

1st May, 1943

To: Com. Gen. First Bomb Wing
Attention A-2.

Subject: Teletype Report

(A) 1. 18 aircraft of the 306th Bomb Group took off at 8:45 for St. Nazaire. Three returned early. Fifteen were over the target, but only twelve dropped bombs. Two jettisoned, and one brought bombs back. Eleven ships landed at Predanick at 15:30, eight later proceeding to Portreath where another had previously landed.

The mission was uneventful until target was reached, when some slight enemy opposition was encountered. Flak at target was ineffective and behind formation.

2. Bombing was bad due to heavy overcast making exact target pin pointing difficult on bomb run. Target visible only when directly overhead when such hits as could be seen were mainly in water or on point of land short and to right of aiming point.

On return trip, while at 800 feet, formation flew over Brest in error and was engaged by light and heavy flak, as well as by 15 to 20 E/A, 3 of our planes being lost.

3. Three AC turned back at English Coast near Portland at 10:30, one with number three engine out, one with heavily vibrating engine, one with number one engine out.

4. E/A opposition at target slight, no claims reported for any encounter over target. Less than ten planes sighted. At Brest, heavy attacks by from 15 to 20 EA which came up to engage as formation appeared. A new attack reported was from rear from water level up against bottom of our AC flying at from 800 to 1500 feet. We claim eight destroyed.

5. Flak at St. Nazaire generally ineffective and behind. At Brest, very accurate, intense light and heavy flak. Flak boats, coastal batteries, machine guns, in addition to regular flak positions reported firing.

6. Three AC lost, two down at Brest, probably no survivors, one ditching in channel too near French Coast for Air Sea Rescue to be effective. Men seen launching raft. Positions reported by our AC to tower on arrival at Predanick. Report received at Portreath at 2040 from Air Sea Rescue stated entire Spitfire Wing escorted rescue boats out in wide sweep but found nothing. Three men baled at approximate mid channel (exact position impossible to secure) from our burning AC number 649 which later successfully landed at Predanick with balance of crew.

7. Eleven AC landed at Predanick, of which three are seriously damaged. One landed at Portreath seriously damaged.

8. Two Mess. 110's flew level with formation, then climbed thru overcast and dropped bombs on our AC at 15,000 feet near Belle Isle. Four sticks of five bombs each reported dropped in train, bombs exploding on contact with water. One flak boat raked by fire from one of our AC at Brest. One flak battery shot up by another AC at Brest. One long, slim ship, possibly sub, reported hit by bomb at St. Nazaire. One crew reports numerous evidences of fresh building activity on route in, noting especially huge construction in several areas. Several instances reported of extreme heroism and great devotion to duty.

This report does not include any claims for ship which landed at Portreath, crew having been flown to base in another ship before arrival of balance of formation here.

(B)

1. 18
2. 6
3. St. Nazaire - 12
4. none
5. none
6. none
7. 3
8. don't know
9. don't know
10. none
11. three - probably flak and EA combined
12. 2 x 2000
13. 24 x 2000
14. 4 x 2000
15. 8 x 2000
16. none
17. one
18. 12 - one critically
19. Three crews missing. Three men baled out of burning ship over channel. Ship landed at Portreath with balance crew.
20. Time, 11:26, Altitude 25,000 feet, Heading 270, Bomb run 20 seconds, Target St. Nazaire.

for the Commanding Officer

JOHN A. BAIRNSFATHER,
Captain, AC
Assistant S-2.

Filed at 23:45

TRACK CHART

TARGET

Primary St. Nazaire
 Secondary _____
 Last Resort _____

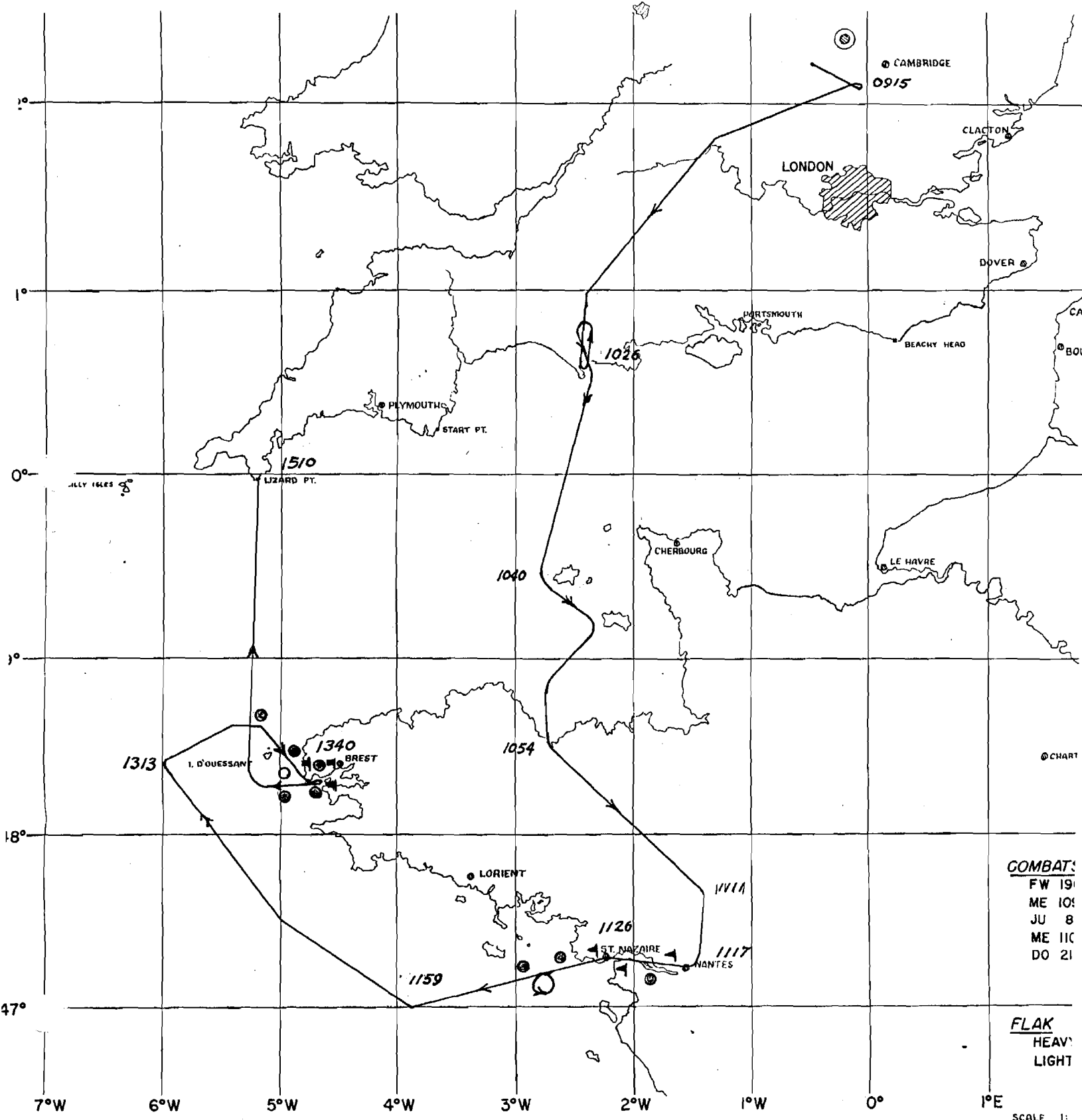
DATE May 1, 43

Actual

Route followed by

306th BOMB. GRO

_____	"	"	"
_____	"	"	"
_____	"	"	"
_____	"	"	"
_____	"	"	"



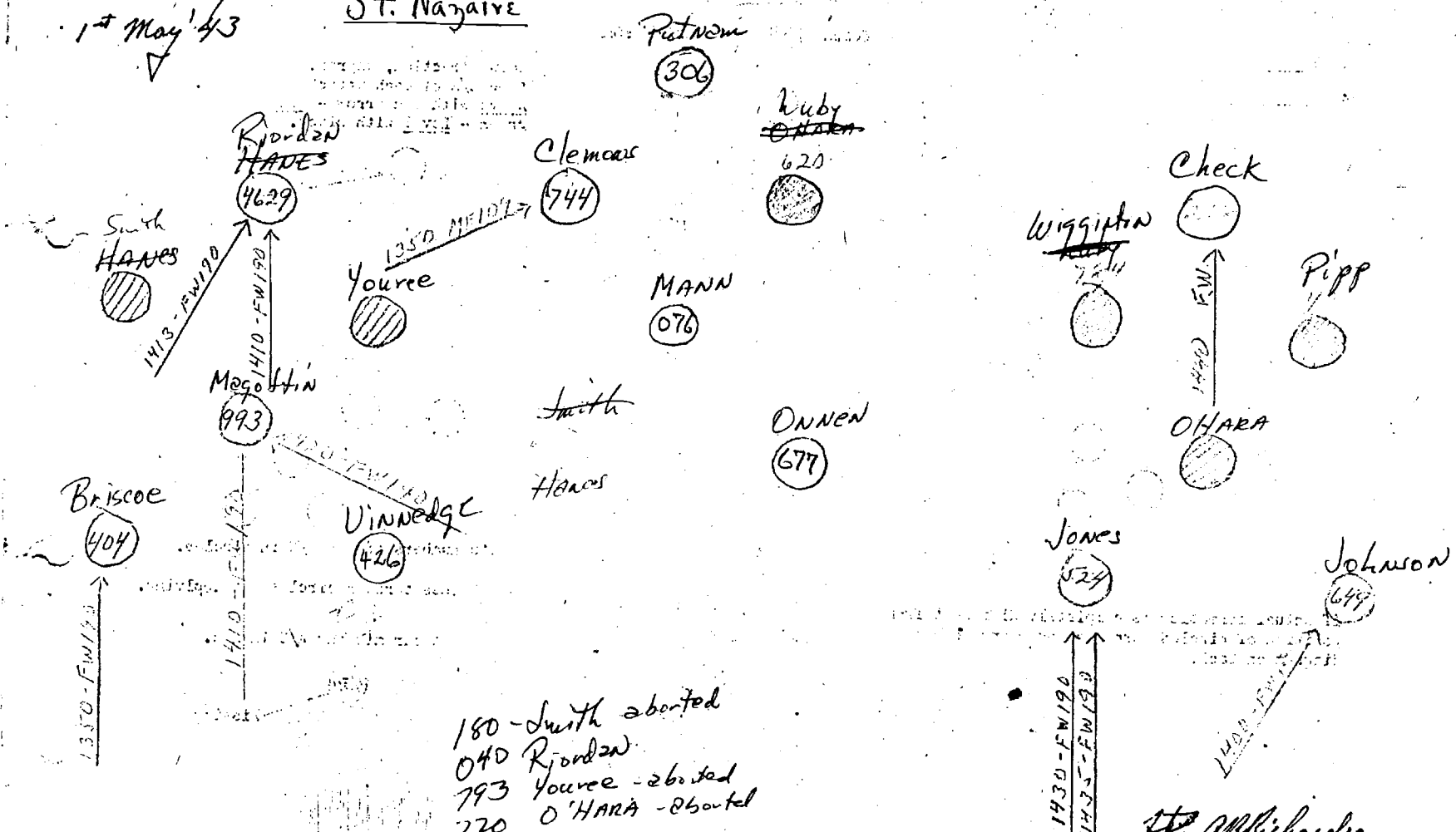
COMBAT:
 FW 19
 ME 10
 JU 8
 ME 11C
 DO 21

FLAK:
 HEAVY
 LIGHT

SCALE 1:

306 Group
1st May '43

St. Nazaire



St. Richardson

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

A P O 634,
1 May 1943.

SUBJECT: Operations Report.

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

(In compliance with Memorandum, Headquarters, First Bombardment Wing dated 21 February 1943, the following report is submitted.)

