_\_ Time Landed 16x100

1. HOT NEWS to be phoned in? Yes No 4:45

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

*Over Target (Hi)*

Details:

CREW: Give Rank and Initials

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

3 17's from Group ahead 2nd. W.D. Peterson Pilot  
hit by Flak + Fighters 2nd. F. Harrison CO-P  
3 Chutes - 3 Chutes - 0 Chutes S/S M.B. Annetta Bomb.  
Hit water T/S W.F. Hoffman Radio  
Land T/S J.K. Crowther Top T.  
S/S R. LeBlanche Ball T.  
S/S A. Ratsosky R. Waist  
S/S F. Gelfo L. Waist  
S/S A.J. Krajcik Tail G.

2. TARGET ATTACKED:

Primary Time: 13:26  
Alternate Height: 25,500  
Last Resort Heading: 105°  
(circle)  
Duration Bomb Run: ?

3. Number of BOMBS dropped on target every thing Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_ Abortive: \_\_\_\_\_

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

Own Bombs: \_\_\_\_\_

Other Bombing: Incendiaries S.W. of Aiming Point

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 planned

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

Coast coming in a little

I. - Mostly at group ahead

Crew observations about Flak: \_\_\_\_\_

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
BY RIB/BAC NARA Date 1/8/99

10. ENEMY FIGHTER OPPOSITION:

15 to 20

FW's 109's also 110's +

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

Just 88's

No direct attacks on this

(Location and length of fight)

Squadron - just circling at distance -

(Tactics of E/A)

Just silver + black -

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

(Our defensive action)

C L A I M S	
DESTROYED	
PROBABLY	None
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, dummbos, camouflage, smoke screens, enemy signals; activity at airbases, ports, waterways, 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.)

Harrison cut on finger - shell casing

15. DAMAGE TO A/C: (Briefly)

none

16. TECHNICAL FAILURES:

none

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

Suggest <sup>added</sup> abortion signal - Squadron followed Hemmery at first when aborted - Weld

S-2 OFFICER

FILE COMPLETED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745705  
 By RLB/JAC  
 MARA Date 1/8/94

INTERVIEW FORM

SQUADRON 367 368 (369) 423 A/U Number 417 Letter Date 19/5/43

Bomb Load 16 x 100 / 7 x 500 H.E. Incendi. Position in Formation

Time Took Off 1004 Time Landed 1626

1. HOT NEWS to be phoned in? Yes No

Details:  
 At 1318 a B-17 went down at coast on way in  
 in wide spiral - no smoke - lots of fighters -  
 crashed and landed - 3 chutes  
 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	X	X

CREW: Give Rank and Initials

Capt. J.G. Magoffin Pilot  
 Lt. A. Block CO-P  
 Lt. B.E. Howenstein Nav.  
 Lt. C.J. Travis Bomb.  
 1/S DW Sparks Radio  
 1/S DL Hinebaugh Top T.  
 1/S P.P. Nolasco Ball T.  
 3/S J.T. Ross R. Waist  
 1/S R.G. Wathens L. Waist  
 1/S T.A. Rosato Tail G.

B-17 - went down spinning - salvaged.  
 bombs - under fighter attack - just before  
 I.P. - 3 chutes - crashed.  
 B-17 - at 1338 - went down in bay - #32  
 on fire - under fighter attack - 5 chutes.  
 TARGET ATTACKED:  
 B-17 - went down in long stream  
 at 1350 Primary Time: 1332

Alternate Height: 24800'

Last Resort Heading: 30 mag.

Duration Bomb Run: Toggled on leader  
 were so spread that we couldn't  
 tell.

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

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

Own Bombs: Couldn't tell

Other Bombing: Previous two groups seemed to have  
 concentrated their bombs right on the target.

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

Exactly as ordered. Slight drift off target, then  
 all left.

8. WEATHER: (If it affected mission) Excellent

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

Time	Place	Height or A/C	Type (light, heavy) dense, sporadic or all the	Color of Bursts	Location Bursts in re- lation to A/C	Accuracy
------	-------	---------------------	---	-----------------------	--	----------

1332 Target 24800' H-M. Black. Not accurate - covered  
 a great area covered with sporadic bursts - not grouped.  
 not looked like they were firing, but one gun at a time

Crew observations about flak: 2 bombs dropped as we crossed the  
 area - then in alt and -

Bomb was silver in color. Bomb exploded level - about 400 yd. behind us.

10. ENEMY FIGHTER OPPOSITION:

*8 of these.*

*#5* *Fu 190's* *Mc109.* *Ju 88's* -  
(Estimated total number of E/A seen) (Types)

*Attacked the group below us.*  
(Location and length of fight)

*Stood off & lobed 20mm. at us from tail - just out of range of our guns.*

*Fighters were very poor today.*  
(Tactics of E/A)

*MC 109 - painted white - did not attack, but was visible for miles.*  
(Color, markings, etc. of E/A)

(Our defensive action)

C L A I M S	
DESTROYED	<i>R</i>
PROBABLY	
DAMAGED	

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

11. FIGHTER SUPPORT

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

*Good smoke screen over target.*  
*Saw the group behind us blow an <sup>Tu</sup> 88 all to pieces.*

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?)

*Group doesn't stand a chance while releasing incendiaries. Would have been slaughtered if there had been good fighter opposition.*

S-2 OFFICER

*S. J. Owen*

FILE COMPLETED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3.

