

SUBJECT: Intelligence Teletype Report.

To : CG, 1st Bomb Wing, Att.; A-2

A. Narrative.

1. Twenty one (21) A/C of the 306th Bomb Group (H) were airborne at 0930 hours to attack the primary target, submarine sheds at Wilhelmshaven. Of these, seventeen (17) A/C bombed the primary while four (4) returned early due to mechanical difficulties, and 3 A/C failed to return. The route flown was approximately twenty (20) miles to the right of the I.P. Clouds were encountered and reports of icing conditions above 20,000 feet were submitted. Visibility over the target was hazy but moderately good.

2. Indeterminate but probably poor, because of evasive action produced by fierce ground and aerial opposition, also an effective smoke screen over the target area. Bombs were dropped but their lodgment was not followed due to enemy fighter action.

3. 1 turned back at 1155 hours, 175 miles off English coast. Could not keep formation because of clouds.

1 turned back at 1022 near English coast because of engine failure.

1 turned back at 1035 near English coast because of engine failure.

1 turned back 160 miles from English coast due to losing formation.

4. Approximately 100 E/A, chiefly Fw 190's, Me 109's and Ju 88's were reported. Many direct attacks were reported, in a determined manner. Most attacks were directed from nose and tail. Guns, firing single shells, were reported as carried under wings of E/A. Aerial bombs were again reported, the bursts being smaller than heretofore encountered. We claim 10 destroyed, 6 probables, 3 damaged.

5. Flak was first encountered off Phrisian islands, the bursts being off at distance and ineffective. It was moderate to intense over the target, accurate for altitude but off on deflection. Flak ships were active off German coast, their fire being fairly accurate at 18,000 feet.

6. (1) A/C #666, B-17, hit at I.P. #3 engine out, four feet off wing, no chutes.

(2) B-17, #214, under control at target.

(3) A/C #806, after target, hit but under control.

(4) B-17 ditched 54° 0' N, 4° 0' E; 8 chutes out.

7. Nil.

8. Very heavy and effective smoke screen, apparently burning for an hour at target.

Aerial bombs were seen to break up into smaller ones when released resembling incendiaries before exploding.

B. Statistical.

1. 21.

2. 7.

3. Wilhelmshaven - 14.

4. None.

5. None.

6. None.

7. 3.

8. 0.

9. 0.

10. 0.

11. 3.

12. 10 x 500 G.P.

13. 140 x 500 G.P.

14. 0.

15. 40 x 500 G.P.

16. 30 x 500 G.P.

17. 0.

18. 3.

19. 30.

20. Primary, 1245 Hrs., 22,000'.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745705  
 By RIB/BHC MABA Date 1/8/94

TARGET

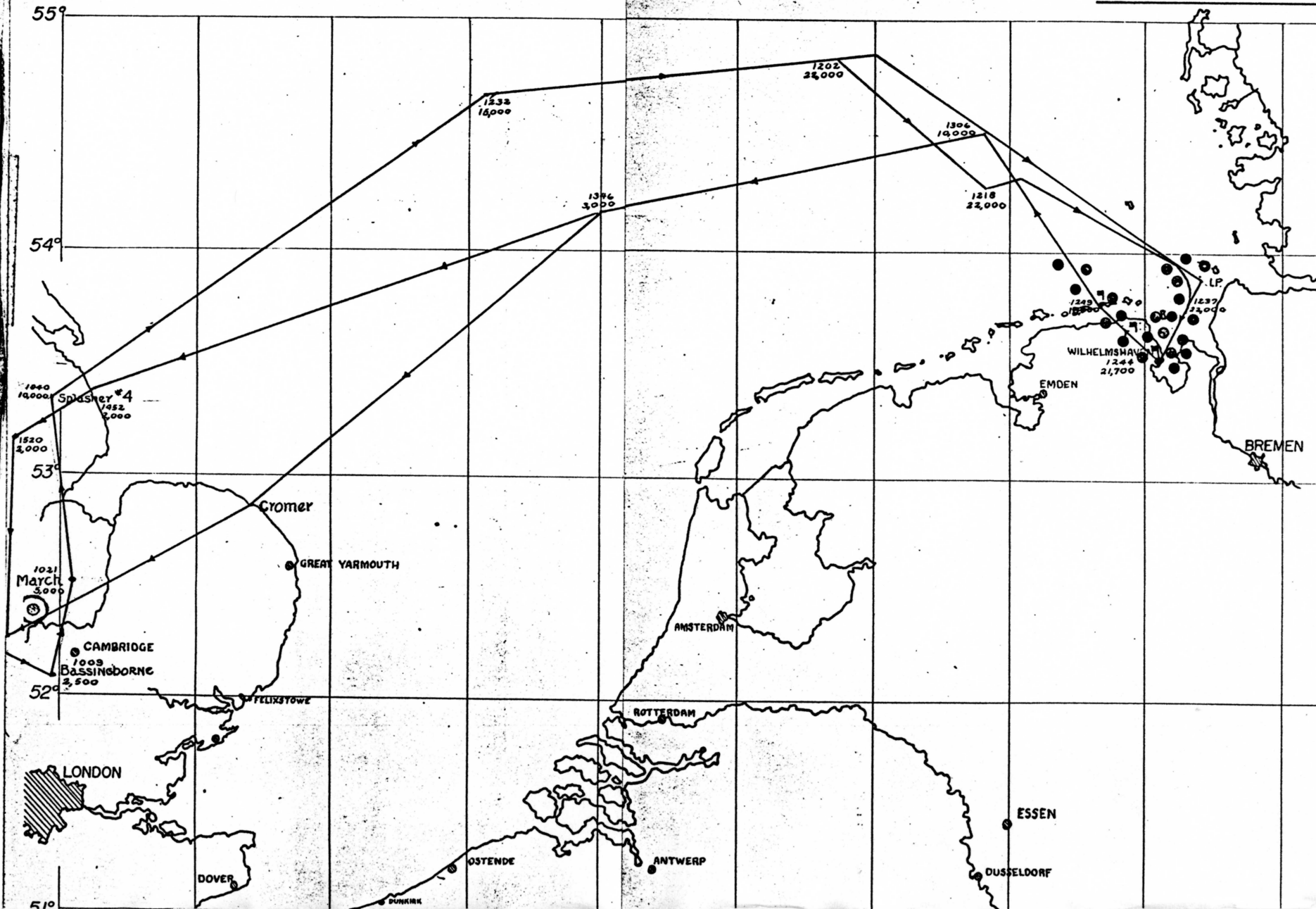
Primary Wilhelmshaven  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

Date 21 - 5 - 43

TRACK CHART

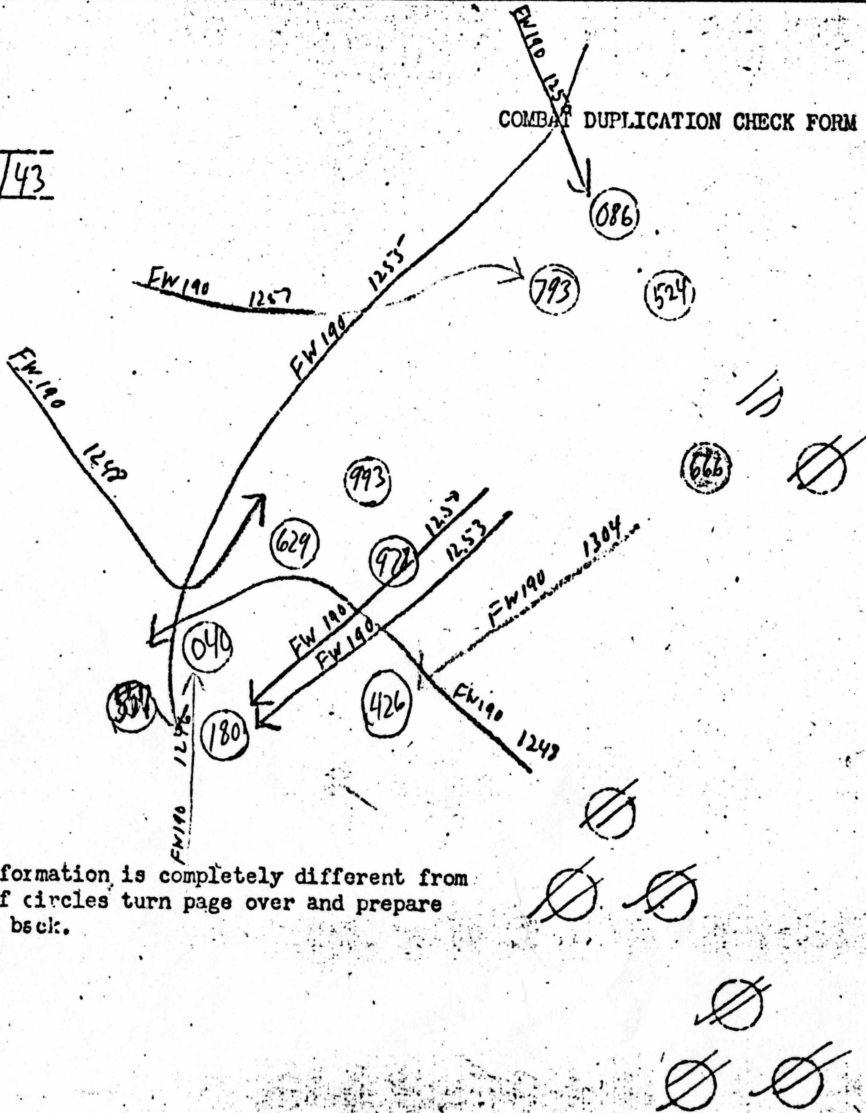
Planned	Route followed by		
<u>Actual</u>	"	"	"
_____	"	"	"
_____	"	"	"
_____	"	"	"
_____	"	"	"

306th Bomb Group (H)  
306th Bomb Group (H)  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



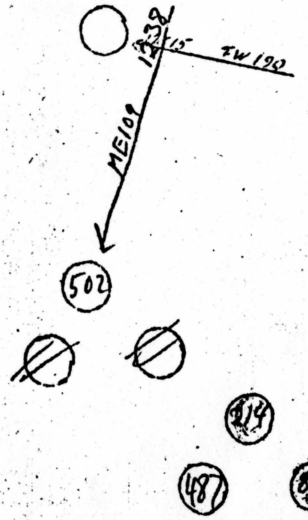
GROUP 306  
DATE 21/5/43

COMBAT DUPLICATION CHECK FORM



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

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



Write numbers of our A/C in circles.

Draw lines through circles not applying.

Block out our missing A/C in Red.

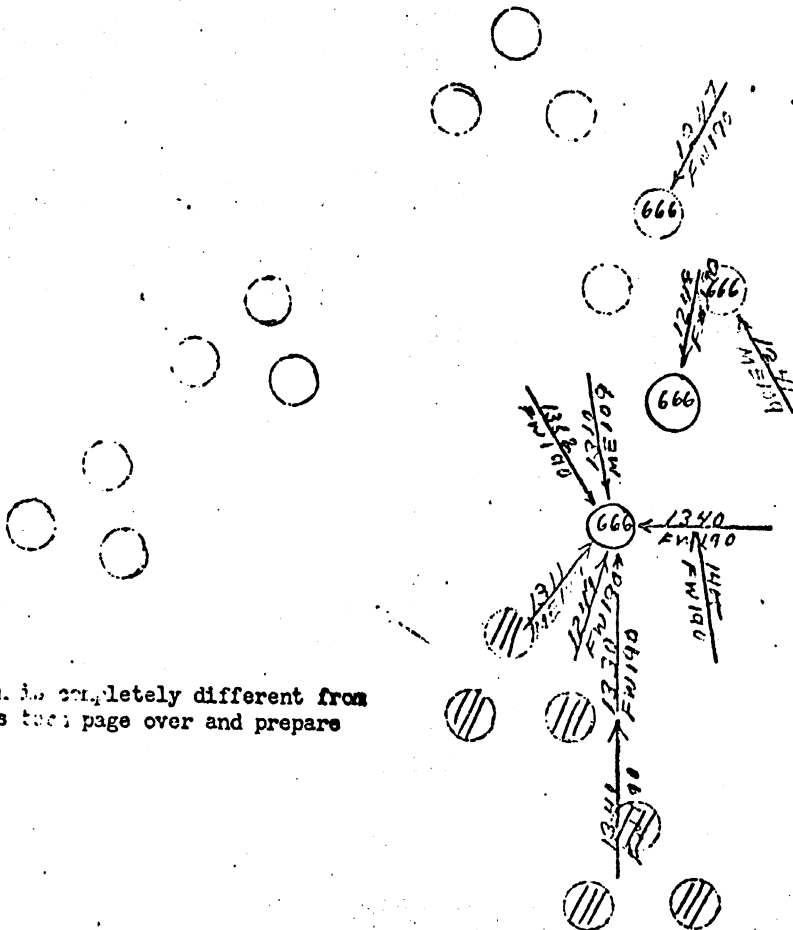
430 missing

GROUP 206

DATE 2/15/43

COMBAT DUPLICATION CHECK FORM

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



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

Write numbers of our A/C in circles.

Draw lines through circles not applying.

Block out our missing A/C in Red.