1. Narrative of Mission.

On the mission of 1 May 1943 eighteen (18) aircraft of the 306th Bombardment Group (H) began taking off at 0845 hours. The Group assembled over base and in a formation of "V's" arrived at Bassingbourne at 0915 where rendezvous was accomplished with the 91st Bombardment Group (H) at 6,000 feet. Climbing to 26,000 feet the 101st Combat Wing proceeded via Oxford and splasher No. 13 to Portland Bill where rendezvous was made with the 102nd Combat Wing at 1026 hours, with the 102nd Combat Wing in the lead and in turn the 91st Group leading the 306th Group the formation flew on course across the English Channel. Nearing mid-channel, in rapid succession, A/C Nos. 42-5180, 42-3167 and 42-5720 were abortive from the Group formation. At 1040 hours near the Isle of Guernsey, the formation made a wide left turn of about 30 degrees and then swung back to the right about 30 degrees and crossed the French Coast in at 1054 hours near St. Brieuc. Proceeding inland on course, the formation turned left at 1111 hours at Chateari Briant, and six minutes later again turned left at Car Quefore. The weather had grown progressively worse, until at this point to clouds the ground was only visible occasionally. The bombing run was made at 25,200 feet and at 1126 hours the primary target at St. Nazaire was bombed. The formation flew out to sea and turned about 50 degrees at 1159 hours at 12,000 feet. Descending to 1,000 feet another slight right turn was executed at a point 47° 30' N - 05° 00' W at 1232 hours. The radio compass and command set of our lead A/C had gone out of commission, and at 1313 hours the Group turned sharply to the right at an altitude of 800 feet towards what was thought to be England. As the Group approached the coast it was intercepted by enemy fighters, hit by intense flak and was over Brest at 1340 hours. The Group turned about sharply and headed back out to sea. A/C Nos. 42-29620 and 42-5422 were shot down near Brest. A/C No. 42-29784 made a water landing farther out, but still fairly near France. The formation then crossed the channel and crossed the English Coast in at Lizard Point at 1510 hours. Eleven of our aircraft landed at Predannack and one at Portreath. The nine aircraft which were able to fly returned to Thurleigh on the morning of 2 May.

2. Bombing.

Twenty four (24) 2,000 GP bombs were released over the primary target at St. Nazaire at 1126 hours. Formation bombing was conducted from 25,000 feet on an axis of 270°. Wind of 55 miles per hour from 290° was blowing over the

~~SECRET~~

target. Visibility was limited to occasional break in the clouds so bombing results are uncertain. The majority of our bombs hit to the left of the target. Two of our aircraft jettisoned their bombs and one aircraft brought their bombs back to base, because the Bombardier could not see the target. The three abortive aircraft brought their bombs back to base.

3. Abortives.

The following A/C were abortive on this mission due to causes listed.

A/C No. 42-5180 of the 423rd Bombardment Squadron (H) returned early due to two push rod housings and push rods breaking on No. 6 cylinder of No. 3 engine. An engine change is necessary and the A/C will be out of commission for two days.

A/C No. 42-3167 of the 423rd Bombardment Squadron (H) turned back because of engine roughness in No. 2 engine. Oil pressure was low, oil temperature 86° and cylinder head temperature 270°. Oil lines have been cleaned and new spark plugs installed and the A/C is now in commission.

A/C No. 42-5720 of the 367th Bombardment Squadron (H) failed to complete the mission due to an oil leak in No. 1 engine. The oil all leaked out and pressure dropped to 20 pounds. An engine change is necessary and the A/C will be out of commission for two days.

4. Air Combats.

a. Enemy Tactics.

Opposition from enemy aircraft was slight at the target, with less than ten (10) fighters encountered. These did not attack with any determination and no claims are made. On return trip while at an altitude of 800 feet, the formation erroneously flew over Brest and encountered from fifteen (15) to twenty (20) FW 190's. Attacks were determined and pressed home, and we lost three (3) A/C. Two went down over Brest and one (1) ditched in the channel near the French Coast. A raft was seen to be launched from this A/C. Two (2) ME 110's attempted to bomb the formation, dropping four sticks of five bombs near Belle Isle. Casualties and battle damage on this raid being heavy. In addition to the three complete crews lost, one enlisted man was killed, twelve men wounded, and three bailed out near mid-channel when their airplane caught fire. This A/C landed successfully at Predannack.

b. Own Tactics.

The usual clock method of fire control was employed. Though the fight was not of long duration all of our positions expended ammunition. We are claiming eight (8) enemy aircraft destroyed.

c. Armament Failures.

Failures in armament on this mission were negligible with some momentary stoppages due to freezing and faulty ammunition were reported. One Ball Turret solenoid switch went out and one charging handle for radio gun broke. However due to landing away from base only a limited number of gunners were interrogated.

SECRET

5. Flak.

Flak at the target was generally ineffective and behind the formation. However over Brest both light and heavy intense flak was encountered which was accurate both for height and direction. In addition to regular flak batteries, flak boats, coastal batteries and machine guns fired upon our formation.

6. Communication.

a. Procedure.

Good prescribed procedure was followed throughout the flight.

b. Radio Aids.

Splasher beacons were used for homing and fixes, with numbers 11 and 15 reported as very good. Three A/C obtained QDM's from St. Eval HF D/F station. Three A/C sent SOS to section "E" MF D/F and another sent the position of the aircraft making a water landing. One A/C obtained an MF fix relayed through a 91st Group plane. Three A/C reported switching IFF to the emergency position.

c. Radio Discipline.

No breaches of radio discipline were observed or reported.

d. Equipment.

Extensive battle damage was received by radio equipment. Malfunctions were limited to noisy interphones, one radio compass out and one command set out.

e. Remarks.

The radio operators did a good job of contacting the MF section for aid. Due to being so close to the water, one of our A/C could not reach section "E" and an MF fix was relayed to him by a 91st Group plane.

7. Other Equipment Failures.

Failures of equipment other than these already reported consisted of a runaway prop, a frozen supercharger, a few cases of erratic superchargers, a faulty prop governor, a broken supercharger regulator, and an oil cooler out of commission.

8. Battle Damage.

Damage from enemy fighters and ground fire was very severe on this mission. Three A/C were so badly damaged that they were turned over to the VIII AFSC for salvage. Five others were damaged, but are repairable by our maintenance crews. For detailed damage, see inclosure five (5).

9. Aircraft Down away from Base.

Upon returning to England our twelve A/C landed at emergency airbases due to fuel shortage. Eleven landed at Predannack and one at Portreath. Three

of our A/C were unable to return to base on 2 May due to extensive battle damages and have been turned over to VIII AFSC for salvage.

10. General Recommendations and Corrective Action Taken.

As usual, the navigation problem was made extremely difficult by having poor compass equipment. After the French Coast was crossed, all radio aids, with the exception of the J Beams, are useless, due to the fact that the enemy has beacons and stations set up to jam and meacon them. It is therefore necessary to rely wholly on the compass, when flying under such poor conditions as those encountered on this mission, and the compass installations at present are far too unreliable to put that much faith in them. There is a new heavy gyro compass of exceptional reliability, of the remote reading type, which should be made immediately available to the operational groups.

The leadership and navigation displayed by the lead Group of the 102nd Combat Wing was hardly exceptional.

7 Incls:

- Incl 1 - Group Bombing Chart.
- Incl 2 - Group Formation.
- Incl 3 - Raid Track Chart.
- Incl 4 - Bombing Flight Record.
- Incl 5 - Group Armament Report.
- Incl 6 - Abortive Aircraft Report.
- Incl 7 - Battle Damage Report.

Claude E. Putnam
CLAUDE E. PUTNAM,
Lt. Col., AC,
Commanding.

MacGhee says they practiced eight weeks for 1st Schweinfurt raid.
Then, he didn't fly it.

1 May 43

1340 over Brest at 500-700 feet
Heavy flak, FW 190s
1405, out of Brest

Ro Roller injured, fire in tail, oxygen line severed and burning.
Roller bent oxygen lines with hands to stop flow and fire.
Landed at 1517 at Predennock, just a runway, not operational.

Ferried in O40 by Capt. Riordan to Portreath, and back to
Thurleigh 2 May.

#3 ran away, feathered.
#2, super charger shot out.

Radios out.

tail gunner, radio operator, ball turret wounded.

Aileron controls, radio compass shot out. Hydraulic system
shot out.

Gas leak from #3.

Intefcom out to tail. Elevator controls shot up. Over 100 holes.

Roller sent home with serious wounds. PH, DSC.

Nerves in right arm cut.

Roller said, "Take care of Vice, there's nothing wrong with
me." Roller had seven separate wounds.

Flew over flak barge, with Rose shooting up people. Shot came
through ball turret glass, and Rose's face was sandpapered.
Looked bad.

When coastal gubs fired, concussion rocked planes.

Briscoe talked about ditching.

A thermal took plane over cliffs at England.

Hickey (B) had said that the good lord would take care of them.

Plane cracked at radio room on landing.

WOUNDED

May 1, 1943

34151675
16109481
38175915
19068071
36320727
20745381
35468487
35384247
18069690
0726039

12073183

Sgt. L. B. Kay Leonard 3677
S/Sgt. M. J. St. Louis Marcel
S/Sgt. J. R. Roller
S/Sgt. R. H. Gibson (Serious)
S/Sgt. R. L. Newport Richard
S/Sgt. C. E. Vondrachek
S/Sgt. P. B. Foster Philip
Sgt. M. J. Komo Mike
Sgt. F. C. Latto Frank
1st. Lt. S. N. Kissebert
E. Silver
S/Sgt. Victor L. Rose

Bruised knee - no
wound
J.S.
3 May -

KILLED

37268260

T/Sgt. J. Kliffer

BALED OUT OVER CHANNEL FROM JOHNSON'S CREW

T/Sgt. H. R. Bean
S/Sgt. Bukacek
S/Sgt. R. V. Folliard

HEADQUARTERS
VIII BOMBER COMMAND
A.P.O. 634

Library

Bomber Command Narrative of Operations
Day Operation - 1 May, 1943
Mission No. 53

TARGET - Harbor Installations at St. Nazaire.

DECLASSIFIED
E.O. 11652, Sec. 3(e) and 5(D) or (E)
2500
MRS. Date 3-28

78 B-17s were dispatched to attack harbor installations at St. Nazaire and 29 a/c succeeded in dropping 57 x 2000 G.P. bombs. Adverse weather conditions greatly hampered bombing and results are poor. Flak was slight to moderate and e/a opposition mediocre. 7 B-17s failed to return. 24 B-24s carried out a diversionary sweep with no incidents towards the Brittany Coast. Six squadrons of Spitfires provided cover for the Liberators on one leg of the diversion and then swept the area north of Brest.

PART I - 1st Wing.

Group	Number of Aircraft				Claims	Personnel Casualties			
	(Dispatched)	(Attacking)	Abortive* A.	Lost B.		(Missing)	(Wounded)	(Killed)	
91	20	2	5	13	1	3-0-0	10	4	0
303	19	10	1	8	2	4-4-5 5-6-6	20	1	1
305	21	5	2	14	1	2-0-2	10	1	0
306	<u>18</u>	<u>12</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>8-0-0</u>	<u>33</u>	<u>12</u>	<u>1</u>
	78	29	11	38	7	17-4-7 18-6-8	73	18	2

* A denotes planes abortive because of mechanical and equipment failures.
B denotes planes abortive because of weather.

BOMBING RESULTS: 29 B-17s dropped 57 x 2000 G.P. bombs at 1125-1131 hrs. from 22800-25500 ft. Strike photos show thick cloud formations over the target and some bombs in the water in and immediately S. of the Outer Harbor. Bombing results could not be observed but are thought to be poor. 41 x 2000 G.P. bombs were brought back and 52 x 2000 G.P. bombs were jettisoned in the sea.