745005

WARA

Date

By *RIB/DAC*

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-005  
 BY RLB/BAC  
 MARA Date 1/8/91

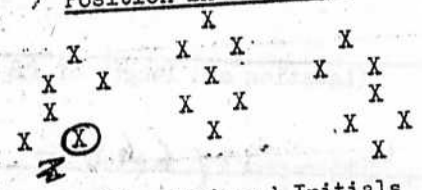
INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 718 Letter \_\_\_\_\_ Date 19/5/43

Bomb Load 10x500 GP Incendi

Time Took Off 955 Time Landed 1630

Position in Formation



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)

*B17 - went down in a spin (from group ahead) crashed into water out of control - 2 chutes out - on route just as we were about to cross coast on way in.*

- A. A. H. Maresh Pilot
- H. G. C. Beltinger CO-P
- H. J. C. Brown Nav.
- H. M. C. Zinkovich Bomb.
- T/S H. H. Lightbourn Radio
- T/S B. Gordon Top T.
- T/S P. W. Pappas Ball T.
- T/S H. H. Krueger R. Waist
- T/S C. B. Smith L. Waist
- T/S H. L. Cox Tail G.

2. TARGET ATTACKED:

Primary Time: 1332  
 Alternate Height: 2500'  
 Last Resort Heading: 100 mag.  
 (circle)  
 Duration Bomb Run: 30 sec.

3. Number of BOMBS dropped on target: 10x500 Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_ Abortive: \_\_\_\_\_

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

Own Bombs: about 5 miles - to right of target on some R.R. tracks, We were on a wing and made our own bombing run, stayed in formation.  
 Other Bombing: large billows of black smoke from the target of the 94th

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 - except at I.P. - moved up at I.P.

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

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
<u>1332</u>	<u>Target</u>	<u>1500'</u>	<u>H-</u>	<u>Black</u>	<u>inaccurate</u>	<u>act inaccurate</u>
<u>Single bursts or in twos - did not follow.</u>						
<u>Flak seemed to be between the two groups.</u>						
<u>Crew observations about Flak: Two aerial bombs - good for</u>						

10. ENEMY FIGHTER OPPOSITION:

25 FW190  
(Estimated total number of E/A seen)

Me110  
(Types) About 6 - did not  
attack us.

(Location and length of fight)

Groups of 6 or 8 - hung out away from us then  
went below - Saw 3 planes expend ammunition  
when they were not in range - then they went home.  
(Tactics of E/A)

Two Me110's were painted white.  
FW.190's were black - one was silver.  
(Color, markings, etc. of E/A)

(Our defensive action)

C L A I M S	
DESTROYED	<u>Not</u>
PROBABLY	
DAMAGED	
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT ✓

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

Smoke screen - over target - very effective.  
75-100 boats in Kiel Harbor - (most of them small)

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) Empty cart - & Ejected fuel cart.  
went thru nose + wing - metal prop.

16. TECHNICAL FAILURES: ✓

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

S-2 OFFICER

J. P. [Signature]

FILE COMPLETED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
BY RLB/BAC NARA Date 1/18/91

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-005  
BY RIB/DAC  
MARA Date 1/8/91

306

INTERROGATION FORM

SQUADRON 367 368 369 -423 A/C Number 793 Letter P Date 5/19/43

Bomb Load 4 X 500 H.E. Incendi 16 X 100 Position in Formation

Time Took Off 1000 Time Landed 16145

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

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

At target

CREW: Give Rank and Initials

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

B-17 Hit water from 2nd Lt O.S. KIMM CO-P  
Group ahead - 4 chutes " R.L. SLATER Nav.  
" S. SILVERSTEIN Bomb.

2. TARGET ATTACKED:

Primary Time: 13:32 Lt J.E. MAYER Radio  
Alternate Height: 23,000 Sgt AR. SORENSON Top T.  
Last Resort Heading: 113° Sgt G.G. HOLT Ball T.  
(circle) T/Sgt R.L. LOUIS R. Waist  
Duration Bomb Run: 30" Sgt J.J. MCGURRES L. Waist  
Sgt. J. COULSEN Tail G.

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

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

Own Bombs: Sticks hit in area across Bauhoffen  
E. of Aiming Point - Smoke there

Other Bombing: Smoke over aiming point (from previous 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.)  
On the nose

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

① Slight over Coast going in  
T. Severe and acc. just before Aiming Point and again just after Aiming Point  
Crew observations about flak: Concentration of Batteries at In Canal Area N - T

INTERROGATION FORM

SQUADRON 367 (368, 369) (423) A/R Number 666 Letter Date 19 May

Bomb Load 16 x 100 4x500 H.E. Incendi

Position in Formation

Time Took Off Time Landed

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

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

CREW: Give Rank and Initials

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

R. H. Smelt Pilot

1 B17 down off island going in salvo in water

R. McCallum CO-P

1 B17 down spinning just before target. 1 chute

J. S. Chaney Nav.

1 B17 over target with 2 chutes

W. J. Gray Bomb.

2- TARGET ATTACKED:

H. Kate Radio

Primary Time: 1331

B. F. Buchanan Top T.

Alternate Height: 25000'

A. R. Adrian Ball T.

Last Resort Heading: 40°

C. W. Durham R. Waist

Duration Bomb Run:

J. C. Warminski L. Waist

B. J. Lamb Tail G.

3- Number of BOMBS dropped on target:

Jettisoned: Return it: Abortive:

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

Own Bombs:

Nil

5- Other Bombing:

Several fires & heavy smoke in target area.

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 briefed.

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

Moderate to heavy over target accurate as to altitude but off on deflection. Too close tho' for comfort. Looked like predicted fire. Saw bursts near target area going in and coming out. Orange bursts again.

BY RLB/BAC NARA Date 1/8/94

1 B17 down in water close to land after target - 3 chutes



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/BAC Date 1/18/91

10. ENEMY FIGHTER OPERATIONS:

35 to 50 F.W.S. Some T.E.'s Jan. 88

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

8 ME110 followed groups out

(Location and length of fight)

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

Aerial bombs, big bursts of black smoke again dropped from above. Bursts were way ahead.

Attacks today were more from the tail than head-on today.

Solid white HO came in (Our defensive action) fairly close

CLAIMS	
DESTROYED	<input checked="" type="radio"/>
PROBABLY	<input checked="" type="radio"/>
DAMAGED	<input type="radio"/>
(Fill out immediately separate CLAIM FORM for each)	

11. FIGHTER SUPPORT

Nil.