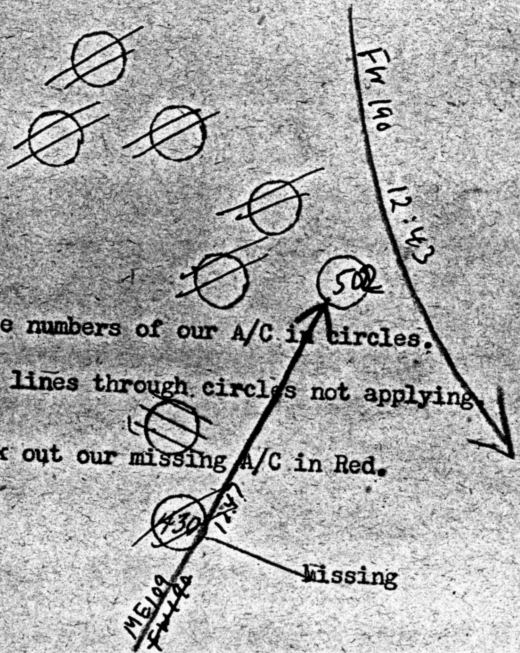
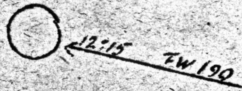
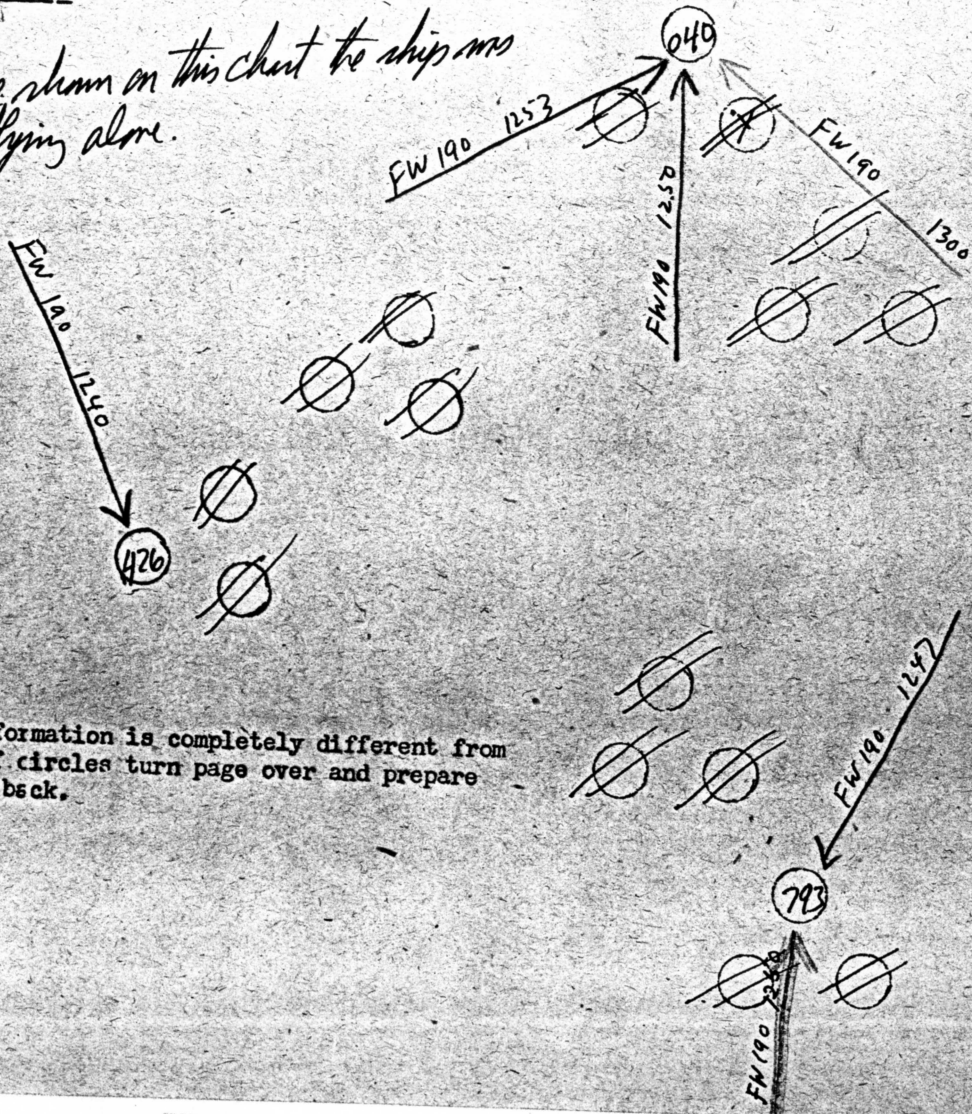
430  
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GR 306  
DATE 5/21/43

COMBAT DUPLICATION CHECK FORM

NB. In each case show on this chart the ship's course  
or direction of formation flying alone.

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



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

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

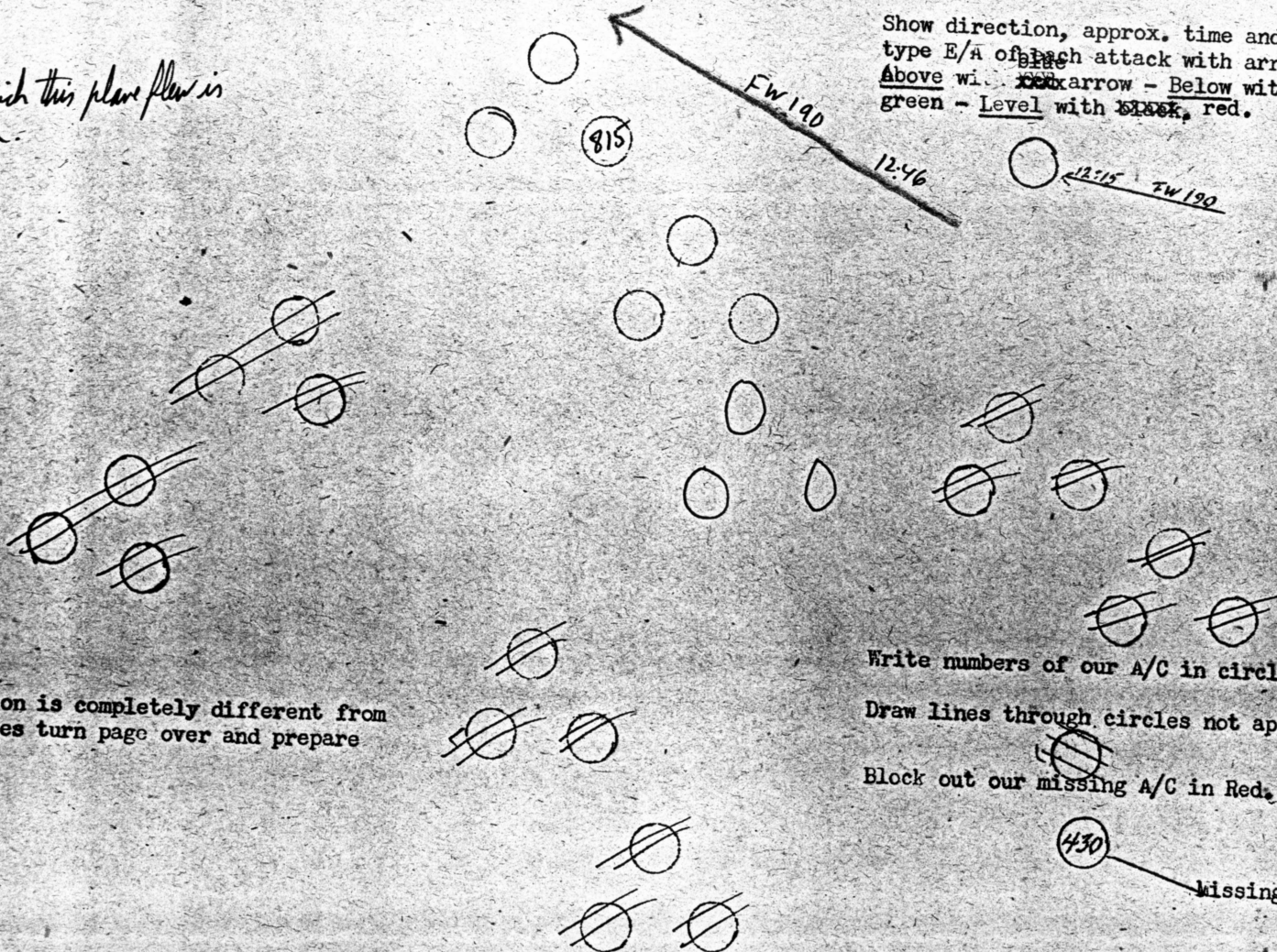
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By RLB/BAC Date 1/8/91

GROUP 306  
DATE 5/21/43

N.B. Group with which this plane flew in  
unknown.

COMBAT DUPLICATION CHECK FORM

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



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

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

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

APO 634  
21 May, 1943

SUBJECT: Enemy Opposition Report for Mission of 21 May, 1943.

TO : Commanding Officer, 306th Bomb Group.

1. Flak.

Flak was first encountered today off the Phrisian Islands, the bursts being off at distance and ineffective. Over the target it was moderate to intense, accurate for altitude but off somewhat on deflection. Flak boats were active at the German coast and their fire was fairly accurate at 18,000 feet. There was nothing unusual about the bursts today, the same black and white ones being reported.

2. Fighter Opposition.

Fighter opposition was intense, upwards to 100 E/A comprised principally of FW 190's and a few ME109's being reported. They were first encountered near Heligoland island but no attacks were made on our formation until the IP was reached. They came up in groups from both sides, then peeled off in 2's and 3's and made their attacks head on from 10 to 2 o'clock, afterwards returning to make tail attacks. The fighting continued vigorously until the formation was well out to sea on the way home, but the pilots again appeared inexperienced although determined. We claim 10-6-3.

3. Aerial Bombing.

Aerial bombing was continued again today with an increase in the number reported, the bursts, however, being somewhat smaller in size than heretofore encountered. Some of the bombs were seen to have been shunted off by FW's flying head on into formation, climbing steeply when bombs were away. There was a report that the bomb seemed to break up into several smaller ones, resembling incendiaries, before exploding.

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

THU, GPI NR HUT 11/21 IMMEDIATE NOTWT

57

PASS TO 1ST AND 2ND ADDRESSEES

TO 306 BOMBER GROUP 367 SQDN THURLEIGH (R) HQ 12 GROUP INT.  
FROM HUTTON CRANSWICK

SPECIAL REPORT ON FORTRESS NQY221895 OF 367 U.S. SQDN. OF 306  
BOMBER GROUP. TOOK OFF THURLEIGH AT 0930 . TARGET WILHELMSHAVEN,  
TARGET APPROACHED ON A COURSE OF 160 DEGS. GERMAN COAST SEEN AT  
1230 TARGET BOMBED FROM 26,000 FT. AT 1240. MUCH FLAK AT  
APPROXIMATELY 125 ENEMY A/C WERE MET IN THE TARGET AREA.

1. F.W. 190 WAS HIT AND WENT DOWN WITH SMOKE COMING FROM IT.  
A COURSE OF 306 DEGS WAS SET FOR BASE ENGLISH COAST SEEN  
AT 1453 HOURS CROSSED S. OF HUMBUR . A/C LANDED HUTTON  
CRANSWICK 1514 . WEATHER. VISIBILITY POOR . = 1645R

C 2ND LAST LINE WA AT... 1543 . 0

NR CWA WAS... HIT MD B1

MAY 31 03 06 PM

GPI THU R.....211830.....METCALF...VA (KKK)

229815-11/11

74-705  
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,  
By RLB/DFC WABA Date 1/8/99



Target Wilhelmshaven

1. Route followed.

I. P. to target to West end of Spiekeroog Is.

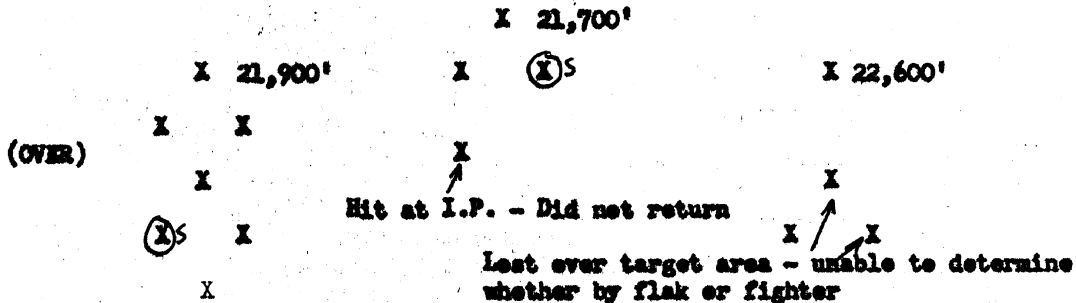
2. Visibility at Target (Any condensation trails?)

Clear at target.

No condensation trails.

3. No. of A/C over Target. 17

4. Formation over target, with height of each A/G. Those A/G damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:-



5. General Axis of attack (from lead A/G if possible) 236°

6. How long did formation fly straight and level before bombing? 20 sec.

7. Turn after bombing. Steep right turn.

8. Position of Group in relation to other Groups. 1st over target.

9. What evasive action was taken? Violent changes of direction and altitude.

10. A short description of Flak en route (if any) and at the Target, including if possible a suggestion as to type of fire control employed - i.e. Continuous following predicted concentrations, predicted barrages, or fixed barrages.

Over the target the flak was moderate, inaccurate, and covered a large area. Described as single bursts with no concentrations or barrages. They did not have the appearance of the usual continuous following fire control. However this is about the only thing it could be. Slight flak from Jever - accurate as to height. Moderate flak from Spiekeroog Is - accurate. This was reported as bursting in clumps of fives.

11. Any other Comments, Phenomena, etc.

One crew reported air to air bombing in which the bombs appeared to be shot at them. There was a long red flash as the bomb left the attacking A/C. One plane had two such bombs and two others had one each.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745705  
By RLB/BAC  
NARA Date 1/8/99

SECRET

HEADQUARTERS EIGHTH AIR FORCE  
Office of Assistant Chief of Staff, A-5  
APO 633, UNITED STATES ARMY

25 May 1943.

SUBJECT: Report of Operation Against Wilhelmshaven, 21 May 1943.