REASONS FOR FAILURE TO BOMB: 49 a/c failed to bomb - 11 returned early because of mechanical and equipment failure; and 38 because of cloud obscuring the target.

ENCOUNTERS: Attacks by FW 190s and Me 109s began about 8 to 10 miles southwest of Chateaubriant and continued for approximately 30 minutes until planes were 15 to 20 miles out to sea. Lead groups reported 10-20 e/a that failed to press home their attacks. Following groups were attacked by 20-25 e/a who attacked in pairs, diving under the formation, coming up again or in from the side instead of going around to the front again. Some were seen to roll up under the formation to attack. Two twin engined e/a were seen but they did not attack. Six a/c of the 91st Group had encounters with 7 FW 190s north of St. Brieuc Bay. Aerial bombing was again encountered. A formation at 23000 ft. over the target was aerial bombed. Near Belle Ile 2 Me 110s flew level with formation, climbed through the overcast and dropped four stick of 5 bombs each in train on a/c at 15000 ft. The 306th Group encountered 15 to 20 e/a over Brest, which attacked from rear from water level up against B-17s flying at about 800 ft. Observed e/a markings were: FWs with yellow noses, spinner and rudder, silver bellies and green tops; and Me 109s with white noses, and blue and grey mottled.

fuselages.

CASUALTIES: Personnel: 73 crew members are missing, 5 seriously wounded, 13 slightly wounded and 2 killed. Three to four chutes were seen from a plane down between Chateaubriant and St. Etienne. Men were observed launching a raft from a plane ditched in the channel but too near the French Coast for Air Sea Rescue. Three crew members baled out of a ship of the 306th Group which caught fire in mid-channel - plane landed in England with balance of crew.

Equipment: Lost: 7 B-17s were lost: 1 between Chateaubriant and St. Etienne from c/a; 1 in target area, 1 near Belle Ile and 1 at approximately 49°05'N - 02°50'W, all for reasons unknown; and 3 in the Brest area from flak.

Estimated Battle Damage: 23 category "A", 2 category "AC" and 2 category "E".

FLAK: Slight and inaccurate flak was encountered at St. Brieuc and enroute to Chateaubriant. Over the target, flak was slight to moderate, accurate for height but inaccurate as to deflection. Flak at Brest was both light and heavy from land positions and flak ships.

ROUTE: Ordered route was bases to Portland Bill, to 49°30'N - 03°00'W to St. Brieuc, to Chateaubriant, to I.P. at St. Etienne, to target; left turn to 47°00' N. - 04°20'W. to 47°30'N. - 06°10'W. to 49°05'N. - 06°40'W. to Lizard Point. All groups followed stipulated route going to target. On the return the 303rd and 305th Groups approximated the ordered route at 6000-8000 ft. The 306th Group having been separated from the other groups in the overcast went over Brest at 800 ft. thence to England. The planes of the 91st Group became split up over the target: 6 a/c descended to low level and followed approximately along the ordered route; 3 a/c joined the 306th Group; and 6 a/c flew out to sea, back to French Coast and over Cherbourg Peninsula. Planes landed at advanced bases in England.

WEATHER: At bases, cloud was broken and amounted to 3/10 - 5/10 low cloud at 2-3000 ft. with patches of medium and high cloud above. Visibility was 2 to 6 miles. On leaving the English Coast, there was 3 to 5/10 small cumulus over the channel which broke to 2 to 3/10 over Brest. However, over the target itself the low cloud increased to about 6 to 7/10. On return the amount of low cloud had increased to 7/10 with base at 1-2000 feet and occasionally dropping as low as 800 ft. The tops of this cloud appeared to form an overcast west of the course. Visibility through the breaks in the cloud was 15 to 20 miles. Underneath the cloud visibility was 6 to 8 miles. In addition to the low cloud there was 4 to 6/10 cirrus at 26000 ft. At this altitude the wind was calculated to be 326 degrees and 80 miles per hour, the temperature was -36° centigrade, and condensation trails were dense and persistent. The low cloud became 6 to 8/10 towering cumulus with base about 1500 ft. over the south coast bases at which the 1st Wing airplanes landed. Visibility was 6 to 8 miles.

OBSERVATIONS: One flak battery and one flak boat were raked by fire from B-17s at Brest. Numerous evidences of fresh building were observed enroute to target. A large A/D was seen at Nantes. A very large orange float was observed at 47°00' N. - 04°20'W. thought to be an enemy Air Sea Rescue float. At 1135 hrs. at 22000 ft. 20 miles off St. Nazaire, one crew observed an unidentified B-17 which had grey lettering on the fuselage. Waist gun windows were closed and the turret inactive. All engines seemed in good shape and a/c was under control. This B-17 acted very suspiciously in that it made no attempt to join the formation and flew all over the the sky. It was last seen flying on a heading of 90° into France. Enemy fighters did not attack it.

C O N F I D E N T I A L

PART II - 2nd Wing

18 B-24s of the 44th Group and 6 of the 93rd Group were dispatched on a diversionary sweep consisting of three feints toward the Brittany Coast. The first feint was made from Start Point to $49^{\circ}35'N - 03^{\circ}00'W$ to Lizard Point. Fighter escort was provided on second leg and the B-24s turned back near Isle d'Ouessant to the Lizard while the 6 Squadrons of Spitfires continued, as planned, on over the Brest Peninsula for a sweep. The third feint was not completed by the B-24s which, because of more northerly winds than briefed and overshooting on the second feint, turned back at about $49^{\circ}45'N - 05^{\circ}20'W$ and returned to bases. Four B-24s of the 44th Group returned early - 3 because of mechanical failures and 1 because of delayed take-off. Diversion was accomplished without incidents other than observing some contrails in the distance and seeing an e/a - believed to be an Arado 196 - which did not attack.

C O N F I D E N T I A L

Given Highest U.S. Decoration

Stimson Gives Gunner Congressional Medal Of Honor

(Continued from page 1)

character," they say, and that's all they're sure about him.

Several weeks ago he came in after a pass a little late; and a week later he did it again. He was put on KP as a mild form of punishment, and for the last week he's been peeling potatoes in between raids.

After the ceremony someone asked Smith if he had any plans for the night. He didn't have any special plans. "I haven't got a pass for tonight, but I think I can arrange for one," he said.

The general opinion of the ranking officers that were there to congratulate him was that he probably could arrange for one.

Combat crews here are hardened to heroism, but the story of "Snuffy" Smith on his first raid May 1 over Flak City (St. Nazaire) is still talked over in Nissen huts at night. They talk about "Snuffy," himself, too. He is a character—not the typical American hero folks picture.

On May 1, Maynard Smith started out on his first raid. He was flying in a numbered but nameless ship piloted by 1/Lt. Lewis P. Johnson, who had been on 24 missions before.

Maynard Smith tells the story of the trip that won him the Congressional Medal this way:

FWs Followed

"We had left St. Nazaire and headed out to sea with some FWs tailing us. I was watching the tracers from a Jerry fighter come puffing by our tail when, suddenly, there was a terrific explosion. Whoomp! Just like that. Boy, it was a pip!

"My interphone and the electrical controls to my turret went out, so I hand-cranked myself up and crawled out of the turret into the ship. The first thing I saw was a sheet of flame coming out of the radio room and another fire by the tail wheel section.

"Suddenly, the radio operator, came staggering out of the flames. He made a bee line for the gun hatch and dived out. I glanced out and watched him hit the horizontal stabilizer, bounce off and open his chute. The poor guy didn't even have a "Mae West." I think it was burned off. By this time the right waist gunner had baled out over his gun and the left waist gunner was trying to jump but was stuck half in and half out of his gun hatch. I pulled him back into the ship and asked him if the heat was too much for him. All he did was to stare at me and

To Receive Highest U.S. Award

By Andrew A. Rooney

Stars and Stripes Staff Writer

A U.S. BOMBER STATION, England, July 15—They took Maynard Smith off KP and gave him the Congressional Medal of Honor today.

Henry L. Stimson, U.S. Secretary of War, draped America's highest award around the little Eighth Air Force gunner's neck while Lt. Gen. Jacob L. Devers, ETO chief, Maj. Gen. Ira C. Eaker, Eighth Air Force commander, and a squad of brigadier generals stood in the background. S/Sgt. Maynard Smith rates a salute from all of them now. The recipient of the Congressional Medal of Honor is entitled to a salute from a four-star general.

The dour little ball turret gunner, who comes from Caro, Mich., took the ceremony in stride yesterday. All the brass which had come to honor him for his hour-and-a-half battle with flames and enemy fighters over France and the Channel was just so much brass.

Smith, who usually answers to "Snuffy," had been on KP not so long before, peeling spuds. He was off KP for the ceremony, so there wasn't much that could really bother him.

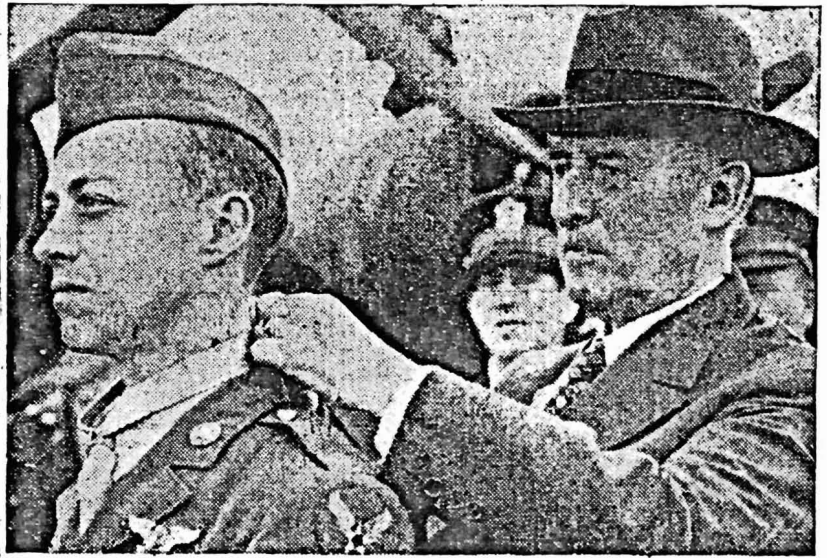
He stood quietly at attention while Secretary Stimson read the citation for the second Congressional Medal of Honor won in this theater. (2/Lt. Jack Mathis, who died as he released his bombs over the target, was posthumously recommended for the C.M.H.)

The men on the station don't know Smithy too well. They haven't made up their minds about him yet. "He's a

(Continued on page 4)



Planet Photo U.S. Army Signal Corps Photo
"Snuffy" Smith, the day before decoration day, undressed a barrel of spuds in his messhall. Yesterday, Smith got the Congressional Medal of Honor from Secretary of War Henry L. Stimson.



Fire in Radio Room

"The smoke and gas were really thick. I wrapped a sweater around my face so I could breathe, grabbed a fire extinguisher and attacked the fire in the radio room. Glancing over my shoulder at the tail fire, I thought I saw something coming, and ran back. It was Gibson, the tail gunner, painfully crawling back, wounded. He had blood all over him.

"Looking him over, I saw that he had been hit in the back and that it had probably gone through his left lung. I laid him down on his left side so that the wound would not drain into the right lung, gave him a shot of morphine and made him as comfortable as possible before going back to the fires.

"I had just got started on this when that FW came in again. I jumped for one of the waist guns and fired at him. As he swept under us, I turned to the other waist gun and let him have it from the other side. He left us for a while, so I went back to the radio room fire again.

"I got into the room this time and began throwing out burning debris. The fire had burned holes so large in the side of the ship that I just tossed the stuff out through them. Gas from a burning extinguisher was choking me, so I went back to the tail fire. I took off my chute

so I could move easier. I'm glad I didn't take it off sooner, because later I found that it had stopped a .30 caliber bullet.