Boat leading out for sea from Kiel

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, etc.)  
T.E. single tail. 2 fighters on boat just off English coast - looked like heavy attack. Boat was not returning. Smoke screens as usual. Level attack and Wilhelmshaven.

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. DAMAGE TO A/C: (Briefly describe damage to A/C)

16. TECHNICAL FAILURES: (Briefly describe technical failures)

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)  
Still hearing someone on radio - Command. Could be enemy, be transmitting 6440

S-2 OFFICER Wright

TIME COMPLETED

By RLB/BAC MABA Date 1/18/43

A/c in distress continued. ③ 17 went down half minute later, should our water make central parachute then turning about and probably headed for land. ④ 17 down then target smoke crash landed near Handewitt. ⑤ On way in saw 17 go down and other engine hit by flake. He crashed in water - W. Z. E.

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number B/V Letter \_\_\_\_\_ Date 5/19/43

Bomb Load 16-100 4-500 H.E. Incendi.

Position in Formation (Composites)

Time Took Off 1000 Time Landed 1620

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

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

CREW: Give Rank and Initials

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

- ① 2-17 and on way down together returning from Mc109 return side fall on Nordstrand Island on way in. saw just one chute. 1st Lt. D.H. White CO-P
- ② on minute before target saw 17 probably from first group (10 below) go down in W. Z. Morley Bomb.

TARGET ATTACKED: spin at 1315 o'clock

Primary	Time: <u>1330</u>	<u>S/pt J.C. Voce/lli</u>	Radio
Alternate	Height: <u>25,600</u>	<u>S/pt F.W. Pulliam</u>	Ball T.
Last Resort (circle)	Heading: <u>95° (M)</u>	<u>S/pt G. Toney</u>	R. Waist
Duration Bomb Run:	<u>60"</u>	<u>S/pt W.R. Earnest</u>	L. Waist
		<u>S/pt W.D. Sherrill</u>	Tail G.

Number of BOMBS dropped on target: all Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_ Abortive: \_\_\_\_\_

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

Own Bombs:

Other Bombing: Whole plain looked shattered with fires on both sides of harbour.

Any PHOTOGRAPHS taken: Yes? No? no

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: no

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

As ordered.

WEATHER: (If it affected mission) swell.

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

Encountered flak at museum, heavy but inaccurate for us next at target also heavy but inaccurate. Black or white. Altitude fair.

Crew observations about flak:

10. ENEMY FIGHTER OPPOSITION:

About 25-30 F/Ws of 10012 JUS8s.  
(Estimated total number of E/A seen) (Types)

No attacks. One silver JUS8. sat off to right  
(Location and length of fight)

about 1200 yds high. Our 172 shot at him - he left.  
10 minutes after target down - 1902 came level 12 o'clock

Picked off - went down under us in dive probably to attack.  
(Tactics of E/A)

grainy black. 4 JUS8s. after our water at 11 o'clock followed  
us fifty miles over water. Finally chased them off with

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

(Our defensive action)

C L A I M S	
DESTROYED	<u>NO</u>
PROBABLY	<u>          </u>
DAMAGED	<u>          </u>
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

NO

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,

see front smoke screen at target infestation.

saw conveyor near Coomer.

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)

see front.

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

NO

15. DAMAGE TO A/C: (Briefly)

NO

16. TECHNICAL FAILURES:

#3 & #4 engines rough at altitude - spark plugs dirty.

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

New comfortable trip. Good formation. Some changes unpredictable when required.

By KLB/UTC  
MARA Date 1/8/49

INVESTIGATION FORM

SQUADRON 367 368 369 423 A/C Number 172 Letter \_\_\_\_\_ Date 19 May

Bomb Load 16 x 100  
4 x 500 Hitz → Incendi

Position in Formation

Time Took Off 955 Time Landed \_\_\_\_\_

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

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

CREW: Give Rank and Initials

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

May. Lambert Pilot

1 1317 down off Island  
3 chutes of nodestand

R. O'Hara CO-P

1 1317 down right over target  
fighter and flak  
4 chutes in water

Gasslin Nav.

Horne Bomb.

2- TARGET ATTACKED:

Sgt. J. K. Kear Radio

Primary  Time: 1332

J. A. Blum Top T.

Alternate Height: 24800

K. N. McClure Ball T.

Last Resort Heading: 65° mag.

R. G. Jones R. Waist

Duration Bomb Run:

J. O. Hooks L. Waist

30"

W. V. Baker Tail G.

3- Number of BOMBS dropped on target:

all of them Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_ Abortive: \_\_\_\_\_

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

Own Bombs:

nil.

Other Bombing:

Heavy fire and smoke near target near the previous 1st 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.)

About as planned.

8- WEATHER: (If it affected mission)

Excellent.

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

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

Moderate over target accurate for alt. not so good for deflection.

Flak boats at point going about 5000 feet below

Crew observations about Flak:

BY RIB/JAC MABA Date 18/19 REGULATIONS NUMBER 1235b, Section 3.3.

10. ENEMY INTER OP-POSITION:

35-50 Mostly FW's Perhaps 12 T.E.  
 (Estimated total number of E/A) (Types) looking for struggles

Most of fighters either went down for  
 (Location and length of )  
 gas or after another group.

Dropped aerial bombs again pretty close  
 E/A appeared to be going higher than previously.  
 (Tactics of E/A)  
 My black bursts as before

No direct attacks on this group.  
 (Color, markings, etc. of E/A)

Head on attacks on group behind.

white T.E.'s.  
 (Our defensive action)  
 white fuelage + blue

DESTROYED	①
PROBABLY	①
DAMAGED	
Will cut immediately separate CLAIM FORM for each claim.	

11. FIGHTER SUPPORT

P47's at 8 o'clock leaving 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)

lots of ships going full steam  
 Smoke screens at Emden, Wilhelmshaven and Eckenford. Kiel's was fairly good.