TO : Commanding General, Eighth Air Force.

1. At the direction of Colonel Hughes, the following report on our operation against Wilhelmshaven on 21 May is respectfully submitted.

2. Composition of the attacking force and statistics on results are available from intelligence data already at hand, so this report will be confined to the personal observations of this eye-witness.

3. At 0400 hours Friday, 21 May, the combat crews of the 4th Bombardment Wing were briefed on their operation against Emden, which was timed to precede by a few minutes the operation of the 1st Bombardment Wing against Wilhelmshaven. At 0500 hours came the second briefing, at which the 1st Wing combat crews were given the following data:

- a. Designation of primary and secondary targets (no last resort);
- b. Specific mission: to destroy submarine construction yards in the Bauhaven at Wilhelmshaven;
- c. Route from base to I.P. to target and return to base;
- d. Designation of officers leading group, squadrons and elements;
- e. Weather and wind forecast along route throughout day;
- f. Expected volume of flak, enemy fighter interception, and smoke screens;
- g. Radio and signals data effective throughout mission;
- h. Rates of speed, climb and bombing interval to be used;
- i. Re-designation of primary target on epidiascope, and
- j. Swearing-up of mission by Col. Putnam and Lt. Col. Wilson.

4. Following briefing, I cleared with Colonel Putnam and was assigned my place as starboard nose gunner in Capt. Magoffin's plane #--993; drew flying gear and went to dispersal, where crew assembled well in advance of take-off time. Pilot was Capt. Magoffin; co-pilot, 1st Lt. Block, navigator, 1st Lt. Howenstein; bombardier, 2d Lt. Travis. Except for the co-pilot, recently arrived, this crew of officers and their gunners have been together since leaving the United States last January. They have completed 16 missions successfully, and are capable and confident.

5. Take-off was set back from 0900 to 0930 hours, due to unfavorable weather reports. Weather at base included ground haze, very light wind, and overcast at 3500'. We took off at 0933 hours, and climbed quickly to our place in formation: Capt. Magoffin led 369 Squadron, in the left and high position of our Group (the 306th). The 306th Group was again assigned to fly at the lowest level: 22,000'; it was behind and below the leading 91st; formation of planes, squadrons and groups are shown on Page 2 below. The 21 planes of 306th Group were again led by Lt. Col. Wilson, with Capt. O'Hara flying as co-pilot for the day.

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Page 1.

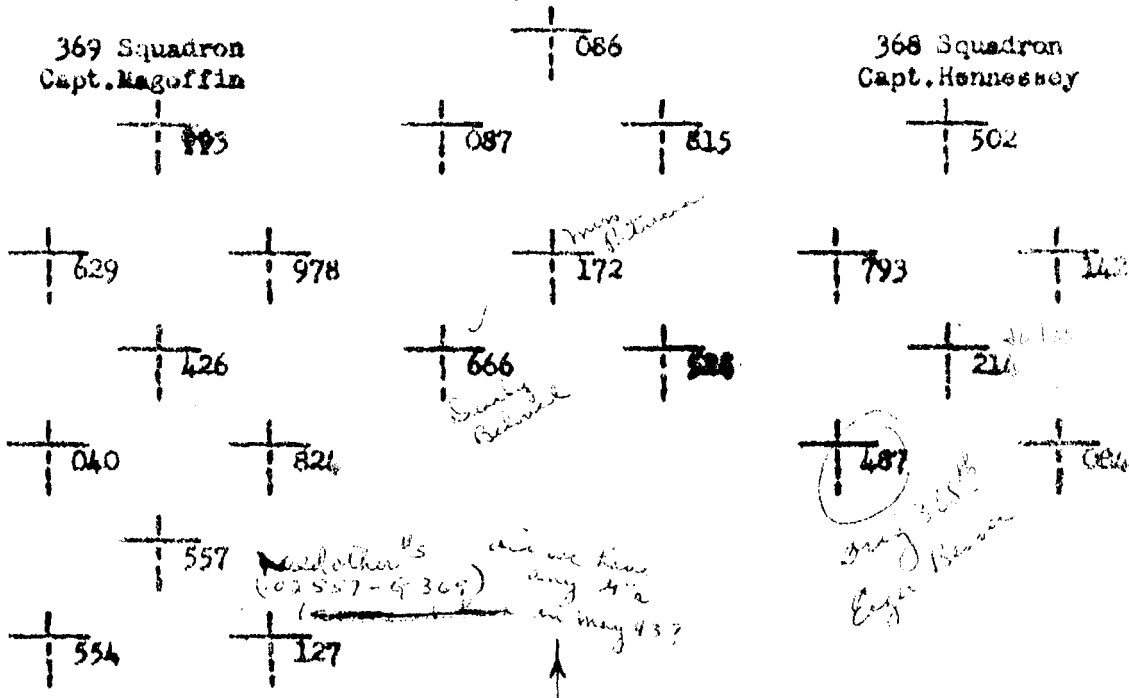
HI

367 Squadron  
Lt. Col. Wilson  
Capt. O'Hara

20

369 Squadron  
Capt. Magoffin

368 Squadron  
Capt. Hennessey



(3d element from 423rd)

FORMATION OF 306 GROUP, 21 May 1943.

	<u>351 Group</u>	26,000*
	<u>301 Group</u>	25,000*
<u>91 Group</u>	<u>303 Group</u>	24,000* (503)
		23,000* (91st)
<u>306 Group</u>		22,000*

< --- 101st Combat Wing --- > | < --- --- --- 102nd Combat Wing --- --- >

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6. Arriving at 3400' over base, just below the overcast, we of the 306th proceeded a few miles southeast and there picked up the 91st at about the same altitude; then following the 91st we flew on courses of 13° to March; then almost due north to Louth, up in Lincolnshire, some 80 miles from base. These legs were not flown quite as scheduled; to say that we "picked up" the 91st was an error - we almost picked them up, but they had disappeared in the overcast above their base, just as we arrived, leaving a message for us with their control office (a message which we never received) to "join them at 8,000' above the overcast". Both 91st and 306th, therefore, climbed up through the overcast on these northerly legs, and finally emerged in very ragged formation at 10,000' near Louth, where we picked each other up, with the aid of Aldis lamps, and reformed our wide formation fairly well before crossing the coast at North Coates at 1040 hours. The overcast continued to force us higher and higher; the weather in front of us appeared to be increasingly difficult; a ceiling of high cirrus was evident above us at approximately 28,000'. Over North Coates the 91st was at about 12,000' and still climbing; the 306th was skimming the tops of the overcast at about 11,000' and still climbing; formation was loose and difficult, and our hope of keeping well below the enemy radar screen until nearing target was by this time entirely gone. It was obvious at this point that the weather would be unfavorable, and that this attack would find the enemy fully alert.

7. Soon after leaving the coast, still skimming through the tops of the still-climbing overcast, Lt. Col. Wilson had only 6 planes in the 367 and 368 squadrons combined; Capt. Magoffin led 7 planes of the 369 squadron, having had 2 planes turn back abortively; the whole 306th Group was therefore only 15 planes at this point, the other 4 being unaccounted for, somewhere in the clouds below and behind us. We continued to tail the 91st, below and behind them, in this formation all the way past the I.P.

8. Behind and above us we now saw the 3 Groups (303d, 305th, 351st) of the 102d Combat Wing, who had located and joined us over the coast as we went out on a course of 58° from North Coates, and when we "turned the corner" at 54°40' 03°10' to a course of 86°, we could see our whole force, which by then was reduced from 98 planes to the 77 which eventually attacked. We went on oxygen early, and reached bombing altitude considerably earlier than scheduled, due to the high cloud below us and the front which was encountered midway across the North Sea. Temperatures dropped, and windows were kept free of frost and ice with some difficulty.

9. When the force turned in on the last leg toward the I.P., we came in sight of the enemy coast considerably farther west than expected, - north of Emden rather than north of Wilhelmshaven - and we could see the planes of our 4th Wing over Emden. Veering to the left, we proceeded to parallel the Frisian Islands, still well out to sea, until we regained our scheduled course and approached our I.P. on a course of about 140°. There we made a sharp right turn, almost on schedule at 1232 hours, and went in for the final run-up to target on a course of 210°, at 22,000' altitude.

10. Our high-altitude and exposed approach had given the enemy every opportunity to adjust his defenses in careful, leisurely, complete fashion; every enemy fighter between Holland and Hamburg could easily have been put into the most favorable position for attack; every heavy flak gun would be fully alerted and manned; every smoke screen in that corner of Germany was started long before our exact destination was disclosed.

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11. One of the higher groups reported that about 10 enemy fighters were seen to come up from Heligoland; we were too far to the southwest to observe this. The first fighters we saw, just before rounding the corner at the I.P., were a swarm of FW.190s circling above us and in front of us. As we approached, they divided into 12 which circled in front and to our left, and 18 which circled in front and to our right, between our axis of flight and that of the 91st Group. Another lot was visible in the distance, to the right of the front of the 91st, but we could not count them, and did not have time. These FW.190s had climbed to altitude well ahead of us, and did not attack until we were committed to the approach to the bombing run. They were black and silver; many had yellow noses; they came up to attack, concentrating on the leading planes of each squadron of 91st and 306th Groups, particularly on the individual plane leading each of these two Groups. When they came in to attack, they did not rush us individually, but two and three and four of them streamed in at once, on each side, from 11 and 1 o'clock, opening fire near their extreme range, and not breaking off until past us. One pilot said later: "I had to sort of lift my wing to let 'em under". The attacks we observed were from just above, even with, and just below our level; they were all carried through with determination; the fighters in breaking off, being usually on their back in a half roll, went off and down and back in a steep dive, then climbed quickly back to the queue in front of us, which was never without at least half a dozen fighters waiting in it. With our three guns in the nose, and our top turret guns, we had many shots at them, and we know we made some hits, but we couldn't prove anything, as none of us could stop to look back or check up on any one plane. There were so many attacks in those few minutes short of the target that none of us stopped to check up.

12. About five minutes short of the target I observed the first flak I had seen: three individual ranging shots, about 10 seconds apart, all very good as to altitude (22,000'), okay for range, and not far off to our right. The third of these hit the center plane of 368 Squadron right in the belly, under the pilots, and this plane immediately settled down out of formation, with at least one engine afire. After falling behind and wallowing lower, it went into a long steep dive to the right, then leveled off with evident difficulty at perhaps 3,000' and dropped slowly to the water just inside the island of Spiekeroog. I did not see the plane actually strike the water, and I saw no chutes at all, but I believe it ditched very close to this island. From these three ranging shots, a predicted flak concentration came up within approximately one minute, just at the time when we should have been starting our actual bombing run. Had we been where we were supposed to be, the flak would have scored many hits; as it was, fragments struck many of our planes, but only the plane described above can be said to be lost to flak alone.

13. The 306th Group (only 13 planes, now), with one eye on the 91st ahead, above and to our right, started its final bomb run in spite of the fighters which were still streaming in. Before we were well into our bomb run, however, we saw the 91st leader drop his 10 x 500-lb. bombs, followed at once by the bombs from all the other 91st planes. They were obviously early, short of the target, yet they dropped them all, and made an abrupt right turn, away from the target - and away from us, too - at least 1 1/2 minutes sooner than expected. (It developed later that enemy fighters had wounded everybody in the nose of the 91st leader's plane, so they toggled all their bombs off rather than hang up the whole formation - but we couldn't know that, at the time.) All we were sure of was that they had dumped bombs and left us - our 13 planes uncovered to the fighters in the middle of our bomb run.

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14. Our plane's bombardier, therefore, settled into his seat, and was only a few seconds into it when we saw our Group bombardier toggle his bomb off - nearly 50 seconds early. So we toggled ours off too, and so did the rest of our Group, and then we turned sharply to right and set out to catch up with the 91st Group, in a general northwesterly direction. This action caught the enemy fighters by surprise, momentarily, and the carefully predicted barrage of enemy flak came up over the target to find some of us there to be hit. There seemed to be at least 180 barrels of flak in the concentration, probably from 24 to 26 guns. After we had turned, started a slight descent, and picked up speed to almost 170 IAS, the fighters hurried around our left and right flanks and reformed ahead of us, as before. The flak grazed us a little, also, but not systematically or accurately.

15. At this stage we met, in addition to the original FW.190s with yellow noses, various other enemy fighters: Me.109Ts in considerable numbers, a few (5 or 6) Me.109Es, and some FW.190s which were all-black, and some which were blue-and-silver. This assortment were not as determined attackers as our original lot, but we couldn't tell that in advance, so we had our heads very full all the way out to the coast, across the Frisia Islands (near Saltrua) and on out to sea, for they followed us for some time, having plenty of gas. Among these attackers were some which shot at us with rockets, and by comparing notes with other squadrons and other Groups, the following consensus of opinion has been reached: at least 4 enemy fighters, equipped with 2 or 3 rocket tubes on the under side of each wing, attacked us with these new projectiles, which we have evidently been mistaking, in many cases, for air bombs. There have been some few cases of actual air bombing, but most cases so reported are now thought to have been rockets. I did not see any bursts from these rocket projectiles; observers said they are small black bursts, like a small flak shell would make. I did see several rockets launched - or what I believe were rockets - the enemy fighter stayed well off in front, perhaps 1500 yards - and blazed away with a shot from under each wing. A blaze lit up the bottom of each of his wings - at first it looked like he was shooting with about 3 cannon - but then it became apparent that the blaze was from under his wings, not from his underwings. The projectiles left a trail, like an oversize tracer shell might do, and the rocket evidently burst either upon contact or at a predetermined range. Other Groups said that one B-17F was lost to these rockets; if so it was not from the 308th.