"I fired another burst with the waist guns, and went back to the radio room with the last of the extinguisher fluid. When that ran out I found a water-bottle and a urine can and poured those out.

"After that I was so mad I urinated on the fire and finally beat on it with my hands and feet until my clothes began to smolder. That FW came around again and I let him have it. That time he left us for good. The fire was under control, more or less, and we were in sight of land.

"Lt. Johnson brought the ship in okay, and by the time we stopped rolling I had the fires completely out. It was really a miracle the ship didn't break in two in the air."

Many of the details were filled in by the men flying in the Forts on the wings of Lt. Johnson's ship. The ship flown by Capt. Raymond Check, who has since been killed, was closest to the ship in which the story took place.

The men in Capt. Check's ship could see the stubby little ball turret gunner working feverishly, head bobbing as he

tossed a load of stuff out the window, went back to fire fighting again and then hit the floor to lay low for a few seconds to gasp for breath.

At first they could see the tail dragging as the pilot of the stricken Fort fought for control of the ship. Smith heaved enough equipment over, including guns, ammunition and safety devices, so that the ship flew on.

Only the heavy skeleton held the plane together as the fire burned through the sides. Fire reached the ammunition boxes and .50 caliber shells began popping before Smith could get to them to throw them overboard.

The wounded tail-gunner was in agony and besides giving him first aid, Smith had to lie to him to keep his courage up. Every few minutes he would lean over him and shout "Yeah, we're in sight of England now, we'll only be a few minutes longer." It was three quarters of an hour from the first time he said that before they saw the English coast.

From the other side of the radio room, S/Sgt. William W. Fahrenheit, of McKee's Rock, Pa., was doing heroic work, but he didn't have the wounded men and the fire was blowing away from him.

American Forces Network

Operated by Radio Section, Special Service Section, SOS, ETO.

1,402 kc. On Your Dial 1,420 kc.
211.2 m. 213.9 m.

(All times listed are PM)

Friday, July 16

- 5.45—Sign On—Program Resumé.
- 5.50—Geraldo and his Orchestra.
- 6.00—News (BBC).
- 6.15—Personal Album—Bea Wayne sings your favorite songs.
- 6.30—Ivy Benson and her all-girl Orchestra (BBC).
- 7.00—Sports news—Presented by the Stars and Stripes radio reporters.
- 7.05—Kate Smith Program.
- 7.30—Tommy Dorsey Program—Dorsey's Orchestra plays "Dinah," "Tea for Two" and "A Pretty Girl is Like a Melody."
- 8.00—News From Home—Presented by your Stars and Stripes radio reporters.
- 8.15—Fred Waring—Salute to Dartmouth College.
- 8.30—Tommy Trinder—BBC presents "Tommy Get Your Gun."
- 9.00—News (BBC).
- 9.10—Musical Miniature—Salon Orchestra.
- 9.20—Jack Benny Program—Dennis Day, Mary Livingston and Don Wilson.
- 9.45—Training Time—Five minutes of value to the American Soldier.
- 9.50—Memories—Old-time musical favorites.
- 10.00—Final Edition—Latest world, sport and Forces news presented by your Stars and Stripes radio reporter.
- 10.15—Ziggy Ulman and his Orchestra.
- 10.30—Sign Off until 5.45 Saturday, July 17.

Print

Squadron 367th. Bomb. Sq. (H) A/C Number 42-29744

Total time for complete mission 10:15 Date May 1, 1943.

P.	<u>Clemons, F.B.</u>	<u>1st. Lt.</u>	R.	<u>Kind, D.A.</u>	<u>T/Sgt.</u>
CP.	<u>Clark, T.M.</u>	<u>F/O</u>	G.	<u>Crow, C.R.</u>	<u>S/Sgt.</u>
N.	<u>Means, L.S.</u>	<u>2nd. Lt.</u>	G.	<u>Durfee, L.J.</u>	<u>S/Sgt.</u>
B.	<u>Highley, O.R.</u>	<u>2nd. Lt.</u>	G.	<u>Fries, R.T.</u>	<u>S/Sgt.</u>
E.	<u>Condon, W.J.</u>	<u>T/Sgt.</u>	G.	<u>Kusnir, G.P.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 42-29620

Total time for complete mission _____ Date May 1, 1943.

P.	<u>Luby, O.E.</u>	<u>1st. Lt.</u>	R.	<u>Van Sickle, R.A.</u>	<u>T/Sgt.</u>
CP.	<u>Powell, T.V.</u>	<u>2nd. Lt.</u>	G.	<u>Teegarden, R.L.</u>	<u>S/Sgt.</u>
N.	<u>Clayton, E.D.</u>	<u>2nd. Lt.</u>	G.	<u>Oakman, T.D.</u>	<u>S/Sgt.</u>
B.	<u>Zabawa, Ed.</u>	<u>S/Sgt.</u>	G.	<u>Wentzel, E.E.</u>	<u>S/Sgt.</u>
E.	<u>Alexander, J.</u>	<u>T/Sgt.</u>	G.	<u>Wichmer, L.H.</u>	<u>Sgt.</u>

(MISSING) 13

MISSION LOADING LIST

42-3076

Squadron 367th. Bomb. Sq. (H) A/C Number _____Total time for complete mission 7:00 Date May 1, 1943.

P. Mann, A.J.	1st. Lt.	R. Kay, L.B.	T/Sgt.
CP. Kisamore, L.R.	F/O	G. Vondrachek, C.E.	S/Sgt.
N. Wolfe, C.L.	2nd. Lt.	G. Silver, C.	S/Sgt.
B. Toyek, C.V.	2nd. Lt.	G. Foster, P.B.	S/Sgt.
E. Kliffer, J.(Killed)	T/Sgt.	G. St. Louis, M.J.	S/Sgt.

MISSION LOADING LISTSquadron 367th. Bomb. Sq. (H) A/C Number 25720Total time for complete mission 2:45 Date May 1, 1943.

P. O'Hara, R.K.	1st. Lt.	R. Mountain, W.H.	T/Sgt.
CP. Robinson, L.L.	2nd. Lt.	G. Nelson, M.E.	S/Sgt.
N. Tillery, O.B.	2nd. Lt.	G. Garris, J.J.	S/Sgt.
B. Phelan, H.E.	2nd. Lt.	G. Fetkiw, Paul	S/Sgt.
E. Walkenhorst, J.W.	T/Sgt.	G. Strom, H.F.	

X - TURNED BACK

Squadron 367th. Bomb. Sq. (H) A/C Number 42-29677

Total time for complete mission 7:00 Date May 1, 1943.

<u>P. Ommen, F.H.</u>	<u>1st. Lt.</u>	<u>R. Norlen, E.W.</u>	<u>T/Sgt.</u>
<u>CP. Winchell, J.H.</u>	<u>1st. Lt.</u>	<u>G. Mosbarger, W.T.</u>	<u>S/Sgt.</u>
<u>N. Simpson, N.H.</u>	<u>2nd. Lt.</u>	<u>G. McElroy, J.C.</u>	<u>S/Sgt.</u>
<u>B. Kostal, J.J.</u>	<u>2nd. Lt.</u>	<u>G. Toney, G.</u>	<u>S/Sgt.</u>
<u>E. Myers, C.E.</u>	<u>T/Sgt.</u>	<u>G. Coleman, S.E.</u>	<u>Sgt.</u>

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 25306

Total time for complete mission 10:10 Date May 1, 1943.

<u>P. Putnam, C.E.</u>	<u>Lt. Col.</u>	<u>R. Shultz, R.G.</u>	<u>T/Sgt.</u>
<u>CP. McKearn, W.J.</u>	<u>1st. Lt.</u>	<u>G. Wendoloski, C.T.</u>	<u>T/Sgt.</u>
<u>N. Dexter, J.H.</u>	<u>Captain</u>	<u>G. Miller, E.J.</u>	<u>S/Sgt.</u>
<u>B. May, C.H.</u>	<u>Captain</u>	<u>G. Hicks, W.G.</u>	<u>S/Sgt.</u>
<u>E. Klucick, G.</u>	<u>T/Sgt.</u>	<u>G. Kennedy, E.E.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

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

Total time for complete mission 9:30 Date 42-5404

- | | | | |
|---------------------------|--------------------|-----------------------------|-------------------------|
| <u>P. Briscoe, C. D.</u> | <u>1st. Lieut.</u> | <u>R. Newport, R. L.</u> | <u>S/Sgt.</u> |
| <u>CP. Sherman, F. P.</u> | <u>1st. Lieut.</u> | <u>G. Rose, V. L.</u> | <u>S/Sgt.</u> |
| <u>N. McGhee, D. F.</u> | <u>1st. Lieut.</u> | <u>G. Perlmutter, B. H.</u> | <u>S/Sgt.</u> |
| <u>B. Hickey, J. K.</u> | <u>1st. Lieut.</u> | <u>G. Schuttler, R. L.</u> | <u>S/Sgt.(94th.Gp.)</u> |
| <u>E. O'Neil, J. J.</u> | <u>T/Sgt.</u> | <u>G. Roller, J. R.</u> | <u>S/Sgt.</u> |

MISSION LOADING LIST

Squadron 369th. Bomb.Sq. (H) A/C Number 41-24629

Total time for complete mission 10:00 D. 1/5/43

- | | | | |
|--------------------------|--------------------|---------------------------------------|---------------|
| <u>P. Hanes, E. G.</u> | <u>1st. Lieut.</u> | <u>G. Galinde, K. (94th.Bomb.Gp.)</u> | <u>S/Sgt.</u> |
| <u>CP Winters, D. R.</u> | <u>1st. Lieut.</u> | <u>G. Steinhart, M.</u> | <u>Sgt.</u> |
| <u>N. Meltzer, G. F.</u> | <u>2nd. Lieut.</u> | <u>G. Latte, F. C.</u> | <u>Sgt.</u> |
| <u>B. Irwin, L. B.</u> | <u>2nd. Lieut.</u> | <u>G. Komo, M. J.</u> | <u>Sgt.</u> |
| <u>E. Moore, R. E.</u> | <u>T/Sgt.</u> | <u>G. Peterson, R.</u> | <u>S/Sgt.</u> |

MISSION LOADING LISTSquadron 369th. Bomb. Sq.(H)A/C Number 42-3040Total time for complete mission 9:35Date 1/5/43

<u>P. Riordan, R. P.</u>	<u>Capt.</u>	<u>R. Lightbown, H. F.</u>	<u>T/Sgt.</u>
<u>CP. Bettinger, G. C.</u>	<u>2nd. Lieut.</u>	<u>G. Cox, H. L.</u>	<u>T/Sgt.</u>
<u>A. Spelman, G. J.</u>	<u>1st. Lieut.</u>	<u>G. Higham, E.</u>	<u>S/Sgt.</u>
<u>B. Rotter, G. D.</u>	<u>1st. Lieut.</u>	<u>G. Smith, C. B.</u>	<u>S/Sgt.</u>
<u>E. Gordon, B.</u>	<u>T/Sgt.</u>	<u>G. Hardy, B. A.</u>	<u>Sgt.</u>

MISSION LOADING LISTSquadron 369th. Bomb. Sq.(H)A/C Number 42-5426Total time for complete mission 9:30Date 1/5/43

<u>P. Vinnedge, R. A.</u>	<u>1st. Lieut.</u>	<u>R. Brown, B. S.</u>	<u>T/Sgt.</u>
<u>CP. Holmstrom, G. S.</u>	<u>1st. Lieut.</u>	<u>G. Frymoyer, C. E.</u>	<u>S/Sgt.</u>
<u>N. Cavedo, K. B.</u>	<u>2nd. Lieut.</u>	<u>G. Holleman, H. W.</u>	<u>S/Sgt.</u>
<u>B. Lindsay, R. B.</u>	<u>2nd. Lieut.</u>	<u>G. Fassig, B. L.</u>	<u>Sgt.</u>
<u>E. Loubet, P. R.</u>	<u>Sgt.</u>	<u>G. Hoser, H. H.</u>	<u>S/Sgt.</u>

Squadron 423rd Bomb Sq (H) A/C Number 25218

Total time for complete mission 9:25 Date May 1, 1943

P. Check, R. J. Capt. R. Johnson, W. T. T/Sgt.

CP. Cassedy, W. P. 2nd Lt. F. Bieloga, W. J. S/Sgt.