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. DAMAGE TO A/C: (Briefly)  
 Nil.

16. TECHNICAL FAILURES:  
 Nil.

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

Nil  
 Wright

BY KLB/UTC NABA Date 1/8/41

INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 426 Letter Date 19 May

Bomb Load 16 x 100 4 x 500 H.E. Incendi

Position in Formation

Time Took Off 1002 Time Landed

Formation grid with X marks: 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, fuel details)

Pilot V. Kennedy

CO-P B.C. Bryant

Nav. R. Cavado

Bomb. R.S. Lindsay

Radio B.S. Brown

Top T. P.R. Loubet

Batt T. C.E. Frymoyer

R. Waist S.H. Holliman

L. Waist B.H. Fassig

Tail G. H.W. Hoser

1 B17's down near target area, 1 looked like it was hit by bomb (3 chutes) hit water & exploded. Some bombs out.

2- TARGET ATTACKED:

Primary Time: 1330

Alternate Height: 2500'

Last Resort Heading: 100°

Duration Bomb Run:

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

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

Own Bombs:

nil.

Other Bombing:

Smoke screen at target might have been confused for bomb bursts. Large fire 1 mile east of secondary.

5- Any PHOTOGRAPHS taken: Yes? No?

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

As briefed

8- WEATHER: (If it affected mission)

Good

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

Table with 7 columns: 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

Flak from ships in harbor may have accounted Moderate on this group but looked intense and accurate on group behind

Crew observations about Flak:

Black & white bursts

12  
1 B17 just before target - 4 chutes in water.  
1 B17 after target hit near water 5 chutes  
1 B17 down in dirt no chute.

BY RLB/BAC  
MABA Date 1/18/41

FORM 12350, SECTION 3.3, 1/1

CLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By RIB/BAC MABA Date 1/8/94

10. ENEMY FIGHTER OPERATION:

7/5 or 30.

(Estimated total number of E/A seen)

(Types)

(Location and length of fight)

No attacks on this AC.

Group ahead was catching hell, however.

(Tactics of E/A)

Not close enemy to see.

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

(Our defensive action)

C L A I M S	
DESTROY	<input checked="" type="radio"/>
PROBABLY	<input checked="" type="radio"/>
DAMAGED	<input type="radio"/>

(Fill out immediately 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.)  
15017; turned and went home near coast of Germany.  
Bombers over ship off English coast.  
Smoke screens over at Wilhelmshaven & Kiel.

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.)

nil

15. DAMAGE TO A/C: (Briefly)

Small hole in supercharger - flak?

16. TECHNICAL FAILURES:

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

Running low on fuel over Flensburg.

S-2 OFFICER

Wright

TIME COMPLETED

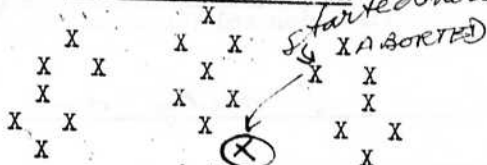
INTERROGATION FORM

SQUADRON 367 (368) 369 423 A/C Number 071 Letter B Date 19/5/43

Bomb Load 10/500 H.E. Incendi.

Time Took Off 1002 Time Landed 1640

Position in Formation



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

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

2 B17 1 before, 1 one after (3 clunk 1340)

CREW: Give Rank and Initials

LT. L. S. M<sup>o</sup> INTIRE Pilot

LT. I. R. EFIRD CO-P

" R. L. CLAUSEN Nav.

" H. L. YOUNG Bomb.  
ZIMMERMAN Radio

T/S W. L. UTLEY Top T.

S/S A. D. CROMER Ball T.

T/S H. H. HEBERT R. Waist

S/S R. T. GOODWIN L. Waist

S/S M. G. MOODY Tail G.

2. TARGET ATTACKED:

Primary Time: 1329

Alternate Height: 24800'

Last Resort Heading: 91°

Duration Bomb Run:

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned: Abortive:

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

Own Bombs:

*In target area*

Other Bombing:

*Fires all 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.)

*slightly rt. - gained alt too late*

8. WEATHER: (If it affected mission)

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

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

	<i>Target &amp; vicinity</i>	<i>mod</i>	<i>black</i>	<i>lots very low - as much as 5000'</i>		
--	------------------------------	------------	--------------	---	--	--

Crew observations about Flak:



10. ENEMY FIGHTER OPPOSITION:

10 7/E  
20 5/E FW190 MC110  
MC210  
MC109

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

13110 until 1412  
(Location and length of fight)

only one came close

(Tactics of E/A)

red with blue nose - mostly too far off

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

(Our defensive action)

CLAIMS	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

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

not effective, smoke generators all over E territory

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)

E/A after 2 B17's going down.

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

15.

15. DAMAGE TO A/C: (Briefly)

3 incendiary hit - slight damage

16. TECHNICAL FAILURES:

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

Poor formation for incendiary.

S-2 OFFICER Skalab AAC FILE COMPLETED 1717

By RLB/JAC Date 1/8/41

14

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 524 Letter D Date 19/5/43

Bomb Load 3600 lbs. (Incend.)

Position in Formation

Time Took Off 955 Time Landed 425 P.M.

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

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

CREW: Give Rank and Initials

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

Lt. RW JONES Pilot

2 B17 - one in spin  
one gliding just  
before target. 1 chute 1st  
16 chutes 2nd

" D.A. STEELE CO-P

" L.M. CARUANA LHO Nav.

" MF PITTS Bomb.

T/S ME HOUCHENS Radio

S/S W.G. BERTHOLD Top T.

S/S D. DEFLORIO Ball T.

S/S L.J. HUSCHLER. Waist

S/S J.H. JESSUP L. Waist

S/S E.S. MASON Tail G.