16. After leaving the enemy coast, we lost altitude rapidly, and were soon under 10,000', off oxygen, and making for home as best we could. We were particularly on the lookout for Ju.88s in pursuit; others said they saw some, but we saw none. One or two twin-engine fighters, said to be Me.210s, followed our higher groups - one of them all the way to 5° East, but we did not see them. We and the 91st both had cripples to look after, and we gradually came over in mutually protective groups and throttled back to escort our banking cripples back to base. One of the 91st cripples could not make it, and ditched halfway; the others we could see were able to get back, although one of ours just barely reached the English coast. We came back under the overcast, which was still low, and through the ground haze, which was still pretty bad. We rounded the English coast, coming back, north of the Wash, when we thought we were south of the Wash, as did the Group navigator, so we lost a little time getting oriented before straightening out for the run back to base, where we touched down at exactly 1558 hours. Our plane had several .303 bullet holes, several small flak holes and one 20mm cannon strike, but nobody in the crew was injured. Our Group had 4 planes missing, but one of these crews subsequently got back.

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Page 5.

17. My favorable impressions, which were many, include:

- 3/10/45*
- a. Skillful leadership of 306th Group by Lt. Col. Wilson, in spite of very difficult weather conditions and heavy enemy attacks; his plane had two engines struck, besides other damage.
  - b. Improved condition and performance of these new B-17Fs, with factory-built nose gun installation and demand oxygen system.
  - c. Skill and judgment shown throughout flight by Capt. Magoffin; excellent formation flying, constant care of his wing men, and outstanding leadership of his entire squadron all the way.
  - d. Competence, confidence and high morale of all crew members, officers and men-crew alike - even higher than heretofore.
  - e. Much improved messaging and interrogation upon return to base.

18. Unfavorable impressions, caused by heavy losses and poor bombing, raised a number of questions. I attended the critique of 23 May at 1st Wing and heard most of the answers. The critique itself was excellent; a very fine procedure, ably conducted, for fact-finding and future planning. These questions, however, still remain unanswered:

- a. In order to destroy the Wilhelmshaven submarine yards, would not a loading which included incendiary bombs have been more efficient than one which depended entirely upon high explosive?
- b. After leaving the English coast above 10,000' in very loose formation, with only 77 planes left out of the original 98, and with the knowledge that early enemy radar interception was inevitable, and with a weather front still to pass through, why was the mission not turned back? If it was for the purpose of covering the 4th Wing's mission, could not that one have been profitably cancelled also?
- c. When the 1st Wing found itself approaching a fully-alerted enemy coast at Emden, rather than at Wilhelmshaven, why was the wing led on to the original target, thus scraping up every enemy fighter from Holland to Hamburg? The 1st Wing could have turned back even then, or could have bombed Emden with little loss.
- d. Why were bombing altitudes set again at the favorite levels for Flaak (22,000' and up), when altitudes of 25,000' to 28,000' would again have saved two planes and their crews?

19. SUMMARY.

Of the 980 x 500-lb. bombs taken off the ground, 140 bombs were brought back. Of the remaining 840 bombs, 27 fell on pay dirt, near the target, according to photographic interpretation of the bomb plot. The price of this 2% success was 7 planes and crews, plus 3 other planes washed out. A considerable and indeterminate number of enemy fighters were shot down, and opportunity was afforded to study new enemy fighter tactics: both queues and rockets.

20. Recommendations.

(see next page)

*3/10/45*  
*2nd CGS*

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20. Recommendations.

a. Perfect measures quickly for better protection of the leading and low groups, against whom the enemy fighters are concentrating as they start the bombing run. The critique brought out this need, and it was agreed then and there to use the XB4Os for this purpose, but there are not many of these, and additional counter-measures will be necessary.

b. Perfect countermeasures against the enemy's long-range rocket attacks. If four such enemy planes were so effective against our bombers, a large number of rocket-firing planes could really give us trouble. To neutralize them, some means must be found of leaving the actual bombing formation and getting at them. Possibly some of the XB4Os could be assigned to fly well above the bombing formation, so that they could dive and fire down upon the rocket-firing planes as soon as they identified them. But there again, we have not enough XB4Os to do all the work there in for them to do, and additional countermeasures are needed here.

c. Assign higher bombing altitudes, to keep as many groups as possible above effective range of 88mm. flak. We cannot keep above 105mm. flak, but in all these months we have only attacked one target which had anything larger than 88mm. flak. We can render 88mm. flak virtually impotent, by keeping our groups at 25,500' and higher, thus saving the 2-planes-per-mission which we have been losing to flak time after time.

d. When an operation looks unpromising from the start, and when as the operation progresses its chance of success looks worse and worse - when we have thrown away our high cards: lost the element of surprise, reduced our effectiveness by abortions, disclosed to the enemy our numbers, altitudes, courses, timing, and intentions, so far in advance as to permit him to perfect his every defence, is not the leader of our force justified in turning back? If it were a "maximum effort", full-out, one-shot operation, our bomber crews and their leaders would see it through unquestioningly, to the last man. But when, as in this instance, it is not a full-out, maximum effort, but "just another mission" - our bomber crews still see it through unquestioningly, with the highest courage - and depend upon their leader to weigh the expenditure of their lives and planes, and to turn them back when the chance of success has dwindled to the vanishing point. In this case, here is "hindsight" based upon conclusions after the event, but I believe that almost all of it was foreseeable.

*D. H. Maury*

D. H. Maury,  
Major, Air Corps.

SECRET



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

A P O 634,  
22 May 43.

SUBJECT: Tactical Comments and Recommendations on Mission of 22 May 1943.

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

1. It is recommended that, after the bombing force has left the extremely dangerous interception area, the leader be authorized to climb to about 2,500 feet in order that the navigator be given a chance to get a fix, using radio aids. Due to the poor reception over the North Sea, it is necessary to be at this altitude in order to get an accurate fix.
2. The lead Group of the 101st Combat Wing dropped their bombs much too early and immediately turned off the bombing run. Our Group continued on course to drop its bombs at the proper time and was then exposed to a severe attack by enemy fighters, since it was away from the protection of the lead Group for a few seconds. It is recommended that the lead Group be ordered to continue on the bombing run for such a length of time as to allow the following Groups to do their bombing.
3. It is felt that it was extremely inadvisable to have run this mission due to the problems presented by the very poor weather over the North Sea. It was known before the flight went off that cumulus clouds tops reached 12,000 feet, and that the formations would have to leave England at that altitude. It was soon possible for the enemy to pick up the formation in his grid, thereby giving him an advance warning almost equivalent to a leak in security. By having so much time to prepare, the enemy was able to put up an extremely good defense, thereby thoroughly disrupting our bombing run and causing heavy losses. Since it is our purpose to destroy enemy targets and not to joy ride over Germany, it is felt that this mission should have been cancelled because of weather along the route.

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

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

*Handwritten initials/signature*

23rd May, 1943

Smith's Narrative.

On the raid to Wilhelmshaven, on Friday, 21st May, 1943, 1st Lt. R. H. Smith's a/c 666, letter Z, was hit by a heavy flak burst immediately under the ship, just after bombs were away, at 12:45.

#1 and #2 engine acted as though superchargers were knocked out. This slowed the ship down so that it fell out of formation and became the target for fighter attack. Smith was able to get back into formation by cutting across, pulling 55 inches on his #3 and #4 engines.

Just as they began to get over water on the way out, the oil pressure on the #4 engine dropped and they fell out of formation again. The group started zigzagging and Smith caught up once more.

He had hardly caught up, when the #2 prop ran away and he dropped back for the final time. He was then about 18,000' and could see land behind him.

He feathered the #4 prop. The oxygen system went out at 17,000'. The cowling was shot off his #2 engine. Oil was pouring from the #4 engine with prop feathered. Fighters were swarming around and the situation looked completely hopeless.

He was now under attack by from 12 to 15 F.W.'s, three or four coming in at a time. The main formation of Bl7's had started its descent and came down at about 180 miles per hour while he could only nurse about 155 from his crippled ship. With one engine, #3 working properly, he kept up a violent evasive action while his crew gave the fighters hell with their guns.

Somewhere along the line there were fires in the tail, in the ball turret, and in the tail wheel, all from 20mm. R. Waist Gunner S/Sgt. C. W. Durham was a factor in putting these out.

Somewhere along the line the #2 engine caught on fire and the co-pilot 2nd Lt. R. McCallum succeeded in putting the fire out.

At seven or eight thousand feet, Smith decided they would have to ditch and ordered his crew to take position in the Radio Compartment. They were out of ammunition, except in the top turret. Two fighters were still attacking. These were probably called out by radio to take the place of the originals who had to leave as gas or ammunition ran out.

The two F.W.'s quickly discovered that the Fortress had no fire power and came in time after time slowly holding their fire until they were sure of a hit. The tail was almost shot off, the wings were full of holes, the nose riddled.

As he came down, he unfeathered the #4 engine, and at three or four thousand feet the #1 picked up, (probably he thinks because only the supercharger had been damaged). Only one fighter was left. Smith came down to within fifty feet, picking up a little as the #1 began to deliver more power.

The remaining F. W. continued to attack. Finally, McCallum, the co-pilot left his position, went to the top turret, and found the guns o.k. The F.W. was flying along in the same direction at the Fortress, at about the same speed. McCallum caught him cold, by surprise, at 125 yards. The F.W. engine alone filled his sight. He held down the triggers, and watched the bullets rip into him until the F.W. broke into a violent turn with smoke pouring out. McCallum didn't see him hit, but the Air Sea Rescue corvette that picked them up told them there was a German down close to them. This was the only German in the vicinity, so McCallum is probably the only co-pilot in the theatre with a valid claim to a F.W.

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

This last F.W. was disposed of at exactly 14:00 hours. Somewhere during this period, another B-17 #1 27 DFY came upon the scene, he d protect them until the last fighter was down, circled, came to their level and waved. Smith has no clear idea of exactly where he was, thinking it to be from 75 to 125 miles from the German coast. This crew, which is from another group, should be able to pin point the position better than anyone else.

Finally while 50 feet off the water, the #1 engine gave out, and in spite of all Smith and McCallum could do, air speed dropped to 135, 125, 115, 110, and the ship ditched at exactly 14:21 1/2.

Ditching procedure was perfect, the landing excellent. All the doors were closed, the crew assembled in the radio compartment. The ship with practically no gasoline left stayed up three minutes. The crew launched the two large dinghies, as well as two individual dinghies. These were tied together, the large ones side by side, the smaller ones trailing.

The co-pilot, standing on the wing, got into the dinghy with only wet feet. The pilot fell or slipped under the wing but got aboard without difficulty. Although the sea was fairly calm, before long all were soaked to the skin.

During the afternoon and night they ate some of the food in the escape kits and took some of the benzedrine tablets. In the morning, they had ice in their hair and on their eyebrows and their clothes were covered with frost.

During the entire period they kept their dinghy radio in operation.

They ditched at 14:21 on Friday afternoon. Sometime Saturday afternoon they began to hear what they thought were motors. They would stop paddling, and listen, and blow on their whistles. At 19:50 hours they were all safe aboard the Deep Sea Rescue Corvette.

The crew told them they could hear the whistles through the fog before they could see the flares.

They were landed at Epingham, and flown back to base on Sunday, 23rd May.

The Deep Sea Rescue people would like someone from the U.S. forces to visit them and learn how their procedure differs from Air Sea Rescue or especially Channel Work, where the people in difficulty are likely to be much nearer shore.

Smith thinks the cord holding the dinghy to the B 17 is too strong. This is designed to break as the B 17 goes under, releasing the raft. He and McCallum standing on the wing had all they could do to break the cord and release the dinghy. He thinks some gadget or clipper fastened in the compartment would be of use to cut the cord quickly. Smith's crew claim 11 destroyed.

One of the men took a camera into the dinghy with him and took a number of pictures, a set of which is attached.

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

*Prints mentioned above to follow*  
*JTB*

PARIS

Information necessary for Submission of Battle Casualty Reports:

21/5/43 (Date)

- (a) Name JAMES E MILNER  
(First) (Middle) (Last)
- (b) Army Serial Number 16054772
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);  
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;  
Radio Operator; Waist Gunner; Lower Turret Gunner;  
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 12:50
- (f) Locality of Casualty: Lt. after target
- (g) Nature of Injury: 20mm in body, in face, & legs
- (h) Cause of Injury: 20mm

Officer Submitting Information:

Skalak

MEDICAL

INTELLIGENCE

OPERATIONS

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74505  
By RLB/BAC NARA Date 1/18/99

Information necessary for Submission of Battle Casualty Reports:

21/5/43 (Date)

- (a) Name H h Cox  
(First) (Middle) (Last)
- (b) Army Serial Number \_\_\_\_\_
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);  
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;  
Radio Operator; Waist Gunner; Lower Turret Gunner;  
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 1250
- (f) Locality of Casualty: Over Wangerwoge
- (g) Nature of Injury: 20mm. fragments in both arm-entrap.
- (h) Cause of Injury: Frighten

Officer Submitting Information:

\_\_\_\_\_ MEDICAL \_\_\_\_\_ S. J. [Signature] \_\_\_\_\_ INTELLIGENCE \_\_\_\_\_ OPERATIONS

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
 BY RLB/BAC MARA Date 1/18/91

Information necessary for Submission of Battle Casualty Reports:

JONES

21/5/43 (Date)

(a) Name John H. Vessap-  
(First) (Middle) (Last)

(b) Army Serial Number \_\_\_\_\_

(c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);  
423rd Bomb Sq (H) (NOTE: Underline words applicable).

(d) Position in Plane: Pilot; Co-pilot; Navigator; Bombardier; Aerial Engineer;  
Radio Operator; Waist Gunner; Lower Turret Gunner;  
Tail Gunner. (NOTE: Underline words applicable).