N. Blanchett, M. P. Jr. 1st Lt. G. Bobbett, J. A. S/Sgt.

B. Lucas, J. S. 2nd Lt. G. Garrett, A. H. Sgt.

E. Sawicke, N. M. T/Sgt. G. Edwards, M. B. S/Sgt.

MISSION LOADING LIST

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

Total time for complete mission 8:30 Date May 1, 1943

P. Johnson, L. P. 1st Lt. R. Bean, H. R. T/Sgt. (Missing)

CP. McCallum, R. 2nd Lt. G. Smith, M. H. S/Sgt.

N. Melaun, J. C. Sgt. (410th) G. Bukacek, J. S. S/Sgt. (Missing)

B. Kisseberth, S. N. 1st Lt. G. Folliard, R. V. S/Sgt. (Missing)

E. Fahrenhold, W. W. S/Sgt. G. Gibson, R. H. S/Sgt. (Injured)

MISSION LOADING LISTSquadron 423rd Bomb Sq (H) A/C Number 42-39534Total time for complete mission 9:25 Date May 1, 1943P. Jones, R. W. 1st Lt. R. Stymacks, R. T. T/Sgt.CP. Steele, D. A. 1st Lt. G. Piotrowski, W. S/Sgt.N. Morris, A. S. 2nd Lt. G. Stokoski, E. J. S/Sgt.B. Hull, W. E. S/Sgt. G. Smoot, J. E. S/Sgt.E. Bamforth, L. L. T/Sgt. G. Swartz, A. S/Sgt.MISSION LOADING LISTSquadron 423rd Bomb Sq (H) A/C Number 42-5422Total time for complete mission _____ Date May 1, 1943P. Pipp, E. G. 1st Lt. R. Williams, B. C. T/Sgt.CP. Lear, J. B. 1st Lt. G. Zaban, E. S/Sgt.N. Flower, L. J. 2nd Lt. G. Kaczanowski, Sgt.B. Melillo, J. J. Sgt. G. Neuweiler, N. A. S/Sgt. (410th Sq)E. Rogers, E. C. T/Sgt. G. Babbs, J. L. Sgt.

* MISSING IN COMBAT

MISSION LOADING LISTSquadron 423rd Bomb Sq (H)A/C Number 42-25784

Total time for complete mission _____

Date May 1, 1943P. Wigginton, B. 1st Lt.R. Wallace, R. W. Sgt.CP. Denny, R. L. 2nd Lt.G. Cogen, A. L. Sgt.N. Nordberg, D J 2nd Lt.G. Dyakovich, W. J. Sgt.B. Farmer, R. C. 2nd Lt.G. Cybulski, J. M. S/Sgt.E. Harrison, C. K. Sgt.G. Gordon, R. W. Sgt.

* MISSING IN COMBAT

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 649 Lat. Date 1/5/43

Bomb Load EXPO H.E. Incend.

Position in Formation

Time Took off _____ Time Landed _____

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

HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

2-13-75 down in Channel.
Just about 25 miles from Brest,
Friendly A/C in any kind of distress?
(Give position, time, altitude, call
details)

H. P. Johnson Pilot

45° 20' N - 5° long.

W. R. McCallum CO-P

W. S. M. Kisselbult Nav.

3 men (chick) bailed -
over channel - about 10 mins
after the 11th went down.

Sgt. J. C. Melain Bomb.

W. S. H. P. Beum Radio

TARGET ATTACKED:

S. W. Will Fabrenhold Top T.

Primary Time: 1125

S. M. H. Smith Ball T.

Alternate Height: 26500'

Sgt. Bukacek R. Waist

Last Resort Heading: 270°
(circle)

Sgt. P. V. Folleard L. Waist

Duration Bomb Run: 15 sec.

Sgt. R. H. Gibson Tail G.

Slight miss off target - went out
among and made a 360 to set us in the way.

Number of BOMBS dropped on target: 2 Jettisoned: _____ returned: _____ Abortive: _____

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

Own Bombs: Hit in water just in front of sub-pens.

Other Bombing: All of the bombs of our group well grouped.
We were the first over the target - instead of last.

Any PHOTOGRAPHS taken: Yes? No? but camera burned.

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: 1 sub ship just off Brest Pen.

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

Turned short and the lead group passed I.P. were
cut ahead of them

WEATHER: (If it affected mission) Cloud 7/10 (clear-visibility)

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	accuracy re- A/C
------	-------	---------------------	--	-----------------------	----------	------------------------

Moderate Heavy Flak at 5000 ft - mostly far below and
clouds

1 Brest 800' H-I - black

Crew observations about Flak:

Crew thinks "arrived late at Brest"

Reported by Pilot

W. S. M. Kisselbult

10. ENEMY FIGHTER CAPTURED ATION:

10 FW 190's - (Twin Engines at St Nazaire)

RO FW 190's at Brest.

(Estimated total number of E/A seen)

(Location and length of fight)

Only 1 nose attack

1 missing cable from directly overhead

most of attacks were tail attacks

(Tactics of E/A)

1 Yellow nose at St Nazaire

All yellow nose at Brest.

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

Over target - gradual turns - 5's.

Unobd turns at Brest.

(Our defensive action)

CLAIMS	
DESTROYED	One.
PROBABLY	
DAMAGED	
(Fill out on separate sheets 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, and signals; activity at airbases, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installation.)

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)

1-B-17 hit by Flak - at Brest - on fire - went down on land.

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

3- Bailed-out - Kasebuth - Navigator - leg wound (trunk) - Flak - Brest - 1400 hours - 800' (2) Gibson - Tail Gunner - 20 mi. W. - Brest - 1420

15. DAMAGE TO A/C: (Specify) (Brest) 1 shoulder wound - 500' (3) Melanin - 20 mi. W. - minor injury to hand - Brest - 1420 - 500' (Rudder compartment + Tail - burned up)

16. TECHNICAL FAILURES:

Went guns not working. Control cables - spy gun system - out. 1 day barrel guns. everything but engines - damaged.

17. OTHER COMMENTS (Any unusual incidents or suggestions?)

"This is a Hell of a Way to finish" - Johnson

S-2 OFFICER

S. J. Owen

TIME COMPLETED

This case should be of interest as there is evidence of many incidents of great manual bravery & skill - SJO

INTERROGATION FORM

May 1

2
Jones

SQUADRON 367 368 369 423 A/C Number 524 Letter Date

Bomb Load 2x2000 H.E. Incendi.

Position in Formation

Time Took Off Time Landed

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	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)

R. W. Jones Pilot
D. A. Steele CO-P.

2nd. A. S. Morris Nav.

T/Sgt Wm. E. Hall Bomb.

T/S R. T. Stymacks Radio

T/S L. L. Bamforth Top T.

S/S Walter Piotrowski Ball T.

S/S A. Swartz R. Waist

S/S E. J. Stokolski L. Waist

S/S J. E. Smart Tail G.

2. TARGET ATTACKED:

Primary Time: 11:25
Alternate Height: 26,000
Last Resort Heading: 270°
(circle)
Duration Bomb Run: 30

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

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

Own Bombs:

Couldn't see

Cloud cover

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.)

On way down - Strong head wind blow into Brest

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

Brest 11:05 Slight

Target 11:25 Moderate all below -

Crew observations about Flak:

10. ENEMY FIGHTER OPERATIONS: 1 J.U. 88 met St. Nazaire + went off

10-20 at Brest 10 to 15 St Nazaire

(Estimated total number of E/A seen) all F.W. 190's

Fighters first hit just before St. Nazaire
(Location and length of fight)

and lasted till 15 min. out from target

at Brest came up after Flak to 1/2 way back across channel
(Tactics of E/A)

all side + tail attacks
Simply sat level on a/c's tails + fired away
(Color, markings; etc. of E/A)

Picked on stragglers

(Our defensive action)

CLAIMS	
DESTROYED	2
PROBABLY	
DAMAGED	

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

11. FIGHTER SUPPORT

None

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

See other sheet

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

None

15. DAMAGE TO A/C: (Briefly)

1 Flak Hole

16. TECHNICAL FAILURES:

Antenna slot off

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

S-2 OFFICER

Weld

TIME COMPLETED

INTERROGATION FORM

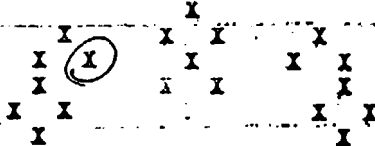
SQUADRON 367 368 369 423 A/C Number 15404 Letter B Date 5-1-43

Bomb Load 2-1000 H.E. Incendi.

Position in Formation

Time Took Off 08:55 Time Landed 15:17

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



CREW: Give Name and Initials

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

1st Lt C. D. BAISCOFF Pilot

1st Lt F. P. SHERMAN CC

1st Lt D. A. MACGHEE Nav.

1st Lt J. K. HICKEY Bomb.

S/Sgt R. L. NEWPORT Radio

S/Sgt J. J. O'NEILL Top T.

S/Sgt U. L. ROSE Ball T.

S/Sgt R. L. SCHULLER Waist

S/Sgt B. H. PERLMUTER Waist

S/Sgt J. R. ROLLEE Tail G.

*Little Andrea Downing
similar to the enemy
stood his ship on tail
to give others
room*

2. TARGET ATTACKED: In group could

Primary Time: 11:26

Alternate Height: 24,800 without

Last Resort Heading: 308° easterly

Duration Bomb Run: 22 seconds

3. Number of BOMBS dropped on target: 2

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

Own Bombs:

In Bay

Other Bombing:

Cloud over 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

First across target - Forced down by cloud

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

Light + Behind

Burst 10-12 (20) (25)

Crew observations about Flak:

10. ENEMY FIGHTER OPERATIONS:

not more than 10

(Estimated total number of E/A seen)

(Location and length of fight)

Perfect

20-25 at Brest

(Tactics of E/A) Ball burst

Rose - Pushed by 4 back ships at Brest from

stem to stern - swept decks - guns running completely

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

Ball burst & turret wouldn't turn so he got out

of turret - did gunner

had his hot hand shot -

(Our defensive action)

Incendiaries set on gun on fire

Rose took his extinguisher

back - got another

Two more - He saved the ship

C L A I M S	
DESTROYED	(1)
PROBABLY	
DAMAGED	
(Fill out separately for each claim.)	

11. FIGHTER SUPPORT

In between time he beat out fire with hands

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,

Airport at I.P. Hwy. Construction on way in

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.)

→ Roller - Nose - Newport

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

Roller fired Radio Gun with wounded hand till he passed out

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

Got a PW after hit at field with steel on fire

S-2 OFFICER

TIME COMPLETED

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 744 Letter _____ Date May,

Bomb Load 2 x 200 H.E. Incendi.

Position in Formation

Time Took Off _____ Time Landed 15:30

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. Dempsey Pilot
F/O G. M. Clark CO-P
2nd Lt. S. Mason Nav.
2nd Lt. O. R. Highley Bomb.
S/S C. R. Crow Radio
S/S W. J. Condon Top T.
S/S D. A. Kind Ball T.
S/S G. Kustin R. Waist
S/Lt. J. Durfee L. Waist
S/S R. T. Fries Tail G.