2. TARGET ATTACKED:

Primary Time: 1331

Alternate Height: 25000'

Last Resort Heading: 109°

Duration Bomb Run:  
10-15 sec.

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

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

Own Bombs:

Other Bombing: - Target in smoke  
Town - full of smoke

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.)

OK

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

Before target - coast. not very acc. - black mode to int.

Target - mod. to int. mostly in front & to right very few (4) bursts came close

after target flak boats - mostly low some acc.

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
By RLB/JAC NARA Date 1/8/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745705  
 By RLB/BAC NABA Date 1/8/91

15

INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 086 Letter J Date 19/5/43

Bomb Load 16/100 NABA (Incendi)  
 4/500 " "

Position in Formation

Time Took Off 1003 Time Landed 1638

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

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

CREW: Give Rank and Initials

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

LT. D.W. WHEELER Pilot

2 B17's down. 1 just before target - 2 chunks after coast (target) 2<sup>nd</sup> just 4 chunks

" GE THOMAS CO-P

" D. BOLLEUACK Nav.

" K. EVANS Bomb.

2. TARGET ATTACKED:

5/5 MA. NARUM Radio

Primary Time: 1332

1/5 AR SANTORO Top T.

Alternate Height: 25100

1/5 E. MILLS Ball T.

Last Resort Heading: 70° TRUE (circle)

5/5 RD DWIGGINS R. Waist

Duration Bomb Run:

5/5 NOT HERE HODGES L. Waist

40 sec.

1/5 RL MORRIS Tail G.

3. Number of BOMBS dropped on target: 360 Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing: Smoke over target from fires and smoke screens.

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.)

OK except at target

8. WEATHER: (If it affected mission)

OK

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
	Target & all over its vicinity	25000'	mod.	black white	several close	low

Crew observations about Flak: flak boats at coast

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/JAC

145005

DATE 1/8/91

10. ENEMY FIGHTER OPPOSITION

11:110

(Estimated total number of E/A seen)

F-110

(Types)

Off coast going in until 1425  
(Location and length of fight)

no direct attacks

one missile appeared to go 20 mi in  
up ~~xx~~ while in level flight  
(Tactics of E/A)

silver (110)

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

violent evasive action  
(Our defensive action)

CLAIMS

DESTROYED	
PROBABLY	
DAMAGED	
(fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

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

smoke screens all over enemy country  
savage balloons 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)

E/A got 2 B17's

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

Russia Ball/T head injury

15. DAMAGE TO A/C: (Briefly)

flake one - film camera well

16. TECHNICAL FAILURES:

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

WHEELER-PILOT

Information necessary for Submission of Battle Casualty Reports:

19/5/43 (Date)

- (a) Name ELMER W. MILLS  
(First) (middle) (Last)
- (b) Army Serial Number \_\_\_\_\_
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);  
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-pilot; Navigator; Bombardier; Aerial Engineer;  
Radio Operator; Waist Gunner; Lower Turret Gunner;  
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 17<sup>45</sup> after Eng coast about 120
- (f) Locality of Casualty: \_\_\_\_\_
- (g) Nature of Injury: head cut in front
- (h) Cause of Injury: hurret door opened  
accidentally

Officer Submitting Information:

R. Kalak

MEDICAL

INTELLIGENCE

OPERATIONS

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-8051  
By RLB/JAC NARA Date 1/18/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
 By RLB/JAC MABA Date 1/18/99

16  
 1317. Seen spinning in my in flight 1st time. No charts.

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 4629 Letter WW0 Date 5/19/43.

Bomb Load 16 X 100  
4 X 500 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:

1317 from 1st group on target. 02.  
 hit by flak the fighters or bomb. Part out  
 of formation A/C in kind of explosion?  
 (Give position, time, altitude, full  
 details) midway over Denmark.

CREW: Give Rank and Initials

- P. E. G. Hanes Pilot
- D. R. Winters CO-P
- G. F. Muttler Nav.
- A. J. Kelly Bomb.
- S/S F. Cottinger Radio
- T/S R. E. Moore Top T.
- S/S J. F. McCabe Ball T.
- Sgt. F. C. Latta R. Waist
- S/S M. A. Knorr L. Waist
- S/S E. G. Rogers Tail G.

1317. on strip of water part target. 100 ft. seen  
when he was caught out. Then again.  
planes seen. 3000 ft. deep.

2. TARGET ATTACKED:

Primary Time: 1330  
 Alternate Height: 25000 plus.  
 Last Resort Heading: about 60°.  
 (circle)  
 Duration Bomb Run: very short.  
Smartest bomb at time.

3. Number of BOMBS dropped on target: all Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_ Abortive: \_\_\_\_\_  
16 x 100  
4 x 500

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

Own Bombs:

Fire & smoke showed very results.  
over whole end of bank.  
94th looked good.

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: more.

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) perfect.

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 Bursts in relation to A/C	Accuracy
1330	Target.	25000	Moderate to heavy	Black.	Ahead & behind	some accurate

Crew observations about flak: 2 bursts may have been bombs.  
Half way to target. few bursts at time.  
Black bursts on East Coast of Denmark. But accurate.

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 306 Letter P Date 19 May 43

Bomb Load Incandran H.E. Incendi

Position in Formation

Time Took Off 935 Time Landed 1030

	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)

1 B17 gd down in spin at Zeman coast - 2 chute

Capt Regan Pilot

Capt O'Hara CO-P

Capt Kosakowski Nav.

Capt Dexter Bomb.

1/3 Sjt W.H. Mountain Radio

1/5 Sjt C.T. Wendolocki Top T.

S/Sgt P. Fetkew Ball T.

S/Sgt M.E. Nelson R. Waist

S/Sgt J.J. Gams L. Waist

S/Sgt H.R. Shorn Tail G.