(e) Time of Casualty: Over target

(f) Locality of Casualty: Sea

(g) Nature of Injury: 30 calibre wound

(h) Cause of Injury: Hit in thigh

Officer Submitting Information:

1st Lt M.B. Richardson

MEDICAL

INTELLIGENCE

OPERATIONS

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

INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 629 Letter D Date 11/5/43

Bomb Load 10X 500 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)

2 B17s going down over target made contact. Switched out of one.  
 2 other B17 went down 54°20' 6°20' east further after hit. These looked like 91st group.

- J. Hanes Pilot
- DR Winter CO-P
- GF Meltzer Nav.
- J. A. Kelly Bomb.
- T/S H.A. Kauger Radio
- T/S R.E. Moore Top T.
- Sgt T.W. Nichols Ball T.
- Sgt F.S. Jatto R. Waist
- S/S M.J. Komer L. Waist
- S/S R. Peterson Tail G.

2. TARGET ATTACKED:

Primary Time: 12:43  
 Alternate Height: 22,500  
 Last Resort Heading: 210°  
 (circle)  
 Duration Bomb Run: .?

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

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

Own Bombs:

lots hit in water to left of main target area. None near.

Other Bombing:

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

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

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

about as planned the south of course, on way east.

8. WEATHER: (If it affected mission)

Plat had over target but got covered up going in.

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

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

12:48	Flak Spire	22,500	Heavy Slight		In front of main	fairly close
12:43	Target	22,500	Moderate			Not too accurate
12:47	Flak	21,500	Slight		On right	accurate for height

Crew observations about FLAK:

1 little flak hole in mm.

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

10. ENEMY FIGHTER OPPOSITION:

75-100

(Estimated total number of E/A seen)

FW 190s.

ME 109Fs.

per terms. until 100 miles off coast.

(Types)

Off Heligoland met & flew parallel until we made turn on target. Stayed with us to 13:10  
(Location and length of fight)

Bomb from FW 190 (50th sec. oration.) 1000 ft. above. Jet off bomb which seemed to shoot forward ahead of FW plane.

(Tactics of E/A)

One still looked like Spit with white spinner.

FW's camouflaged light & dark brown.  
(Color, markings, etc. of E/A)

(Our defensive action)

None

<u>C L A I M S</u> /	
DESTROYED	_____
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, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, *sub. prop. up at 54'10" 5' 40" in sea.*

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

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

15. DAMAGE TO A/C: (Briefly) *None. little flesh hole in wing.*

16. TECHNICAL FAILURES: *None.*

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)  
*mixed up affair. No injuries to go on trip with weather day that should have turned back when he saw it. made formation scattered all over.*

S-2 OFFICER \_\_\_\_\_

FILE NO. PLETED \_\_\_\_\_

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



INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 993 Letter \_\_\_\_\_ Date \_\_\_\_\_

Bomb Load 10-600 H.E. Incendi.

Position in Formation

Time Took Off 0932 1/2 Time Landed NV 7

	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, details)

① At 1327 hours saw 1790 down in water with 100% engines on fire.

- 1st Lt. V.C. Magaffin Pilot
- 2nd Lt. A. Block CO-P
- 2nd Lt. NE. Howenstein Nav.
- 1st Lt. C.V. Travis Bomb.
- S/ Sgt. DW. Sparks Radio
- T/ Sgt. D.L. Hinchbaugh Top T.
- S/ Sgt. P.P. Nolasco Ball T.
- S/ Sgt. J.T. Ross R. Waist
- S/ Sgt. R. Watkins L. Waist
- S/ Sgt. T.A. Rosato Tail G.

2. TARGET ATTACKED:

Primary Time: 1243  
Alternate Height 21,900  
Last Resort Heading: 210°  
(circle)  
Duration Bomb Run: 0 seconds

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

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

Own Bombs: Short a minute or more. Bomb ahead turned off. We followed.

Other Bombing: NO - we were among first over area.

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

NO.

8. WEATHER: (If it affected mission) haze over target.

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

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

Moderate in ad out. Not too accurate. Took range shots over coast

Crew observations about Flak:

Major R.H. Maury, Passenger. (Wide Wing)

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

74-205

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
 BY RLB/BAC  
 MARS Date 1/18/91

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 426 Letter \_\_\_\_\_ Date 2/5/43

Bomb Load 10X500 H.E. Incendi \_\_\_\_\_ Position in Formation \_\_\_\_\_

Time Took Off 933 Time Landed 1554

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

1. HOT NEWS to be phoned in? Yes No

Details:  
 One B17-1320 hrs hitting water  
 " B17-1324 " turned into Coast engine on fire, 2 chutes  
 Friendly A/C in any kind of distress?  
 (Give position, time, altitude, full details)

CREW: Give Rank and Initials

- A. R. A. Vinmedge Pilot
- A. B. C. Bryant CO-P
- A. Kermit B. Cavels Nav.
- A. Roger S. Lindsey Bomb.
- Sgt. Billy S. Brown Radio
- Sgt. Paul R. Lambert Top T.
- Sgt. Carl E. Frymoyer Ball T.
- Sgt. Stephen H. Holloman E. Waist
- Sgt. B. P. Fassig L. Waist
- Sgt. Harry W. Hahn Tail G.
- Capt. W. W. Glass Observer

2. TARGET ATTACKED:

Primary Time: 1243  
 Alternate Height: 22500'  
 Last Resort Heading: 186°  
 (circle)  
 Duration Bomb Run: \_\_\_\_\_

Got off. Dropped bombs before target and turned off formation. 6 bombs could not go out. One to dropped early.

3. Number of BOMBS dropped on target: \_\_\_\_\_ Jet/aborted: \_\_\_\_\_ Returned: \_\_\_\_\_ Abortive: \_\_\_\_\_

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

Own Bombs: in water and beach

Other Bombing: Groups behind, hit target area

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) About as ordered except coming south near first the turned NE. and parallel the main islands and followed along to Clear over target I.P.

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

Time	Place	Height	Type (light, heavy, intense, moderate or light)	Color	Location of Bursts in relation to A/C	Accuracy
<u>Before at and after target</u>						
<u>moderate, accurate heavy</u>						

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

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

10. ENEMY FIGHTER OPPOSITION:

30 to 50 <sup>S</sup> FW190's + ME109's also some JU88's  
(Estimated total number of E/A seen) (Types)

Before and after target running attack lasting nearly one hour  
(Location and length of fight)

Approached in groups of 9 to 12 then broke off in groups of 3  
and made single attacks  
(Tactics, of E/A)

Blue and silver wings and fuselage  
(Color, markings, etc. of E/A)

Violent defensive action  
and damaged good gunnery.  
(Our defensive action)

C L A I M S	
DESTROYED	<u>2</u>
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

None

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

*noticed 3 FW190's sitting out about 2 to 3000 yds and took pot shots at B17's with what looked like larger than 20 mm. could not see them fired from FW190's when they fired.*

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)

*Three B17 - about 1.2 hrs before target - 2 landed in water - 1 hit land and burned all going down in flames*

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) None

16. TECHNICAL FAILURES: None

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

S-2 OFFICER Capt W. G. Lass TIME CO. FILLED \_\_\_\_\_

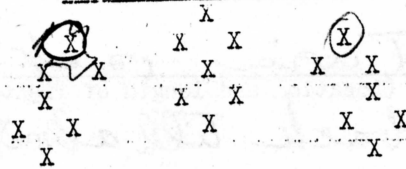
INTERROGATION FORM

SQUADRON 367 (368) 369 423 A/C Number 502 Letter \_\_\_\_\_ Date May 21

Bomb Load 10 X 300 H.E. Incendi.

Position in Formation

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



1. HOT NEWS to be phoned in? Yes No

Detail:

(2) 4 odd chutes over target

CREW: Give Rank and Initials

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

(1) Judas going down under control after T. - 2 Eng. smoking

(3) Fidd also under control just after T.

2. TARGET ATTACKED:

(4) 1 B-17  
apparently  
detached  
54° 30' N.  
(or 54°)  
6° E.

Primary Time: 12:41  
Alternate Height: 22,600  
Last Resort Heading: 225°  
(circle)  
Duration Bomb Run:

1st Lt. E. J. Hennessey Pilot

L. S. McIntire CO-P

2nd Lt. J. M. Levy Nav.

2nd Lt. J. P. Ryan Bomb.

T/S B. H. Drennan Radio

T/S D. A. Griggs Top T.

S/S J. F. Eber Ball T.

S/S P. J. Spellman R. Waist

S/S R. G. Adams L. Waist

S/S L. J. Connolly Tail G.

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

Salvo 10 X 300

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

Own Bombs:

S. of Bauhoffen

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.)

? Way S. off Course then back up

8. WEATHER: (If it affected mission)

Much worse than forecast

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

Ice at 11,500

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

T. Moderate + acc. (alt. perfect)

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-705  
By RLB/DAC NARA Date 1/8/99

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

10. ENEMY FIGHTER OPPOSITION: 80-100  
Mostly 109's - some yellow nose F.W.'s  
(Estimated total number of E/A seen) (Types)

Twins sat out over water on way  
(Location and length of fight)  
back till about 1:40 -

Picked them up on way in along  
islands & started to shoot at I.P.  
(Tactics of E/A)

Mostly nose attacks - lined up in  
large nose, & came in 100 yds apart -  
flew on the formation passed home -  
(Color, markings, etc. of E/A)

110's Sat out at 1500 yds. shot  
3 big shells ea. at  
Formation in front  
(Our defensive action)

<u>C L A I M S</u>	
DESTROYED	<u>3</u>
PROBABLY	_____
DAMAGED	_____
(fill out <u>immediately</u> separate CLAIM FORM for <u>each</u> 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, etc.)

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. none

15. DAMAGE TO A/C: (Briefly)  
Bigish hole left wing - hole in prop

16. TECHNICAL FAILURES:  
hole in nose

17. CREW COMMENTS: (any unusual incidents? Any suggestions?)  
none  
Climbed to 12,000 much too soon -  
Overcast spread formations

INTERROGATION FORM

SQUADRON 367 (368) 369-423 A/C Number 487 Letter G Date 20 May 43

Bomb Load 10 X 500 H.E. Incendi

Position in Formation

Time Took Off 9:38 Time Landed 15:25



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) between targets coast-schuli
- (2) two smoking badly before target
- (3) 1 B 17 down near water on way back

- Lt L.Y. Cook Pilot
- Lt C.K. Logue CO-P
- Lt A.E. Semmen Nav.
- Lt A. Winters Bomb.
- Pt Sjt R.F. Nelson Radio
- Pt Sjt J.N. Herman Top T.
- Sgt W.K. Prempa Ball T.
- Sgt M.H. Gos R. Waist
- Sgt R.J. Kenny L. Waist
- Sgt A.F. Jennings Tail G.

2. TARGET ATTACKED:

Primary Time: 1245  
Alternate Height: 25,000  
Last Resort Heading: 717  
Duration Bomb Run: 40"

- 3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:
- 4. Observed RESULTS OF BOMBING: (For this plane or others)  
Own Bombs: too heavy & smoke screen

Other Bombing: lots of smoke - smoke screen from boats.

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) bad - ice from coast to target.

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

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

heavy, accurate for lead & altitude but a bit off on deflection

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, Date 1/18/91 By RIB/BAC

745005

INTERROGATION FORM

ONNEN

SQUADRON (367) 368 369 423 A/C Number 607 Letter Date 21/4/43

Bomb Load \_\_\_\_\_ H.E. Incendi \_\_\_\_\_ Position in Formation

Time Took Off \_\_\_\_\_ Time Landed \_\_\_\_\_ X X X X X

1. HOT NEWS to be phoned in? Yes No

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

Details:

CREW: Give Rank and Initials

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

ONNEN Pilot

Heavy clouds prevented keeping formation. After coming out of zero visibility about 175 miles off English coast

2. TARGET ATTACKED: ~~Destroyed~~ group completely out of sight

Primary \_\_\_\_\_ Time \_\_\_\_\_

Alternate \_\_\_\_\_ Height: \_\_\_\_\_

Last Resort \_\_\_\_\_ Heading: \_\_\_\_\_

better return. We turned at 1135 hrs at 54° 28' 40" E. When clouds we lost several the rest of. Came from 14,000 to 6,000. Climbed back to 16,000

3. Number of BOMBS dropped on target: Jettisoned: Returned: ~~7~~ Abortive:

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

Own Bombs: Brought back bombs.

Other Bombing: No observations

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Crew observations about Flak:

1st Lt. M. Richardson

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, Date 1/8/99 BY RLB/BAC

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 086 Letter \_\_\_\_\_ Date 21 May

Bomb Load 10x500 H.E. Incendi

Position in Formation

Time Took Off 0930 Time Landed \_\_\_\_\_

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

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

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

# 666-817 hit at I.P. # 3 eng. out 4 3-4 feet off wing - fell back alone. 1B

Col. Wilson Pilot  
O'Hara CO-P  
Boring Nav.  
May Bomb.

2. TARGET ATTACKED:

Primary  Time: 1244

Alternate Height: 21000

Last Resort Heading: 236°  
(circle)

Duration Bomb Run: \_\_\_\_\_

W. H. Mountain Radio  
G. Lucick Top T.  
P. Fetkiw Ball T.  
Mr. A. Nelson R. Waist  
J. J. Garris L. Waist  
E. E. Kennedy Tail G.

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

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

Own Bombs:

Couldn't see

Other Bombing:

Leading formation

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.)

Right of course going in

8. WEATHER: (If it affected mission)

Hazy but good over target

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

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

Moderate to intense over target. Quite accurate.  
Flak boats were fairly accurate over islands at 18000'

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

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74005  
By RLB/JAC NARA Date 1/18/99



UNCLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
BY RLB/BHC MAA Date 1/18/94

10. ENEMY FIGHTER OPPOSITION:

50 plus. Maybe 100. Mostly FW's but few 109's.  
(Estimated total number of E/A seen) (Types)

Came up in groups from both sides and  
(Location and length of fight)

then attacked head on in 2's & 3's.  
First encountered at Heligoland but attacks  
were from I.P. to target.  
(Tactics of E/A)

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

(Our defensive action)

Violent evasive action  
and turning into them.