2. TARGET ATTACKED:

(Same as Col.)
Primary Time: 11:30
Alternate Height: 25,200
Last Resort Heading: 270°
(circle)
Duration Bomb Run: 20" (C)

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

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

Own Bombs:

Other Bombing:

Couldn't see

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.)

Like others

8. WEATHER: (If it affected mission)

Flew under 25,400' ceiling last 100 mi. before

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

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

St. Nazaire Tutunco out way, below

Brest son of ditto

Crew observations about Flak:

10. ENEMY FIGHTER OPERATION:

15 to 25 Fighters at St. Nazaire - mostly F.W.'s
 (Estimated total number of E/A seen) (Types) with at least
 1 yellow nose -
 + 1 white nose -

(Location and length of fight)

10 at Brest Mostly F.W.'s
 pale blue & silver

(Tactics of E/A)

all tail attacks mostly high

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

not press down load then
 usually F.W. types held them off
 after Brest (back into tight formation)

(Our defensive action)

Tight formation
 held them off

CLAIMS

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

11. FIGHTER SUPPORT

None

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

Flak boat in Brest firing - accurate

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.)

No

15. DAMAGE TO A/C: (Briefly)

None

16. TECHNICAL FAILURES:

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

None

REPORTER

TIME COMPLETED

INTERROGATION FORM

1-5-43

SQUADRON 367 368 369 423 A/C Number 306 Letter _____ Date 5/1

Bomb Load 2 X 7000 H.E. Incendi. _____ Position in Formation _____

Time Took Off 8:45 Time Landed 3:25

1. HOT NEWS to be phoned in? Yes No 15:25
 Details: _____

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

→ Luby - Wigginton - P.P.P.
at Brest.
 Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)
owner landed at
677 Portneuf.

CREW: Give Rank and Initials

- Cutnam Pilot
- McKeam CO-P
- Decker Nav.
- May Bomb.
- T/S R.G. Ahlutz Radio
- T/S G. Klucick Top T.
- S/S Hicks W.G. Bal T.
- T/S Wendelowski R. Waist
- S/S E.J. Miller L. Waist
- S/ EE Kennedy Tail G.

1. Wash info under + updated -
 Check known about Brest -

2. TARGET ATTACKED: Johnson 3 jumped.

Primary Time: 11:26
 Alternate Height: 25000 -
 Last Resort Heading: 270 -
 (circle)
 Duration Bomb Run: 70 seconds

3. Number of BOMBS dropped on target: 2 x 7000 Jettisoned: _____ Returned: _____ Abortive: _____

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

Own Bombs: No results Could identify

Other Bombing: 9/10 cloud -

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.)
From coast to left of CP over Nantes - led into Brest

8. WEATHER: (Circle if affected mission) 9:1st got splump - left hand, 2:5

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

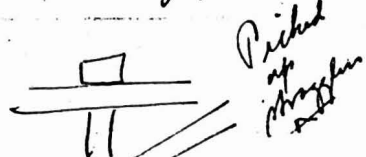
Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

2nd Wing did not come down thru overcast we did -

Part of 9:1st on deck part on top.

Very light at target - Back - and inaccurate

Crew observations about Flak: Light 2 back + Machine Guns - then fighters - at Brest



INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 076 Lett. _____ Date 5-1-43

Bomb Load 24000 H.E. Incendi

Position in Formation

Time Took Off Time Landed

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

1. HOT NEWS to be phoned in? Yes No

Details:

Right wing on fire
one burst 4000 feet
no clouds
Friendly A/C in any kind of distress?
(Give position; time; altitude; full details)

CREW: Give Rank and Initials

MAND, A.T. Pilot

Kisamore, L.R. CO-P

Wolpe, K.E. Nav.

Yoyek, C.V. Bomb.

Kay, L.B. Radio

Vondracker, C. Top T.

Silver, C. Ball T.

Klipper, J. R. Waist

St. Louis, M. L. Waist

Foster, P.B. Tail G.

2. TARGET ATTACKED:

Primary W Time: 11:28

Alternate Height: 15000

Last Resort Heading: 270
(circle)

Duration Bomb Run: 700

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

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

Own Bombs:

Other Bombing:

Clouds - Fighters

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,)

Brest

8. WEATHER: (If it affected mission)

6/ to 8/10 going in
Low overcast

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

Flak light in back -

Brest -

Crew observations about Flak: _____

ENEMY FIGHTER OR POSITION:

5-10-

(Estimated total number of E/A seen)

(Types)

(Location and length of fight)

4 on tail at once at Bush

(Tactics of E/A)

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

(Our defensive action)

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

(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, etc. 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. Klipper killed - Kay + Mc Louis serious

16. DAMAGE TO A/C: (Briefly) 3 other men slightly injured Vandreck - Foster Silver

16. TECHNICAL FAILURES:

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

S-2 CREW MEMBER

Manifather

TYPE COMPLETED

INTERROGATION FORM

SQUADRON 367-368 (369) 423 A/C Number 46A Letter _____ Date 1-5-43

Bomb Load 2x100 H.E. Incendi

Position in Formation

Time Took Off 8:45 Time Landed 3:30



1. HOT NEWS to be phoned in? Yes · No

Details:

No one got out of (2) at
Brest

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

3 over Brest

1 over St Nazaire

1 turned back at St Nazaire
for Belle Isle - Fighter

2. TARGET ATTACKED: on fire

Primary Time: 11:25

Alternate Height: 24,500'

Last Resort Heading: 270°
(circle)

Duration Bomb Run: 20 Sec.

CREW: Give Rank and Initials

1st EG HANES Pilot

1st DR WINTERS CO-P

2nd GF MELTZER Nav.

2nd L.B. IRWIN Bomb.

Sgt R. GALINDO Radio

T/Sgt R.E. MOORE Top T.

Sgt M. STEINHART Ball T.

Sgt F.C. LATTO R. Waist

Sgt M.J. KONO L. Waist

Sgt R. PETERSON Tail G.

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

4. Observed RESULTS OF BOMBING: (For this plane or others) No

Own Bombs:

No

Other Bombing:

No

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: No

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) Yes - Couldn't see 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	Accuracy
------	-------	---------------	---	-----------------	----------

Not so heavy.

Crew observations about Flak: _____

10. ENEMY FIGHTER OPERATIONS SECTION:

30

FW-190 + some Ju 88

(Estimated total number of E/A seen)

(Types)

(Location and length of fight)

(Tactics of E/A)

Yellow nose & tail a-st nazice Black at breast
(Color, markings, etc. of E/A)

Good evasive Action
(Our defensive action)

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

11. FIGHTER SUPPORT

None

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

Convoy of 4 Freighters AT 47:00 N 50W AT 1200

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)

All losses caused by Enemy Aircraft

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

Sgt m J Kom - Left waist - Several gun shots - Wounds
Sgt FC Batio - Right waist - on forehead

15. DAMAGE TO A/C: (Briefly)

Small wounds on forehead
Flack holes & Bullet holes - Trim tabs shot away

16. TECHNICAL FAILURES:

None

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

S-2 OFFICER

Burns father

TIME COMPLETED

INTERROGATION FORM

*Check
(9)*

SQUADRON 367 368 369 (423) A/C Number 218 - Letter _____ Date 1/3/45

Bomb Load 2-2000 H.E. Incendi

Position in Formation

Time Took Off _____ Time Landed _____

		X	X	(X)
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
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. #620 Ditched 48° 20' N 2^d
(suby) 5-0 L 1st

2. B-17 turned back over land 2^d
off St. Nazaire

3. #422 hit by flak over T/pt

apt R. Check Pilot

W.P. Cassidy CO-P

M.P. Blanchette Nav.

J.S. Lucas Bomb.

WT Johnson Radio

NM Sawicke Top T.

W.V. Bisloga Ball T.

J.A. Babbett R. Waist

A.H. Garrett L. Waist

M.B. Edwards Tail G.

Primary Time: Brest - turned to land
alternate Height: 4200
Last Resort Heading: 25/200
(circle) 300°
Duration Bomb Run: 15 sec.

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

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

Own Bombs: Good results

Other Bombing: (No - because we were first ground over target)

5- Any PHOTOGRAPHS taken: Yes? No? yes

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Flak battery at Brest, shot at us (wait summer)

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

As ordered going in

8- WEATHER: (If it affected mission) Clouds. 8/10

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

Flak at target accurate but low.

At Brest very heavy flak accurate. They also shot coast at 7000 ft. - everything we were

Crew observations about Flak: only 800 feet at Brest also shooting machine guns at us.

10. ENEMY FIGHTER OPPOSITION:

about 6 to 10 over at Nazaire 1902
 (Estimated total number of E/A's) (Types)
Over Brest about 20 - 1902 (yellow nose)

(Location and length of flight)

Nazaire

at Nazaire 5 or 6 came in from tail. Started firing at about 1000 yds but didn't fire attack on us. One attacked from one o'clock - made only long distance pass at us. E/A came in at 3 o'clock. Fired at him until he turned off working at about 2000 yds. This incomer at 11:30 approx

(Tactics of E/A)

Brest

About 10 attacks. One came in at tail. Tail gunner fired. E/A caught fire. Pilot bailed out.

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

(Wing gunner, Hubbert shot up black falling)

(Our defensive action)

DESTROYED	1
PROBABLY	
DAMAGED	1
Fill out immediately separate CLAIM FORM for each claim.	

11. FIGHTER SUPPORT

None

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

see from Johnson's ship. All chutes into water off

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)

sight

16. TECHNICAL FAILURES:

none

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

crew of Johnson's ship do distinguished service in putting up fire on Johnson's ship. Pilot to be commended too.

S-2 OFFICER

TIME COMPLETED

1st Lt Allan B Richardson

INTERROGATION FORM

SQUADRON 367, 368, (369) 423... A/C Number 070 Letter R Date May 1, 1947

Bomb Load 4000 H.E. Incend.

Position in Formation

Time Took Off 0850 Time Landed 3:20

		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)

R.P. RIORDAN Pilot CAPT

G.C. BETTINGER CO-P 2nd LT

G.J. SPELMAN Nav. 1st LT

G.R. ROTTER Bomb. 1st LT

H. LIGHTBOWN Radio 1/5 SGT

B. GORDON Top T. 1/5 SGT

B.A. HARDY Ball T. SGT

E. HIGHAM R. Waist 5/5

S.B. SMITH L. Waist 5/5

H.L. COX Tail G. 5/5

from one group pick water at Beirut using fuel water same story on 620

2. TARGET ATTACKED:

Primary Time: 11:45
Alternate Height: 24,700'
Last Resort Heading: 270°
(circle)
Duration Bomb Run: 20 sec.

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

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

Own Bombs: *Because couldn't see target*

Other Bombing: WATER.

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.)

Like others -

8. WEATHER: (If it affected mission)

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

Strasbourg Flak behind -
Beirut Light-Heavy Coast defense
Intense etc.

Crew observations about Flak:

10. ENEMY FIGHTER POSITION:

ST. N. 25 odd

Brest mostly
12 FW's + 109's

(Estimated total number of E/A seen)

(Types)

at ST. N. little attacks

(Location and length of fight)

at Brest all from tail

(Tactics of E/A)

As usual - no yellow probably

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

all blue silver

(Our defensive action)

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

FIGHTER SUPPORT

None

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

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

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

None

15. DAMAGE TO A/C: (Briefly)

Slight

16. TECHNIC FAILURES:

None

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

S-2 OFFICER

Weld

TIME COMPLETED

12

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 677 Letter _____ Date 7 May

Bomb Load 2X 2000 H.E. Incendi

Position in Formation

Time Took Off _____ Time Landed _____

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

1- HOT NEWS to be phoned in? Yes No

Details:

None

CREW: Give _____ and Initials

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

Lt. Onnen Pilot

J.H. Winchell CC-?

J.G. Kotol Nav.