2. TARGET ATTACKED:

Primary  Time: 1330

Alternate Height: 26000

Last Resort Heading: 110  
(circle)

Duration Bomb Run: 30'

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

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

Own Bombs: no

Other Bombing: not good - difficult to control bombs - also smoke screens

5. Any PHOTOGRAPHS taken: Yes No?

6. CROWD TARGETS ATTACHED BY COURTESY AND RESULTS:

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

as ordered

8. LEATHER: (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, moderate or silent)	Direction	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------	-----------------	---------------------------------------	----------

heavy, accurate

Crew observations about FLAK:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
By RLB/JAC Date 1/8/91 MARA

12

By RLB/JAC MARA Date 1/18/91

18

INTERROGATION FORM

SQUADRON 367, 368 (369) 425 A/C Number 826 Letter \_\_\_\_\_ Date Nov 19 43

Bomb Load Incendiary H.E. Incendi

Position in Formation

Time Took Off 1004 Time Landed 1623

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

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

CREW: Give Rank and Initials

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

- Lt. G. T. Schooffield Pilot
- Lt. W. A. Price CO-P
- Lt. J. B. Mazanek Nav.
- Lt. L. B. Jones Bomb.
- S/Sgt V. B. Stevens Radio
- S/Sgt J. C. Stone Top T.
- Sgt B. A. Hardy Ball T.
- Sgt H. H. Furr R. Waist
- S/Sgt R. J. Conley L. Waist
- S/Sgt A. D. McMahan Tail G.

2 B17's go down on way to target.  
1 before German coast - 2 chutes out.

2. TARGET ATTACKED:

Primary  Time: 1331  
Alternate Height: 25000  
Last Resort Heading: 30°  
(circle)  
Duration Bomb Run: 15"

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

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

Own Bombs: not see due to smoke screen

Other Bombing: visibly bad <sup>on target</sup> due to smoke

5. Any PHOTOGRAPHS taken: Yes?  No?

6. CLOUD TARGETS ATTACKED BY CONFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If NEGATIVE 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 of bombs or incendiary	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	-----------------------------	-----------------	---------------------------------------	----------

heavy but inaccurate. Slepped up barrage.

Crew observations about flak:



19

INT. LOGGATION FORM

SQUADRON 367 368 369 423 A/C Number 824 Letter \_\_\_\_\_ Date 19/5/43

Bomb Load \_\_\_\_\_ H.E. Incendi.

Position in Formation

Time Took Off 1002 Time Landed 1625

		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)

*B.17 group immediately ahead going down in smoke out of control. Saw it crash on land near I.P.*

A. E. P. Malinowski Pilot

J. J. Klette CO-P

A. E. Schulstad Nav.

Sgt. W. J. McDonald Bomb.

Sgt. H. C. Greene Radio

Sgt. R. W. Holloway Top T.

Sgt. T. H. Ray Ball T.

Sgt. J. F. Williams R. Waist

Sgt. H. K. Fowler L. Waist

Sgt. R. D. Daly Tail G.

2- TARGET ATTACKED:

Primary Time: 133 hrs

Alternate Height: 24500'

Last Resort Heading: 20°

Duration Bomb Run: 30 seconds

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

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

Own Bombs: Many incendiary burst in mid air

Other Bombing: Smoke in concentrated target 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.)

About as ordered.

8- WEATHER: (If it affected mission) Clear over target

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

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

133 hrs target 24500' - Moderate Heavy Flak Inaccurate on direction

Crew observations about Flak: \_\_\_\_\_

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74505  
By RLB/BAC MABA Date 1/8/94

20

INTERROGATION FORM

SQUADRON 367 (368) 369-423 A/C Number 809 Letter T Date 19 19-43

Bomb Load incendiaries H: E: A: Incendiaries Position in Formation

Time Took Off 9:55 Time Landed 1645

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

1. HOT NEWS to be phoned-in? Yes No

Details:

CREW: Give Rank and Initials

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

2 B17 90 down just before target  
 1 at target - 3 Chutes picked up by boat.  
 2 Smoking badly.

Lt. Judas Pilot  
Lt. J. O. Cummings CO-P  
Lt. Arnold Nav.  
Lt. E. J. Seipred Bomb.  
Sgt. R. Graziano Radio  
Sgt. E. J. Kester Top T.  
Sgt. Kemberling Ball T.  
Sgt. Hlevac R. Waist  
Sgt. G. Stroud L. Waist  
Sgt. E. H. Prolyman Tail G.

2. TARGET ATTACKED:

Primary  Time: 1332

Alternate Height: 25,500

Last Resort Heading: (circle)

Duration Bomb Run: 30'

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

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

Own Bombs: good

Other Bombing: good

5. Any PHOTOGRAPHS taken: Yes? No?

6. CROWD 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 of Flak	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	--------------	-----------------	---------------------------------------	----------

moderate flak over target

Crew observations about flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205 BY RLB/JAC NARA Date 1/8/91

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 823 Letter \_\_\_\_\_ Date 19/5/43

Bomb Load \_\_\_\_\_ H.E. (Incendi)

Position in Formation

Time Took Off \_\_\_\_\_ Time Landed 1545

			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:

yes.

CREW: Give Rank and Initials

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

Lt. Cook Pilot

Lt. Logue CO-P

Lt. Simmer Nav.

Lt. Winters Bomb.

S/S Nelson Radio

S/S Herman Top T.

\_\_\_\_\_ Ball T.

\_\_\_\_\_ R. Waist

\_\_\_\_\_ L. Waist

S/S Jennings Tail G.