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

11. FIGHTER SUPPORT

nil

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations; aircraft bombs look like a bunch of incendiaries when they first come out and then explode. Good smoke screen at target. - must have been going for an hour.

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.)

nil

15. DAMAGE TO A/C: (Briefly)

Hole in engine from 20 mm.

16. TECHNICAL FAILURES:

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

Very poor mission and should never have been flown

S-2 OFFICER

Wright

FILE COMPLETED

INTERROGATION FORM

*Salada*

SQUADRON 367 368 369 423 A/C Number 172 Letter \_\_\_\_\_ Date 2/16/43

Bomb Load V-1000 H.E. Incendi.

Position in Formation

Time Took Off \_\_\_\_\_ Time Landed 1320

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

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

CREW: Give Rank and Initials

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

Capt. Salada Pilot

*Lost formation after going thru dense clouds at 10,000. (Tops of clouds about 15,000)*

2. TARGET ATTACKED:

Primary Time:

*Decided to return rather than proceed alone. We continued on course at*

Alternate Height:

Last Resort Heading:

*eyes were closed for several minutes, but found no trace of formation.*

(circle) Separation Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: 15 missed Returned: \_\_\_\_\_ Abortive: \_\_\_\_\_

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

Own Bombs: *Brought back bombs*

Other Bombing: *No observations*

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

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

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

INTERROGATION FORM

SQUADRON 367 (368) 369 423 A/C Number 793 Letter P Date 21/5/43

Bomb Load 10/500 H.E. Incend.

Position in Formation

Time Took Off 937 Time Landed 1605

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

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

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

Lt. GE PARIS Pilot

" B. DOOLEY CO-P

" RL SLATER Nav.

" S. SILVERSTEIN Bomb.

T/S J.E. MILNER Radio

S/S AR. SORRENSEN Top T.

S/S GG HOLT Ball T.

S/S D.E. NEFF R. Waist.

S/S J.J. MIGLIORISI L. Waist.

S/S J. COULSON Tail G.

2. TARGET ATTACKED:

Primary Time: 1250-53

Alternate Height: 22 200'

Last Resort Heading: 210°

Duration Bomb Run:

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

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

Own Bombs: Possibly to rt of target

Other Bombing: Some in water - group ahead Very few in target area

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

due to clouds off course - formation very poor

8. WEATHER: (If it affected mission)

Being - target clear, route p's poor

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

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

Target & after mod. to int. d-m close alt good  
 some low  
 flak boats in harbour some low

Crew observations about flak: minor flak damage

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

4 chutes  
1251 3817's down in flames  
4th soon after in flames  
1332 5th 54°15' 6°00'E in ditch  
SAVED AFTER TARGET

74-705

NARA Date 1/8/91

10. ENEMY FIGHTER OPPOSITION:

*few twins didn't attack this group. Me 109 FW 190*

40-80 to 100  
(Estimated total number of E/A seen)

(Types)

before 1.P. 12:37 until 1322  
(Location and length of fight)

many head-on, low & high waist attacks, in pairs & threes in nose & waist at same time  
(Tactics of E/A)

attacks pressed. E/Pilots well experienced

Me 109 - silver & bluish grey (pilot blond)

FW 190 - black, silver  
(Color, markings, etc. of E/A)

(Our defensive action)

C L A I M S	
DESTROYED	<u>2+1=3</u>
PROBABLY	<u># 0</u>
DAMAGED	<u>0</u>

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

11. FIGHTER SUPPORT

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

*Smoke screen at target poor*

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)

*Undetermined*

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

15. Radio Op. - 20 mm fragments face, side.

15. DAMAGE TO A/C: (Briefly)

*20 mm in rt wing, 20 mm in #3 & in #4 eng*

16. TECHNICAL FAILURES:

*20 mm left side radio room, 20 mm prop # 4 eng*

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

*Radio op. after being hit but didn't say so then put out a fire, without oxygen, got*

S-2 OFFICER Rskalak HAC FILE CO. FILED 16:50

*Radio op worked on gun in a blimp to fix same. was hit.*

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

745005

DATE 1/18/91

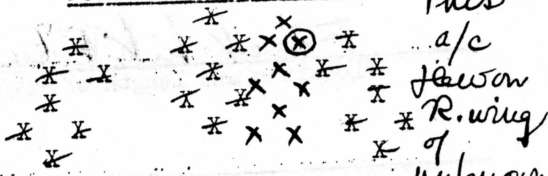
INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 815 Letter \_\_\_\_\_ Date May 2, 1945

Bomb Load 10x500 H.E. Incendi.

Position in Formation

Time Took Off 9:30 Time Landed 17:12



1. HOT NEWS to be phoned in? Yes No

12:47 Details:

~~13:10~~ B-17 (hit over T.) glided out at 23,000, dropped 5000 ft. then burst in 2-4 chutes

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

CREW: Give Rank and Initials

1st. Thomas F. Witt Pilot 9 a/c

2nd. D. H. White CO-P over T

② 12:50 - B-17 glided to water + flew along -

2nd. C. a. Alexander Nav. Group

2nd W. Z. Moray Bomb. TDS

S/S J. C. Bocelli Radio a/c 847

T/S J. Riecke Top T. 868

S/S F. W. Pulliam Ball T. KXB 868

Sgt. C. a. Adams R. Waist XBS 877

S/S W. R. Earnest L. Waist

S/S W. D. Sherrill Tail G.

2. TARGET ATTACKED:

Primary Time: 12:47

Alternate Height: 26,000

Last Resort Heading: 220° (circle)

Duration Bomb Run: 60"

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

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

Own Bombs:

In T. area

Other Bombing: Made good run to West inside other groups

This Formation flew high and east of groups

5. Any PHOTOGRAPHS taken: ~~Yes~~ No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as planned

8. WEATHER: (If it affected mission)

Clear around T.

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

T. Severe and fairly acc.

Crew observations about Flak:

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

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By RLB/BAC MRA Date 1/18/99

10. ENEMY FIGHTER OPPOSITION:

100 - 150 whole sky filled with them -  
all 4 kinds many types

(Estimated total number of E/A seen)

First hit Formation on Bombing  
(Location and length of fight)

JU 88's lobbed 20 mm's or bigger from  
out of range -  
(Tactics of E/A)

Attacks pressed on nose - from distance  
on tail - F.W.'s hung back at tail

(Color, markings, etc. of E/A)  
+ lobbed shells -

(Our defensive action)

Landed at Hutton Cranwick  
refuelled Fighter Field -

C L A I M S

DESTROYED 1

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,

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)

none

16. TECHNICAL FAILURES:

none

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

Lost Group going up thru clouds

S-2 OFFICER

Wald

TIME COMPLETED

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 087 Letter W Date 7-5-43

Bomb Load 10x500 H.E. Incend.

Position in Formation

Time Took Off 930 Time Landed 1605

		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: 5 B17's in trouble

one in channel

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

one hit water in target area

3 more in trouble over target

chunter

2. TARGET ATTACKED:

Primary Time: 1245

Alternate Height: 7000

Last Resort Heading: 219°  
(circle)

Duration Bomb Run: 100

CREW: Give Rank and Initials

Fyhrmeister Pilot

Ridgewood CO-P

AF Titus Nav.

WH Rice Bomb.

T/S H.M. Brown Radio

T/S JW Walkenhorst Top T.

S/S WG Hicks Ball T.

S/S RY Wilson R. Waist

Sen W. Hifler L. Waist

T/S H.B. Goldberg Tail G.

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

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

Own Bombs:

Did not see bombs

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

turned quick - hit coast to south + turned north.

8. WEATHER: (If it affected mission)

formation all pulled up in North Sea - target clear -

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

HAZY

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

Very heavy and quite accurate

Flack boats - good for height and deflection.

5 minutes after coast with Flack

Crew observations about Flak:

Coast - target - Coast

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

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 666 Letter Z Date 21-5-43

Bomb Load 10Y500 H.E. Incendi DITCHED Position in Formation

Time Took Off \_\_\_\_\_ Time Landed 7 21 1/2

1. HOT NEWS to be phoned in? Yes No

Details:

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

Saw Judas - leading element - hit by first wave attack in #3 engine  
At I.P. salvaged his bombs - Friendly A/C in any kind of distress?  
 (Give position, time, altitude, full details)

CREW: Give Rank and Initials

- 1LT. R.H. SMITH Pilot
- 2ND LT. P. McPALLUM CO-P
- 2ND LT. DAN BARRETT Nav.
- 1SGT. W.J. FREY Bomb.
- 1SGT. H. KATE Radio
- 1SGT. D.F. BUCHANAN Top T.
- 1SGT. A.R. ADRIAN Ball T.
- 1SGT. Z.C. WARMAN H. Waist
- 1SGT. C.W. DURHAM R. Waist
- 1SGT. BILLY LANE Tail G.

DFY 124527 Circled this a/c overhead + protected this a/c under fire came down & waved  
handed information

2. TARGET ATTACKED:

Primary Time: \_\_\_\_\_  
 Alternate Height: \_\_\_\_\_ } Same  
 Last Resort Heading: \_\_\_\_\_  
 (circle)  
 Duration Bomb Run: \_\_\_\_\_

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

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

Own Bombs:

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Name

Crew observations about Flak:

UNCLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
 BY RLB/BAC NARA Date 1/8/94



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
 By RLB/VAC NARA Date 1/18/99

3-4000 feet - ~~it~~ picked up - one fighter left. Lost one stage another 15 minutes  
 he broke away at 2000 7 o'clock. 50 feet off water - #1 engine

10. ENEMY FIGHTER OPPOSITION:  
 got out - after 7 o'clock - 135 - 125 - 115 - 110 - 3800 RPM when under attack  
 went out on 3 -

(Estimated total number of E/A seen) (Types)  
 ship stayed up 3 minutes. ~~promised~~ Perfect ditching procedure. ~~off~~  
 Has some dinghy pictures - Cordson dinghies are fast too. ~~solid~~  
 (Location and length of fight)

Hit by ~~fighter~~ heavy flack burst under ship just  
 after bombing. #1 and #2 acted as though ~~perfect~~ engines  
 knocked out - slowed down - ~~not~~ able to get back

(Tactics of E/A) (#3 + #4 pulling 55 inches) - over water -  
 #1 oil pressure dropped - (under attack from first hit  
 kept 20 minutes before going down) and fell out of  
 formation again. Concentrated attacks. Caught  
 (Color, markings, etc. of E/A) #2 Prop ran away -  
 Dropped back again - about 18000 - could see land behind

feathered #4 - OX4 got out at  
 17000 - Cowling off #2 -

(Our defensive action)  
 oil pouring out #4 - feathered - fighters  
 programming - looked completely

Violent hopeless - ~~that~~ One engine #3 running -  
 kept ~~was~~ in action - bay 3 gunther beat  
 with guns. 155 apes. Prop ran away or  
 dle cent. FIRE IN TAIL - ONE IN

CLAIMS	
DESTROYED	3 Bred Zumb
PROBABLY	2 more guns
DAMAGED	1 or 2 from upper gun Tail Gunner

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

11. FIGHTER SUPPORT: BALL TURRET, ONE IN TAIL WHEEL. 20 mm

DURHAM - 7 or 8000 feet decided would have to ditch. ~~Up~~ #4 - fire into engine -  
 got fire out - #1 started to pick up - 3 or 4 fighters coming in at one time - 8 or 10 on them or 12  
 2 fighters left - out of ammunition - just some into propeller - Tail almost shot  
 completely off - ~~was~~ almost off - ~~was~~ filled

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; con-  
 centrations of vehicles, troops, vessels; landmarks, new enemy installations,  
 Flack boats along bay at I.P. Dis come up.

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.)  
 4 men. minor injuries - medical attention  
 by ~~the~~ Deep Sea  
 Rescue - on boat  
 and at base -  
 Epringham -

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

R. N. A

All attached  
 sheets

*Schmitt cont. med*

10. ENEMY FIGHTER OPPOSITION:

Dinghy cord holding dinghy to ship too strong  
(Estimated total number of E/A seen) \_\_\_\_\_ (Types) \_\_\_\_\_

2<sup>nd</sup> FRIDAY after Picked up Sat afternoon  
(Location and length of fight) \_\_\_\_\_

10 of 8- 805 on board ship - Recruit - Used escape kits  
during afternoon and night. Heard whistles through

fog - before they saw flares - Corvette - In chain - prob.  
Asking work.  
(Tactics of E/A) \_\_\_\_\_

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

(Our defensive action) \_\_\_\_\_

C L A I M S

DESTROYED \_\_\_\_\_

PROBABLY \_\_\_\_\_

DAMAGED \_\_\_\_\_

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

11. FIGHTER SUPPORT

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

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

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

15. \_\_\_\_\_

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

S-2 OFFICER \_\_\_\_\_

TIME COMPLETED \_\_\_\_\_

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
BY RLB/BAC  
DATE 1/18/99  
NARA Date 1/18/99

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 824 Date 2/5/43

Position in formation \_\_\_\_\_ Bomb load 10 X 500

1. Hot news to be phoned in? Yes No  
Details: \_\_\_\_\_

X  
X X  
X X  
X (P)  
X X  
X X

CREW

- \_\_\_\_\_ ht. Buscive Pilot
- \_\_\_\_\_ Co-P
- \_\_\_\_\_ Nav.
- \_\_\_\_\_ Bomb.
- \_\_\_\_\_ Radio
- \_\_\_\_\_ Top T.
- \_\_\_\_\_ Ball T.
- \_\_\_\_\_ R. Waist
- \_\_\_\_\_ L. Waist
- \_\_\_\_\_ Tail G.