M.H. Simpson Bomb.

Sgt. E.W. Norlen Radio

C.E. Myers Top T.

W.T. Mosberger Ball T.

Y. Joney R. Waist

Coleman L. Waist

J.C. McElroy Tail G.

2- TARGET ATTACKED:

Primary Time: 1127

Alternate Height: 25400

Last Resort Heading: 285°

(circle) Duration Bomb Run:

Fairly good run

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

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

Own Bombs:

nil.

Other Bombing:

nil.

5- Any PHOTOGRAPHS taken: (Yes?) No? _____

Left on ship at Portreath.

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.)

All balled up, particularly on leaving Eng. coast.

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

Fairly accurate & intense over target but not as bad as formerly - appeared to be predicted - all black bursts.

Crew observations about Flak:

So close that crews could see red explosion

only ship that might have dropped - 914 crew out in water.

10. ENEMY FIGHTER OPPOSITION:

5 or 6 at 1.P. but made attacks on
(Estimated total number of E/A seen) (Types)

group following.

(Location and length of flight)

1 direct attack from F.W. just after target
which knocked out #4 eng.

(Tactics of E/A)

Saw about 7 attacking LB17 at target
this A/C was already a straggler.
None of attacks were too hard pressed.

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

Yellow noses were predominant.

(Our defensive action).

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

11. FIGHTER SUPPORT

none.

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

Couldn't see any for overcast.

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)

Flak hole in fuselage - Flak hit no 1 eng
minor damage elsewhere.

16. TECHNICAL FAILURES:

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

Poor planning of mission and
damn poor navigation

INTERROGATION FORM

Vinnedge

SQUADRON 367 368 (369) 423 A/C Number 426 Lett. _____ Date 1/3/43

Bomb Load _____ H.E. Incendi. _____ Position in Formation _____

Time Took Off _____ Time Landed _____

		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

R.A. VINNEDGE Pilot

G.S. HOLMSTROM CO-P

K.B. CAVEDO Nav.

R.S. LINDSAY Bomb.

T/Sgt B.S. BROWN Radio

S/Sgt P.R. LOUBET Top T.

S/Sgt C.E. FRYMOYER Ball T.

S/Sgt S.H. HOLLEMAN R. Waist

S/Sgt B.L. FASSIG L. Waist

S/Sgt H.W. HOSER Tail G.

*say B-17 ditch off coast
and break into pieces (but?)
Friendly A/C in any kind of distress?
(Give position, time, altitude, full
details).
almost in harbor. about 1420
hours*

2. TARGET ATTACKED:

Primary Time: 1126

Alternate Height: 24,700

Last Resort Heading: 310°

(circle) Duration Bomb Run: 20 m.

3. Number of BBS dropped on target: all Detonated: _____ Returned: _____ Abortive: _____

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

Own Bombs: no

Other Bombing: no. too much cloud just over target.

5. Any PHOTOGRAPHS taken: Yes? No? No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: To crack at flak ship
didn't see any 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 for return.

8. WEATHER: (If it affected mission) some clouds 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	Accuracy in reference to A/C
------	-------	---------------	---	-----------------	------------------------------

at Nazaire - hot good but not direction. Moderate

Bursts - Most bursts were stepped up.

Over Brest - very heavy but not too accurate. Also fired

new observations about Flak: artillery, flak ships.

Relieved bombs were dropped at Brest - off to right

10. ENEMY FIGHTER OPPOSITION:

St. Nazaire - about 15 - mostly 1902
(Estimated total number of E/A seen) (Types)

at front, about 2 mi from tail
(Location and length of fight)

(Tactics of E/A)

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

No claims

(Our defensive action)

C L A I M S	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out <u>immediately</u> separate <u>CLAIM FORM</u> 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, ena 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)
see front

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

15. *no*

15. DAMAGE TO A/C: (Briefly) *Walt in fuselage, hydraulic out - see report etc. Damage explosion*

16. TECHNICAL FAILURES: *no oxygen leak*

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

S-1 CW St. A. Richardson TIME COMPLETED

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 180 Letter _____ Date May 1

Bomb Load 2 X 2000 H.E. Incend.

Position in Formation

Time Took Off _____ Time Landed 11:30

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

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

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

Capt RW Smith Pilot

2nd Lt B. H. Rawlinson CC-2

Capt. Gaslin Nav.

1st Lt Emmet Ford Bomb.

T/s J Kinn Radio

T/s Bezak Top T.

S/S H.V. Wilson Ball T.

Sgt. Weslow R. Waist

S/S Webb L. Waist

Poicelli Tail G.

*turned back 10:32
over Portland -
at Coast*

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target:

Jettisoned:

Returned:

Abortive:

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

brought back

Own Bombs:

Broken oil line in No 3 Engine

Other Bombing:

+ Push rods out (No 3, No 6 Cylinder)

Lost all oil this Engine

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.)

Flew around

8. WEATHER: (If it affected mission)

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

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

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 793 Letter _____ Date 1/5/43

Bomb Load RX2000 (H.E.) Incend.

Position in Formation

Time Took Off _____ Time Landed _____

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

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

ABORTIVE

CREW: Give Rank and Initials

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

Capt Youree Pilot
CO-P

Nav.

Bomb.

Radio

Top T.

Ball T.

R. Waist

L. Waist

Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

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

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

RX2000

Own Bombs: Turned back at English coast at 25,600' at about 1030hr.

Mechanical failure - #2 engine got hot and rough - so rough that they thought it was going to fall off. Oil temp 86° - cylinder heads

Other Bombing: Temp 270° #4 Supercharger lagging. Heating system in

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 Type (light) Color Location

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 780 Letter _____ Date 1/5/43

Bomb Load 2X 2000 (H.E.) Incendi.

Position in Formation

Time Took Off _____	Time Landed _____								

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

CREW: Give name and Initials

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

lt O'Hara Pilot
 _____ CO-?
 _____ Nav.
 _____ Bomb.
 _____ Radio
 _____ Top T.
 _____ Ball T.
 _____ R. Waist
 _____ L. Waist
 _____ Tail G.

ABORTIVE

2. TARGET ATTACKED:

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

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

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

Own Bombs: Turned back at English coast at 26000' at 10:30h.
 mechanical failure - #1 engine throwing oil - oil pressure went to zero. Could not feather engine with 20lb. pressure before it went to zero. Prop. ran away.

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.

CONFIDENTIAL *150*

15

HEADQUARTERS
1ST BOMBARDMENT WING
APO 634

D-4-2

4 May, 1943

SUBJECT: Evaluated Encounters Report-Mission-St. Nazaire, 1 May, 1943.

TO :	Commanding Officer, 91st Bomb Group, APO-634.	(Attn: S-2)
"	" 303rd " " " "	" "
"	" 305th " " " "	" "
"	" 306th " " " "	" "

1. Returned herewith your evaluated encounters reports with 1st Wing Tabulation of E/A encounters attached with respect to the mission of 1 May, 1943.

For the Commanding General:

ROBERTS P. JOHNSON, JR.,
Major, A.C.,
Adjutant.

2 Incls:

- Incl. No. 1- Evaluated encounters reports.
- Incl. No. 2- 1st wing Tabulations of E/A encounters (5 copies)

DECLASSIFIED
E.O. 11652, Sec. 3(e) and 5(b) or (c)
745005
NARS, Date 3-28-77

CONFIDENTIAL

~~CONFIDENTIAL~~

Group 306th

Date 1 May, 1943

Squadron 369th

Place where attacked Brest

A/C No. 993

Time 1410 Height 500 Ft.

Story of the attack-- He came from 6 o'clock - right off the water - a belly attack. At about 600 yards the Ball Turret Gunner let go. At 400 yds. he blew up, in center of fuselage. He completely broke up.

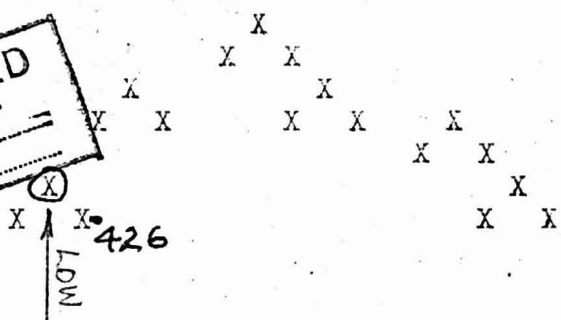
(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:

On Diagram, show

- a. which of our A/C was attacked; **993**
- b. direction of E/A attack;
- c. sun position. **overcast**

DESTROYED
A-2. I.B.W.



Data on Combat

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

3. Our Gun Positions Firing on E/A

Names Sgt. P. P. Molasco

Positions Ball Turret

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

Corroborated by _____
Position in A/C _____

Other A/C firing at the same time? Yes - Tail gunner in 426

Comments of the Interrogator: This is believed to be the same

enemy a/c claimed by 4629. It is suggested 1/2 credit be given to

each of our a/c.

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

~~CONFIDENTIAL~~
Time _____ Interrogator S. J. Owen

DECLASSIFIED

E.O. 11652, Sec. 3(E) and 5(D) or (E)

7-15-2015
NARS, Date 3-28-11

~~CONFIDENTIAL~~

Group 306

Date 1/5/43

Squadron 369

Place where attacked Just after we left

A/C No. 993

Time 1120 Height 500'

Brest

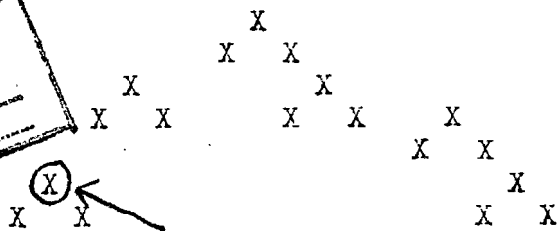
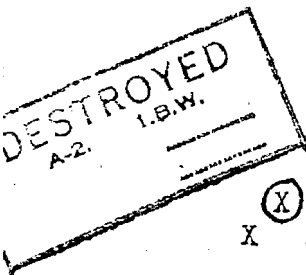
Story of the attack-- As he came at us, F4 190 not flying a straight course - at about 700 yards, let go 150 rounds - right wing collapsed and he flopped over and hit the water.

(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; 993
- b. direction of E/A attack; 4 o'clock
- c. sun position. overcast



Data on Combat

- a. Our heading _____
- b. visibility Good
- c. type of E/A F4 190
- d. level of attack;
 - From high above _____
 - (Check level _____
 - One) below X
 - very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. P.P. Nolasco

Positions Ball Turret

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

Corroborated by _____
Position in A/C _____

Other A/C firing at the same time? Think someone else hit him before he got to me.

Comments of the interrogator: _____

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

Time _____ Interrogator _____

1st Lt. S.J. Owen

DECLASSIFIED

EO 11652, Sec. 3(E) and 5(D) or (F)

50252

NAVY, DATE 3-28-77

Group 306

Date 1/5/43

Squadron 369

Place where attacked Brast

A/C No. 404

Time 1350 Height 700

Story of the attack-- As an F4U dove in at six o'clock the tail gunner, Sgt. Roller, swapped him several bursts. Both sides found their mark. The E/A's shell set fire to the oxygen and blew off the trigger grip from the right gun severely injuring Roller's right hand and arm. Roller continued the dual with his left hand until the F4U burst into smoke and was seen by the waist gunner, Sgt. Schuttler, to crash into the sea.

(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.)