Turned back because #4 engine failed - at 1245 - about 25 miles from coast of Denmark. Height 22500'

TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading: (circle)

Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

**ABORTIVE**

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	Location Bursts in relation to A/C	Accuracy

Crew observations about flak: \_\_\_\_\_

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By RLB/BAC MARA Date 1/8/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
 By RLB/BAC MARA Date 1/8/91

INTERROGATION FORM

SQUADRON 367 (368) 369 423 A/C Number 502 Letter \_\_\_\_\_ Date 5/19/43

Bomb Load 5X 500 16X 700 H.E. incend. Position in Formation

Time Took Off 9:50 Time Landed 1300

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

CREW: Give Rank and Initials

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

*Winged, back in sight of land (Danish Coast), 20mi off, at 1300 hrs. no fighter or flak. Production line on #4. Approaching on #3. Shot in fuel tank #1.*

Henningsen Pilot  
 \_\_\_\_\_ CO-P  
 \_\_\_\_\_ Nav.  
 \_\_\_\_\_ Bomb.  
 \_\_\_\_\_ Radio

2. TARGET ATTACKED:

Primary Time: \_\_\_\_\_ Top T.  
 Alternate Height: \_\_\_\_\_ Ball T.  
 Last Resort Heading: \_\_\_\_\_ R. Waist  
 (circle) \_\_\_\_\_ L. Waist  
 Duration Bomb Run: \_\_\_\_\_ Tail G.

*Bombs returned in clouds.*

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

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

Own Bombs: \_\_\_\_\_

Other Bombing: Abortive

- 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	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak: \_\_\_\_\_

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
 By RLB/JAC MARA Date 1/8/9

24

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 167 Letter \_\_\_\_\_ Date 19/5/43

Bomb Load \_\_\_\_\_ H.E. Incend.

Position in Formation

Time Took Off 955 Time Landed 1630

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

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

Details: 5332N - 45E at 12000 ft 5000'  
Saw friendly battleship and small boat  
with smoke screen and covering planes  
friendly A/C in any kind of distress?

CREW: Give Rank and Initials

- Capt M.V. Salada Pilot
- Lt. R.R. Kelly CO-P
- Lt. E.F. Drumbrook Nav.
- Lt. J.S. Lucas Bomb.
- Sgt. R.L. Nullykaski Radio
- Sgt. W.W. Fahrenhold Top T.
- Sgt. B.E. Robinson Ball T.
- Lt. P. Sascouhis R. Waist
- Capt C.R. Patten L. Waist
- Sgt. D.L. Davis Tail G.
- Capt. W.J. Humphrey

B-17 from 9150 ft group diving straight  
down in mid at 1316 hrs.  
B-17 from 1316 hrs group  
group time depth head  
group down in fuselage with 5 fighters  
on his tail at about 10000 altitude  
in target area.  
probably hit by flak

Primary Time: 1326 hrs  
 Alternate Height: 24500'  
 Last Resort Heading: 110°  
 Duration Bomb Run: 30 second

- 3- Number of BOMBS dropped on target: \_\_\_\_\_ Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_ Abortive: \_\_\_\_\_
- 4- Observed RESULTS OF BOMBING: (For this plane or others)  
 Own Bombs: \_\_\_\_\_

Other Bombing: One fire and dense smoke on target. White smoke  
coming out of water target 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.)
- 8- WEATHER: (If it affected mission) Clear over target
- 9- FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>Target</u>	<u>1315</u>	<u>24500'</u>	<u>Moderate heavy</u>	<u>inaccurate</u>	<u>at altitude</u>	

Flak positions marked on map being turned in.  
 Crew observations about Flak: Flak boats at Labae

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By RLB/BAC NARA Date 1/18/94

10. ENEMY FIGHTER OPPOSITION

Peltan 25 and 30. Probable 4 or 5 T/E JU 88. also ME 109 and  
(Estimated total number of E/A seen) (Types)

Fw 190s

At 1348 hrs picked up followed about 20 minutes (T/E)  
(Location and gth of flight)

At 1311 hrs picked up 15/2 at England followed through  
target

Did not press attacks  
(Tactics of E/A)

Observations Convoy about six ships trailing balloons  
1545 hrs headed north, just short distance behind a friendly,  
(Color, markings, etc. of E/A)  
T/E plane dropping bombs probably at a submarine.

(Our defensive action)

DESTROY	1	_____
PROBABLY	1	_____
DAMAGED		_____
All out immediately separate COMA FORM for each claim.		

FIGHTER SUPPORT

Saw fighters taking off from Overcup. at  
1314 hrs.

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)

Flensburg harbor smoke screen bombing. Eckenforde trucks screen on edge of body and in town. Wilhelmshaven smoke screen

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)  
About 35 boats anchored in Kiel harbor about 9 in motion

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

15.

15. DAMAGE TO A/C: (Briefly) ?

16. TECHNICAL FAILURES:

One nose gunner. Zolensieds in ball turret not working. Duggen's all turret not working

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

B17 following our formation at a distance made an approach landing at nearby field with wheels up and continued in flight without making landing

OFFICER

Capt. W.D. Lass

FILE COMPLETED

SQUADRON (367) 368 369 423 A/C Number 554 Letter Date May 19

Bomb Load 2 X 500 H.E. Incendi. Position in Formation

Time Took Off 10:00 Time Landed 15:45
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)

No. 4 Engine prop wild
No. 2 Supercharger lagging
No. 3 like 4 more or less

- 2. TARGET ATTACKED: Primary Time: Alternate Height: Last Resort Heading: Duration Bomb Run:
1st D R Furmeister Pilot
2nd W.W. Thomas CO-P
2nd A.F. Titus Nav.
2nd W. H. Rice Bomb.
T/S A.R. May Radio
T/S O.F. Harvey Top-E.
Sgt. P.G. Pedersen Ball T.
S/S E. Neuhaus R. Waist
S/S O.K. Nabors L. Waist
T/S H.B. Goldberg Tail G.