#3 Engine. Friendly A/C in any kind of distress?  
 Outpressure started to drop -  
 temp went up. - at 8000' we  
 feathered the prop + came back  
 near the coast  
 Turned back near coast of  
 England at 1022 - 8000'

TARGET ATTACKED:  
 Primary Time:  
 Alternate Height:  
 Last Resort Heading:  
 (check)

**ABORTIVE**

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

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

5. Any PHOTOGRAPHS taken: Yes? No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.)

8. 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	Other Data

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
 BY RLB/BAC  
 MARA Date 1/18/91

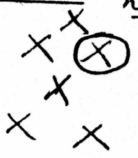
INTERROGATION FORM

handed 1125 SQUADRON 368 GROUP 306 A/C Number 42-3142 Date 21/5/43

Position in formation \_\_\_\_\_ Bomb load 10 X 500 how

1. Hot news to be phoned in? Yes No  
Details: \_\_\_\_\_

Turned back at  
Connigsby at 1035  
Friendly A/C in any kind of distress  
#4 Engine - excessive oil temp -  
caused by oil cooler's shutters  
new damage in closed position



CREW

- \_\_\_\_\_ Lt. Robinson Pilot
- \_\_\_\_\_ Co-P
- \_\_\_\_\_ Nav.
- \_\_\_\_\_ Bomb.
- \_\_\_\_\_ Radio
- \_\_\_\_\_ Top T.
- \_\_\_\_\_ Ball T.
- \_\_\_\_\_ R. Waist
- \_\_\_\_\_ L. Waist
- \_\_\_\_\_ Tail G.

TARGET ATTACKED:

Primary Time: \_\_\_\_\_

Alternate Height: \_\_\_\_\_

Last Resort Heading: \_\_\_\_\_  
(check)

3. No. of BOMBS dropped on target: \_\_\_\_\_

Jettisoned: \_\_\_\_\_ Returned:           

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

5. Any PHOTOGRAPHS taken: Yes? No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.)

8. 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	Other Data

**ABORTIVE**

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745205  
By RLB/JAC NARA Date 1/8/91

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 180 Letter B Date 21 May 63

Bomb Load 10 X 500 H.E. Incendi.  
Time Took Off 9:36 Time Landed 1600

Position in Formation

		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:

1 BN on fire over water 54° 26' N  
going down. 6 11 E.

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

CREW: Give Rank and Initials

- Sgt T. E. Logan Pilot
- Sgt M. W. Davis CO-P
- Sgt D. W. Cox Nav.
- Sgt A. S. Morris Bomb.
- S/Sgt A. Sweeney Radio
- S/Sgt S. M. Wentworth Top T.
- S/Sgt H. V. Wilson Ball T.
- Sgt Roderay R. Waist
- S/Sgt A. Romero L. Waist
- S/Sgt Porcelli Tail G.

- 1. After J.P. under control.
- 2. after target - 5 chutes
- 1. over water - engine on fire

2. TARGET ATTACKED:

Primary ✓ Time: 1243  
 Alternate Height: 22500  
 Last Resort Heading: 370 222  
 (circle)  
 Duration Bomb Run: 10"

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

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

Own Bombs: smoke & "hot up here"

Other Bombing: not good.

5. Any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

OK.

8. WEATHER: (If it affected mission) bad visibility & clouds

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

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

heavy, moderate, good for height, accurate but off

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/BAC NARA Date 1/18/99 745705

10. ENEMY FIGHTER OPPOSITION:

*Jugg's - few  
AE 109's - few  
F-109's*

100  
(Estimated total number of E/A seen)

(Types)

*Several direct attacks.*  
(Location and length of fight)

*portal, 9, 3 o'clock attacks*  
*have bigger gun: fire one shot at time - black puff - then peel off.*  
(Tactics of E/A)

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

(Our defensive action)

<u>C L A I M S</u>	
DESTROYED	_____
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, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations,

*Good smoke screen over large area.*

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) *few holes in A/C*

16. TECHNICAL FAILURES:

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

*pretty rugged: clouds broke up formation.*

S-2 OFFICER Jeremiah F. Sullivan TIME COMPLETED \_\_\_\_\_

INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 04C Letter \_\_\_\_\_ Date 2/18/43

Bomb Load 10x500 H.E. Incendi

Position in Formation

Time Took Off 935 Time Landed 1540

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

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

B-17 - holding a good course losing alt. smoking just before target. Friendly A/C in any kind of distress? 5 chutes position, time, altitude, full details)

1B-17 - just after target #3 engine smoking - squirting under control 1250.

1-B-17 - hit water - sent an S.O.S. at 1320.

2. TARGET ATTACKED:

Primary Time: 1245  
Alternate Height: 22200'  
Last Resort Heading: 210°  
(circle)  
Duration Bomb Run: 20 sec.

CREW: Give Rank and Initials

Lt. A.H. Marsh Pilot  
H.G.C. Bettinger CO-P  
Lt. J.C. Brown Nav.  
Lt. M.C. Zinkovich Bomb.  
1/S H. Hightbain Radio  
T.R. Gordon Top T.  
1/S B.W. Pappas Ball T.  
Sgt. A. Stouffer R. Waist  
1/S C.B. Smith L. Waist  
1/S H.H. Cox Tail G.

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

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

Own Bombs: No

Other Bombing: No

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.)

Hit the Fanning Islands - flew 11 to them - Hit IP - went to target - out over Wangerooze - R. turn - steep turn.

8. WEATHER (If it affected mission)

good over target.

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

Time	Place	Height of A/C	Type (Light, Heavy), Intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

Single burst

1245	Target	22200'	H-M	Black	not acc-	
1247	Tower	—	H-S-	White	level - defl. off.	
1250	Wangerooze	—	H-M-	Bursting group of 5.	Acc.	

Saw - one plane with two bombs - which were shot at us. There was a long red flash as the bomb left the attacking A/C.

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

74-205

10. ENEMY FIGHTER OPPOSITION:

75-85

ME109 mostly - Some FW190.

(Estimated total number of E/A seen)

(Types)

Off the island - to target - out to sea 45 minutes.

Believe that the fighters came from Heligoland.

Came in ~~tail~~ in trail - 4 to 6 at a time. Determined attacks. Flew parallel to us - very close - before they came in. <sup>at first</sup> Both nose and then tail attacks.

(Tactics of E/A)

Silver ME109's - Some black FW's

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

Visible - turns + changes of alt.

(Our defensive action)

CLAIMS	
DESTROYED	4
PROBABLY	
DAMAGED	1
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

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

from formation we were flying with  
Some smoke screen over target - but could see the target.

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

Reports that ~~one group~~ <sup>there</sup> was firing at the B-17 which was in distress.

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

15. H.H. Cox - Tail Gunner - did not report injury - kept to his guns after being hit - 1250-12000 ft.

15. DAMAGE TO A/C: (Briefly) fragments in both arms + cat on/arc.

16. TECHNICAL FAILURES: 1-20m.m. sub of fuselage. 1-piece of plating through nose. 20m.m. in vertical stabilizer. 30m.m. - holes. Flew in left action.

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

Inter-communicator over the target is necessary. What is the objection after they know where we are?

Incidents of bravery - See Cox above.

S-2 OFFICER

FILE COMPLETED

Flying group thru clouds broke up our formation. J. J. Owen.

Report table no over reports known to be deliberate.



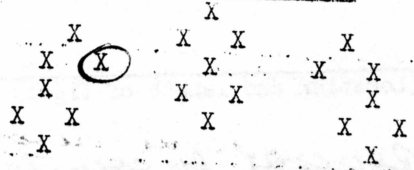
INTERROGATION FORM

SQUADRON 367, 368 (369) 423 A/C Number 979 Letter M Date 21 May 43

Bomb Load 10 X 500 H.E. Incend.

Position in Formation

Time Took Off 9:33 Time Landed 1600



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. in water on way back.
- 1. after target - 2 chutes

- Pt. D. W. Wheeler Pilot
- Lt. G. F. Thomas CO-P
- Lt. D. Pollenbrach Nav.
- Lt. F. A. Evans Bomb.
- S/Sgt M. A. Norum Radio
- Sgt H. Moyer Top T.
- Sgt F. W. Mills Ball T.
- Sgt R. D. Swenson R. Waist
- S/Sgt R. D. Ray L. Waist
- Sgt R. L. Noms Tail G.

2. TARGET ATTACKED:

Primary  Time: 1245  
 Alternate Height: 22400  
 Last Resort Heading: 195  
 (circle)  
 Duration Bomb Run:

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

Own Bombs: - no the screen

Other Bombing: not good - heavy smoke screen

- 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.)  
Came too close to Emden
- 8. WEATHER: (If it affected mission) clouds to 11,000
- 9. FLAK: Encountered on way out, at target and on way home.

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

heavy, moderate, accurate.

Crew observations about Flak:

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

10. ENEMY FIGHTER OPPOSITION:

*ME 109  
FW190*

*125*  
(Estimated total number of E/A seen)

(Types)

(Location and length of fight)

*several encounters.  
heavy black smoke from single shot.*

(Tactics of E/A)

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

(Our defensive action)

C L A I M S

DESTROYED \_\_\_\_\_

PROBABLY \_\_\_\_\_

DAMAGED \_\_\_\_\_

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

11. FIGHTER SUPPORT *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,

*smoke screens very good.*

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

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

15.

15. DAMAGE TO A/C: (Briefly) *holes in tail & wing.*

16. TECHNICAL FAILURES: \_\_\_\_\_

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

S-2 OFFICER *Jeremiah F. Sullivan* E CO. PLETED

INTERROGATION FORM

*JONES*

SQUADRON 367 368 369 (423) A/C Number 629 Letter D Date 2/11/43

Bomb Load 10-500 H.E. Incend.  
Time Took Off 0931 Time Landed 1601

Position in Formation



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

-CREW: Give Rank and Initials

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

1st Lt R.W. Jones Pilot

*saw about 5 go down  
around target.  
(see over)*

1st Lt D.A. Steele CO-P

2nd Lt J.M. Carvalho Nav.

T/1st Lt W.E. Hull Bomb.

1st Lt R.T. Stymacks Radio

2. TARGET ATTACKED:

1st Lt L.L. Bamforth Top T.

Primary Time: 1245

S/1st Lt W. Piotrowski Ball T.

Alternate Height: 22,000

S/1st Lt J.H. Vessup R. Waist

Last Resort Heading: 216°  
(circle)

S/1st Lt E.V. Stokoski L. Waist

Duration Bomb Run: 15 to 20 min  
?

S/1st Lt J.E. Smoot Tail G.

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

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

Own Bombs: no

Other Bombing: no

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

no. weather upset the whole business.

8. WEATHER: (If it affected mission) hazy

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

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

Moderate over target. Flak boats on way home inaccurate low cd. see

Crew observations about Flak: Smoke screen very effective.

Almost completely covered target. Barges in harbor with generators

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-705  
By RLB/JAC MARA Date 1/18/91

10. ENEMY FIGHTER OPPOSITION:

About 150 to 200, FW of 12109a  
 (Estimated total number of E/A seen) (Types)

Down from above from 11 to 2 o'clock  
 Head on formation of 50 attacked our mass. Raked  
 (Location and length of fight)

whole formation. Down under. Repeated again and again  
 except for few who went after stragglers. FWs seemed to  
 fire from cannon thru propeller shaft. "Whole country seemed  
 to light up". They fired from gun installation under ship  
 looked like torpedos or rockets. Exploded 30 yards off our wing.  
 (Tactics of E/A)

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

Observations: (1) Saw 17 at coast go down toward land  
 after target - chute. (2) Saw target  
 17 went down and turned over. Chute  
 (Our defensive action)  
 (3) Just before bombs dropped radar failed  
 and went down apparently under combat

CLAIMS	
DESTROYED	NO ?
PROBABLY	
DAMAGED	

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

11. FIGHTER SUPPORT

NO

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations,  
~~nothing~~ smoke screen over our target on approach

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 above

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

Waist gunner Jessup injured in left thigh by.

15. DAMAGE TO A/C: (Briefly) 20 mm hole in left landing light.  
 #2 engine out - hit by 30 cal. Instruments of #1 engine

16. TECHNICAL FAILURES: damaged by 20 mm  
 Radio quit unit.

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

On long trip would appreciate

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 557 Letter 1 Date 21 May

Bomb Load 10X 500 H.E. Incendi. Position in Formation

Time Took Off 0935 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in? Yes No

Details: \_\_\_\_\_

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

CREW: Give Rank and Initials

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

5 B-17 spiralling down over target before bombing, 2 of the

Hopkins Pilot

Suggs CO-P

E. M. Donbrook (Nav.)

J. S. Lucas Bomb.

R. J. Jones Radio

F. A. Blum Top T.

D. De Florio Ball T.

R. A. Skinner R. Waist

W. Y. Berthold L. Waist

E. S. Mason Tail G.

2. TARGET ATTACKED:

Primary  Time: 1344

Alternate Height: 23000

Last Resort Heading: 2550  
(circle)

Duration Bomb Run: \_\_\_\_\_

10" run.

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

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

Own Bombs:

None.

Other Bombing:

Couldn't see - 1st group 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.)

25 west of course when coast was hit, then parallel to island until turn on target.

8. WEATHER: (If it affected mission)

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

Time	Place	Height or A/C	Type / Light, heavy, intense, moderate or slight	Color of Bursts	Location Bursts in re- lation to A/C	Accuracy
------	-------	---------------------	---	-----------------------	--	----------

Moderate but very accurate over target both for altitude & deflection.

Crew observations about flak:

No difference in bursts.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74705  
By RLB/BAC NARA Date 1/8/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
BY RLB/BAC  
MARA Date 1/18/19

looked as tho' bombs were shunted off today and they were much more accurate. Bombs were trailing smoke.