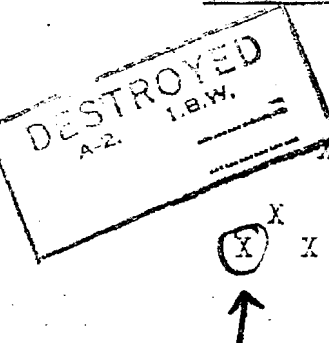
2. Diagram of attack:

On Diagram, show

- a. which of our A/C was attacked; 404
- b. direction of E/A attack; 6
- c. sun position. Overcast

Data on Combat

- a. Our heading 240
- b. visibility Good
- c. type of E/A F4U 190
- d. Level of attack;
 - From high above X
 - (Check level _____
 - One) below _____
 - very low _____



3. Our Gun Positions Firing on E/A

Names S/Sgt. John R. Roller

Positions Tail Gunner

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

Corroborated by Sgt. E. L. Schuttler
 Position in A/C Right Waist Gunner

Other A/C firing at the same time? No

Comments of the interrogator: Certain.

CONFIDENTIAL

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

Time _____ Interrogator _____

1st. Lt. A. B. Richardson
~~For Capt. [Name]~~

DECLASSIFIED
 E.O. 11652, Sec. 3(a) and 3(b)
 28500
 NARS, Date 3-28-77

~~CONFIDENTIAL~~

May 1, 1943

Group 306

Squadron 367

Place where attacked at Brest over Bay

A/C No. 744

Time 13:50 ? Height 500 feet.

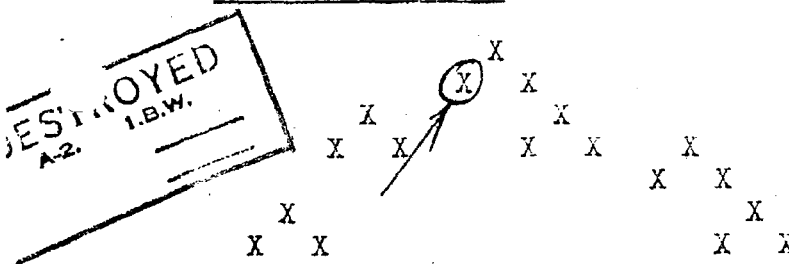
Story of the attack-- Just on way out of Harbor, ME 109 came in from 8 O'Clock high, peeling off to come in at waist. It was first hit at about 600 yards off by left Waist Gunner, S/Sgt. Durfee; at 200 yards it dove into the water.

(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; 744
- b. direction of E/A attack;
- c. sun position. None



Data on Combat

- a. Our heading About 2300
- b. visibility Good
- c. type of E/A ME 109
- d. Level of attack;
 - From high above x
 - (Check level _____)
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/A

Names Left Waist Gunner S/Sgt. L. J. Durfee

Positions Left Waist Gunner

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

Corroborated by S/Sgt. George Kusnir
Position in A/C Right Waist Gunner

Other A/C firing at the same time? No—This A/C was out of Formation then.

Comments of the interrogator: _____

O.K. Looks certain.

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

~~CONFIDENTIAL~~
Time _____ Interrogator _____
By 1st. Lt. A. W. Weld.

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 5(D) or (F)
By JB NARS, Date 3-28

~~CONFIDENTIAL~~

Group 306

Date 1/5/43

Squadron 123

Place where attacked Near Brest

A/C No. 649

Time 1400 Height 800'

Story of the attack-- FW 190 came from 7 o'clock and high. At about 500 yards fired 100 rounds. He smoked and went straight down, the pilot bailing out.

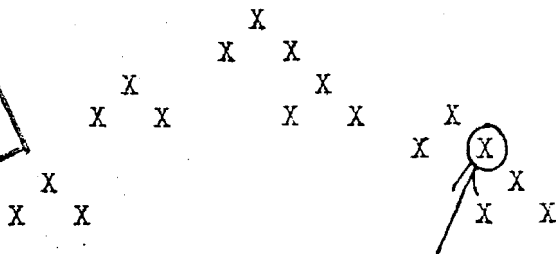
(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:

On Diagram, show

- a. which of our A/C was attacked; 649
- b. direction of E/A attack; 7 o'clock
- c. sun position. overcast

DESTROYED
A-2. I.B.W.



Data on Combat

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

3. Our Gun Positions Firing on E/A

Names Sgt. W.W. Fahrenhold

Positions Top Turret

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

Corroborated by _____
Position in A/C _____

Other A/C firing at the same time? Yes, probably

Comments of the interrogator: _____

A Certain

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

Time CONFIDENTIAL Interrogator _____

1st Lt. S.J. Owen

DECLASSIFIED
 E.O. 13526, Sec. 3(e) and 5(d) or (2)
 DATE 7/21/07
 NARS, Date 2-28-07

~~CONFIDENTIAL~~

Group 306

Date 1/5/43

Squadron 369

Place where attacked East

A/C No. 4629

Time 1433 Height 500'

Story of the attack-- An FW came in at about seven o'clock level. After I'd given him about five bursts his whole ship caught fire and then it dove straight down. When it hit the water it just broke into pieces.

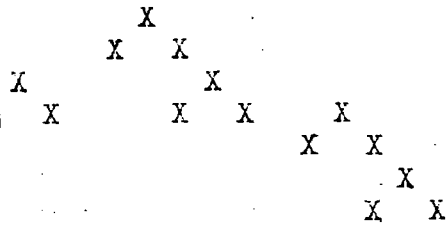
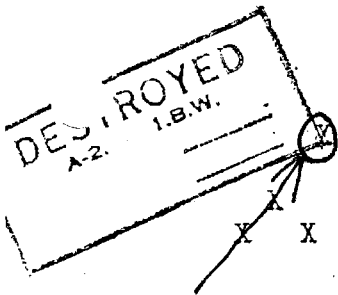
The pilot didn't get out.

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

2. Diagram of attack:

On Diagram, show

- a. which of our A/C was attacked; 4629
- b. direction of E/A attack; 7 o'clock
- c. sun position. overcast



Data on Combat

- a. Our heading 270°
- b. visibility Good
- c. type of E/A FW 190
- d. level of attack;
 - From high above _____
 - (Check level x
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/A

Names Sgt. M.J. Komo

Positions Left Waist

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

Corroborated by S/Sgt. R. Peterson
Position in A/C Tail Gun

Other A/C firing at the same time? No

Comments of the interrogator: Destroyed certain

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

Time CONFIDENTIAL Interrogator

1st Lt. A.B. Richardson

DECLASSIFIED

E.O. 11652, Sec. 3(E) and 5(D) or (F)

By [Signature] MARS, Date 2/28/77

Group 306

Date May 1, 1943

Squadron 423

Place where attacked Over Channel

A/C No. 524

Time 11:35 Height 3000ft.

Story of the attack-- FW 190 came in from 6 o'clock level. Tail Gunner, S/Sgt. J. E. Smoot fired at it as soon as it came within range, at 300 yards. Enemy A/C dove into channel.

(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.)

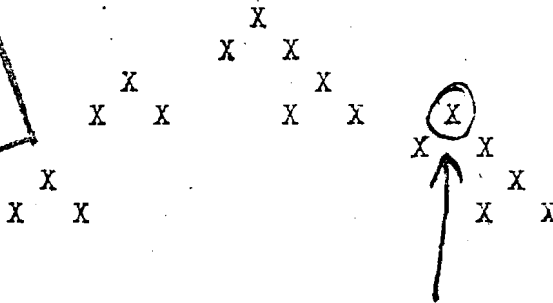
2. Diagram of attack:

On Diagram, show

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

542

DESTROYED
A-2 I.B.W.



Data on Combat

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

3. Our Gun Positions Firing at or E/A

Names S/Sgt. J.E. SMOOT
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? Not Known

Comments of the interrogator: _____

Appears to be a positive claim

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

Time _____ Interrogator _____

1st. Lt. A. W. Wald.

COMBAT FORM

CONFIDENTIAL

Group 306

Date May 1, 1943

Squadron 423

Place where attacked Oyer Channel

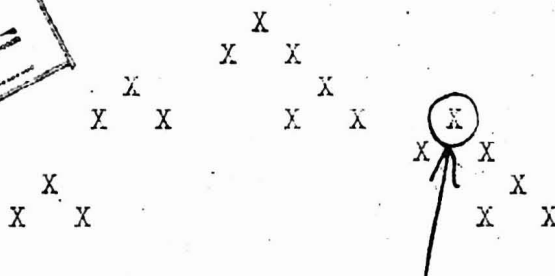
A/C No. 218

Time 1440 Height 800

Story of the attack-- E/A came in at 6 o'clock. Tail Gunner started firing at 700 yards. Enemy came in to 200 yards when Edwards, Sawicke, and Bieloga took him on. Sawicke finished him as he fell over at 3 o'clock in flames and in that "half-over" position the pilot bailed out.

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

2. Diagram of attack:



On Diagram, show

- a. which of our A/C was attacked; 218
- b. direction of E/A attack; 6 o'clock
- c. sun position. 11 o'clock

Data on Combat

- a. Our heading 2100
- b. visibility Good
- c. type of E/A Fw 190
- 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. M. B Edwards, T/Sgt. W.M. Sawicke, Sgt. W.J. Bieloga, S/Sgt. J. A. Bobbett

Positions Tail Gunner T/Turrett

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

Corroborated by See above

Position in A/C _____

Other A/C firing at the same time? Yes

Comments of the interrogator: Definitely destroyed

Since other A/C in Squadron also fired at this Enemy A/C, it should be credited to the Squadron.

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

Time _____ Interrogator 1st. Lt. A. B. Richardson

DESTROYED
A-2
I.B.W.

DECLASSIFIED

EO 11652, Sec 3(e) and 5(D) of (E)

745405
By SA NARS, Date 3-28-77

CONFIDENTIAL

COMBAT DAMAGE REPORT

GROUP 306 SQDN 389 AIRCRAFT NO. 42-5404 DATE 2 May 1943

The following is a detailed report of damages resulting from the
Combat Mission of

1 May 1943
DATE

Forced down at Bradannack. Right inner wing and outer wing damaged by 30 gal.
Inner and outer engine out. Over 100 black holes in plane. Windshield cracked.
Main hydraulic system out. Ball turret glass shot out. Ailiron control shot out.
Tail^{gunners} oxygen system out. Liaison receiver shot out. Elevators badly damaged.
Wiring to electric suit receptical in tail gunners compartment shot out. Rudder
control cable frayed.

NEEDED TO MAKE NECESSARY REPAIRS

RE PARTS REQUISITIONED?

DATE REQUISITIONED

IF SO FROM WHOM?

REMARKS

Turned over to 2AFWG. Undetermined as yet whether possible to repair
plane or will have to be salvaged.

ESTIMATED TIME PLANE WILL BE OUT OF STATUS

NOTE: THIS REPORT MUST BE MADE UP IN SERIALIZED FORM

SIGNED:

FRANK W. KELLEY JR., Capt., AC

TIME

0800

HENRY J. SCHMIDT, Major AC

TIME

1800

GROUP ENGINEER

INCIDENT REPORT

GROUP 308 SQDN 387 AIRCRAFT NC 42-3075 DATE 2 May 1943

The following is a detailed report of damages resulting from the
Combat Mission of 1 May 1943
DATE

~~Forced down at Erdannack. Right tank hit by 20 MM. Right wing hit by 20 MM.
Left inner wing badly sprung. Top of fuselage ripped by flack. Large hole
in Tail Gunner's Compartment. Numerous holes thruout Airplane. Elevator
control cables shot. Tail wheel lock cable shot.~~

PARTS NEEDED MAKE NECESSARY REPAIRS:

RE PARTS REQUISITIONED? DATE REQUISITIONED

IF SO FROM WHOM?

REMARKS ~~Turned over to SACM to be salvaged~~

ESTIMATED TIME PLANE WILL BE OUT OF STATUS

NOTE: THIS REPORT SHOULD BE MADE OUT IN SIX (6) COPIES.

IGNED: WILLIAM B. SOBY, Capt., AC
Squad. Engineering Officer

TIME 0900

IGNED: HENRY J. SCHMIDT, Major, AC
Squad. Engineering Officer

TIME 1800