Turned at 13:15

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

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

Own Bombs:

Just over Coast

Other Bombing:

Ran into Fighters - Bombardiers & Waist Gunner fired back over coast -

- 5. Any PHOTOGRAPHS taken? Yes? No?
6. CROWD 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 planned

8. LEATHER: (If it affected mission)

Good

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

Table with columns: Time, Place, Height of A/C, Type (light, heavy, inverse, rocket or flare), Color of Bombs, Location of Bombs in relation to A/C, Accuracy

At Coast 1 Battery burst behind on a/c's level

Crew observations about flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-005
By RLB/BAC NARA Date 1/8/99

10. ENEMY FIGHTER OR POSITION:

(Estimated total number of E/A seen)

(Types)

(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 \_\_\_\_\_

PROBABLY \_\_\_\_\_

DAMAGED \_\_\_\_\_

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

11. FIGHTER SUPPORT

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

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

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

15. DAMAGE TO A/C: (Briefly) *Radio Op. had Oxygen trouble - affected his eyes temporarily -*

16. TECHNICAL FAILURES:

*See 1st Page*

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

S-2 OFFICER

*Weld*

FILE COMPLETED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By RLB/BAC  
Date 1/8/91  
NARA



CONFIDENTIAL

Group 306Date 19/5/43Squadron 423Place where attacked after sighting land going in.A/C No. 167Time about 1300 Height 24,500

Story of the attack-- E/A turned in to attack about 1200 yards. Gave his short burst at about 800 yds (about 15 to 20 rounds) kept coming straight in to about 400 yds, then fell out of control and spiralled down giving off greivish yellow smoke. Saw him hit the water about 3000 yards off shore. Could not see pilot bail out.

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

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

2. Diagram of attack:

```

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

```

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 about 70°  
b. visibility good  
c. type of E/A: Pw 190  
d. level of attack:  
From high above \_\_\_\_\_  
(Check level level  
One) below \_\_\_\_\_  
very low \_\_\_\_\_

3. Our Gun Positions Firing on E/ANames Lt. J. S. LucasPositions Bombardier

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

Corroborated by Col. W. J. Humphrey  
Position in A/C observer

Other A/C firing at the same time? none

Comments of the interrogator: Sure destroyed.

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

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

Capt. W. W. Glass

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
By RLB/JHC NARA Date 1/11/91

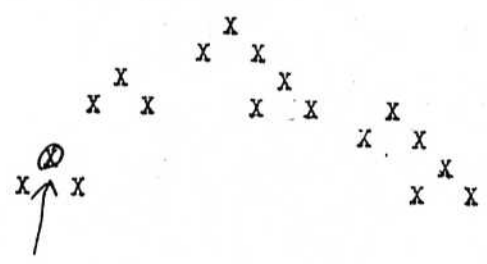
Group 306 Date 19/5/43  
Squadron 369 Place where attacked Just off coast on way back  
A/C No. 417 Time 1357 Height 23,000

Story of the attack--  
A Ju 88 was attacking a group below us. He broke off his attack up toward us. At about 800 yards the ball turret gunner gave him about 200 rounds. He broke off in a steep dive to the left and hit the water with a large splash.

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

**DESTROYED**

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 88  
From high above \_\_\_\_\_  
(Check level \_\_\_\_\_  
One) below \_\_\_\_\_  
very low \_\_\_\_\_  
x

3. Our Gun Positions Firing on E/A

Names S/Sgt. P. P. Wolasco.  
Positions Ball turret.

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

Corroborated by \_\_\_\_\_  
Position in A/C S/Sgt. E. G. Watkins.  
Left waist.

Other A/C firing at the same time? Yes -- the group below.

Comments of the interrogator: This hit the water -- there is no fire.

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

Time \_\_\_\_\_ Interrogator Capt. Owens.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-705  
By RLB/BAC NARA Date 1/8/91

Group 306

Date 19/5/43

Squadron 369

Place where attacked after we left target  
in turn

A/C No. 117

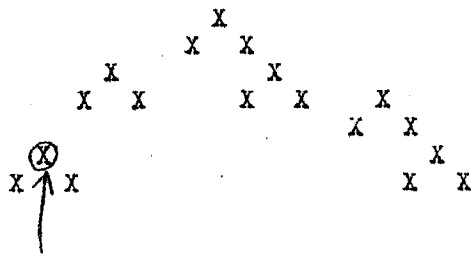
Time 1342 Height 25,000

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

Story of the attack-- E/A came in, I started firing at 900 yards --  
he kept coming to 400 yds -- broke off in a dive -- fell about 500 ft. when  
he broke into flames -- began to spin & spun on into the ground. No chute.

(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 \_\_\_\_\_
- b. visibility \_\_\_\_\_
- c. type of E/A Ew 190
- d. level of attack;
  - From high above \_\_\_\_\_
  - (Check level \_\_\_\_\_ level \_\_\_\_\_
  - One) below \_\_\_\_\_
  - very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names S/Sgt. T. S. Rosato

Positions Tail gunner

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

Corroborated by S/Sgt. P. P. Molano

Position in A/C Ball turret

Other A/C firing at the same time? No

Comments of the interrogator: This A/C is destroyed.

*Handwritten mark*

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

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

Capt. S. J. Gran

Group 306

Date 19/5/43

Squadron 423

Place where attacked after turn out of target

A/C No. 167

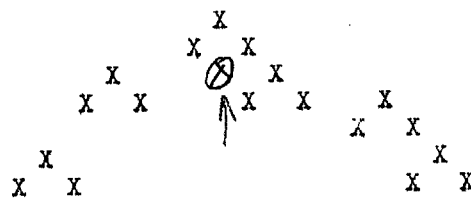
Time 1935 Height 22,500

Story of the attack-- ~~First saw E/A above group behind. He dove over front and to side of this formation and into our A/C. Opened up with one burst of about 20 rounds at about 800 yards. E/A's left engine began smoking immediately after this burst and wings wavered and then E/A fell out of control passing under our A/C. Followed him down about 5000 feet.~~

(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.)

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

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 1-1  
b. visibility good  
c. type of E/A Lu 88  
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. D. G. Davis

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? ~~Element to gunner's right gave burst~~  
Comments after E/A was hit and started smoking and falling out of control.

Probably destroyed.

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

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

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
By RLB/BAC MARA Date 1/8/94