10. ENEMY FIGHTER OPPOSITION:

90-100 plus FW's & 109's. Picked up  
(Estimated total number of E/A seen) (Types)

formation at turn going in to Wilhelmshaven.  
(Location and length of fight)

4 groups of 25 each - Stayed with formation until well out to water.

At least 20 aerial bombs today <sup>not as large -</sup>  
7000 (Tactics of E/A)  
5 or 6 attacks on nose & several on tail - Came in in 3's  
Mottled 109's. Blue with silver wing.

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

(Our defensive action)  
Violent evasive action - Skidded on head-on attacks.

CLAIMS	
DESTROYED _____	1 Claim
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, bursts of flares over English coast, Convoy at Wilhelmshaven, PT boats at Wilhelmshaven heading N.E. at 1700 and 2300, good smoke screen at Wilhelmshaven.

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

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

nil.

15. DAMAGE TO A/C: (Briefly) 1 flex hole in fuselage.

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)  
Pretty damn rough mission

S-2 OFFICER Wright. FILE COMPLETED

Group 306

Date 21/5/43

Squadron 348

Place where attacked Before target

A/C No. 793

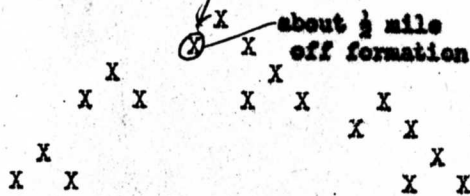
Time 1247 Height 22,200

Story of the attack-- E/A, Fw 190, came in at about 1:30 fired and went off at about 4:30. Right waist gunner fired, as E/A swung off, hitting same. Pieces of cowling fell off. Pilot baled out. Tail gunner saw E/A hit ground.

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

**DESTROYED**

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading 210°
- b. visibility Good
- c. type of E/A Fw 190
- d. level of attack;
  - From high above above
  - (Check level \_\_\_\_\_
  - One) below \_\_\_\_\_
  - very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names S/Sgt. D. E. Hoff

Positions Right waist gunner

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

Corroborated by S/Sgt. G. G. Holt, S/Sgt. Coulson  
Position in A/C Ball turret Tail gunner

Other A/C firing at the same time? none

Comments of the interrogator: destroyed

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

Time 1650 Interrogator

E. Skalak, 1st Lt. AC

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-005  
By RLB/BAC MAA Date 1/18/99

COMBAT FORM

Group 306

Date 21/5/43

Squadron 368

Place where attached Over target

A/C No. 793

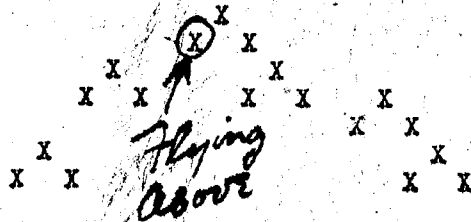
Time 1250 Height 22,200

Story of the attack-- E/A, Fr 190, came 6 o'clock level. Tail gunner opened fire at 800 yards, continuing fire to about 90 yds. E/A blew up -- disintegrating. Enemy pilot did not bale out.

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

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

2. Diagram of attack:



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

Data on Combat  
a. Our heading 210°  
b. visibility Good  
c. type of E/A Fr 190  
d. level of attack;  
From high above  
(Check level level  
One) below level  
very low

3. Our Gun Positions Firing on E/A

Names s/Sgt. J. Coulson,

Positions Tail gunner

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

Corroborated by s/Sgt. G. G. Holt  
Position in A/C Rail target

Other A/C firing at the same time? none

Comments of the interrogator: destroyed

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

Time 1650 Interrogator

E. Skalak, 1st Lt. AG

UNCLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74c 205  
By RLB/BAC WARA Date 1/18/91



COMBAT FORM

Group 306th

Date 21/5/43

Squadron 368th

Place where attacked right after target

A/C No. 793

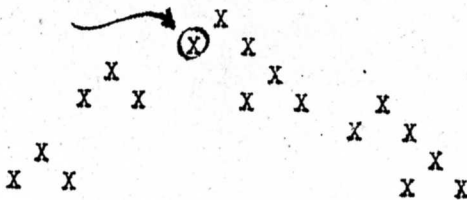
Time 1257 Height 22,200 ft.

Story of the attack--~~Ball turret gunner opened fire at 600 yards, tracers pouring intense stream of E/A. As E/A rolled over underside was fired at. E/A rolled over, pieces falling off wings and engine. E/A went into vertical dive with more pieces coming off.~~

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

(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; 9 o'clock  
 c. sun position.

Data on Combat

a. Our heading 300°  
 b. visibility good  
 c. type of E/A FW190  
 d. level of attack:  
     From high above \_\_\_\_\_  
     (Check level \_\_\_\_\_  
     One) below X  
         very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names G. G. Holt

Positions Ball turret gunner

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

Corroborated by \_\_\_\_\_  
 Position in A/C \_\_\_\_\_

Other A/C firing at the same time? None around.

Comments of the interrogator: Destroyed.

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

Time 1640 Interrogator \_\_\_\_\_

1st Lt. Rudolph Skalok.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
 By RLB/BAC MARA Date 1/8/99

COMBAT FORM

Group 306

Date 21/5/43

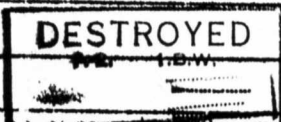
Squadron 369

Place where attacked Over water on way home

A/C No. 040

Time 1300 Height 13,000

Story of the attack-- Came in at 4 o'clock -- the ball turret gave him a burst at 200 yards. This E/A stopped firing and he blew up. There was a large flash in the front of the plane and the plane went into "a thousand pieces."



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

2. Diagram of attack:



Out of formation

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

Data on Combat  
a. Our heading \_\_\_\_\_  
b. visibility \_\_\_\_\_  
c. type of E/A Fw 190  
d. level of attack:  
From high above \_\_\_\_\_  
(Check level \_\_\_\_\_  
One) below below  
very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names S/Sgt. P. W. Pappas

Positions Ball turret

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

Corroborated by Sgt. A. Stoner  
Position in A/C Right waist

Other A/C firing at the same time? No.

Comments of the interrogator: Destroyed -- there is no question about this one.

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

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

Capt. S. J. Owen

CLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-705  
By RLB/JAC  
MARA Date 1/8/99

Group 306th

Date 21/5/43

Squadron 423rd

Place where attacked: 10 minutes from target on way out

A/C No. 557

Time 1254 Height 15,000 ft.

Story of the attack:-- FW190 was attacking another ship in high group.

He came diving down when right waist gunner opened fire at 500 yards.

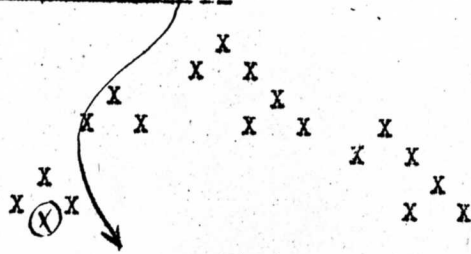
Several bursts went into him and he was knocked to one side apparently.

He spun straight down in heavy intense flame and white smoke. Tail gunner watched him go into the ground.

(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)

**DESTROYED**

2. Diagram of attack:



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

Data on Combat  
 a. Our heading \_\_\_\_\_  
 b. visibility good  
 c. type of E/A FW190  
 d. level of attack;  
 From high above X  
 (Check level \_\_\_\_\_  
 One) below \_\_\_\_\_  
 very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names Sgt. L. A. Skinner

Positions Right waist gunner

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

Corroborated by Sgt. E. S. Mason  
 Position in A/C Tail gunner

Other A/C firing at the same time? \_\_\_\_\_

Comments of the interrogator: \_\_\_\_\_

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

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

Major John B. Wright.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
 BY RLB/BAC NARA Date 1/18/19

COMBAT FORM

Group 306

Date 21/5/43

Squadron 369

Place where attacked Just after Ia. on home

A/C No. 040

Time 1251 Height 20,000

Story of the attack:-- E/A attacked from 8 o'clock, high. At 700 yards the left waist gunner opened up -- at 400 yds the E/A stopped suddenly and went into a dive smoking. The ball turret gunner saw him hit the water. The pilot did not bale.

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

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

2. Diagram of attack:



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

Data on Combat  
a. Our heading \_\_\_\_\_  
b. visibility good  
c. type of E/A Fw 190  
d. level of attack;  
From high above Above  
(Check level \_\_\_\_\_  
One) below \_\_\_\_\_  
very low \_\_\_\_\_

Not in formation.

3. Our Gun Positions Firing on E/A

Names S/Sgt. C. B. Smith

Positions Left Waist

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

Corroborated by S/Sgt. P. W. Pappas  
Position in A/C Ball turret

Other A/C firing at the same time? No

Comments of the interrogator: It hit the water.

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

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

Capt. S. J. Owen

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-905

By RLB/BAC NARA Date 1/8/99

COMBAT FORM

Group 306th

Date 21/5/43

Squadron 367th

Place where attacked Near target

A/C No. 086

Time 1250 Height 20,000 ft.

Story of the attack-- FW came in high at 11 o'clock to attack 2nd

element ship. Waist gunner opened fire as he went by at 100 yards.

E/A veered off and spun down with intense flames coming from cockpit.

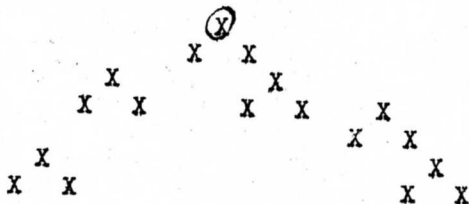
Tail gunner followed him until he was nearly on ground and he never

came out of spin.

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

(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; 11:00
- c. sun position.

Data on Combat

- a. Our heading \_\_\_\_\_
- b. visibility \_\_\_\_\_
- c. type of E/A F4U
- 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. J. J. Garris

Positions left waist gunner

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

Corroborated by Sgt. E. H. Kennedy

Position in A/C Tail gunner

Other A/C firing at the same time? No

Comments of the interrogator: I feel waist gunner was extremely modest in

his statement. Tail gunner sure fire never put out.

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

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

Major John E. Wright.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-005

By RLB/BAC

MARA

Date 1/8/94

COMBAT FORM

Group 306

Date 21/5/43

Squadron 369

Place where attacked Just after target

A/C No. 040

Time 1250 Height 21,000

Story of the attack--E/A came from 6 o'clock high -- as he fired on us the tail gunner opened up and kept his sights on him until he went under our A/C. The ball turret gunner reports that as he went under us he fell apart. He went into a spin and one wing broke off at the root.

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

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

2. Diagram of attack:



Out of formation at this time.

On Diagram, show

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

Data on Combat

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

3. Our Gun Positions Firing on E/A

Names T/Sgt. H. L. Cox

Positions Tail gunner

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

Corroborated by S/Sgt. E. H. Pappas  
Position in A/C Ball turret

Other A/C firing at the same time? No

Comments of the interrogator: This is a definitely destroyed.

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

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

Capt. S. J. Owen

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

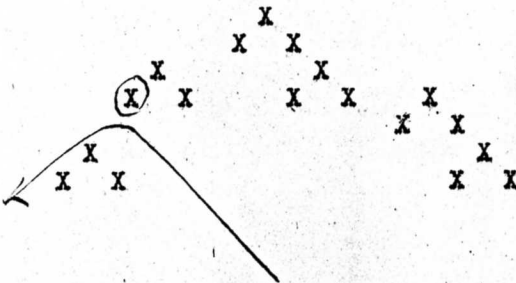
COMBAT FORM

Group 306th Date 21/5/43  
 Squadron 369th Place where attacked Over coast  
 A/C No. 629 Time 1248 Height 21,000 ft.

Story of the attack-- FW came in from 4 o'clock and high. T/Sgt. Robert E. Moore, top turret gunner, gave him burst at 600 yards. Shot 40 shots. Then gave him 50 shots more when he was at about eight o'clock. He was 300 yards away. E/A was smoking, then flames. Then he suddenly blew up and completely disintegrated.

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

2. Diagram of attack:



On Diagram, show

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

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

Data on Combat

- a. Our heading 340°
- b. visibility fair
- c. type of E/A FW190
- d. level of attack;  
 From high above X  
 (Check level \_\_\_\_\_  
 One) below \_\_\_\_\_  
 very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names T/Sgt. Robert E. Moore

Positions Top turret gunner

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

Corroborated by S/Sgt. R. Petersen  
 Position in A/C tail gunner

Other A/C firing at the same time? \_\_\_\_\_

Comments of the interrogator: A sure kill.

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

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

Captain Fred Baldwin.

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

COMBAT FORM

Group 306

Date 21/5/43

Squadron 368

Place where attacked Before crossing coast on way out

A/C No. 502

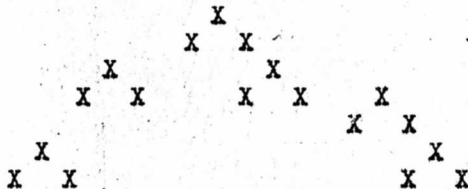
Time 12.7 (?) Height 22,500

Story of the attack-- Me 109 came in slightly high from 7 o'clock. Left waist started firing at 700 yds. At 300 yards he banked and dove. Left wing was on fire and flames shot out from engine. Ball turret gunner is convinced he couldn't put fire out as it soon enveloped entire plane.

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

**DESTROYED**

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading \_\_\_\_\_
- b. visibility \_\_\_\_\_
- c. type of E/A Me 109
- d. level of attack;
  - From high above above
  - (Check level \_\_\_\_\_
  - One) below \_\_\_\_\_
  - very low \_\_\_\_\_

This A/C was alone at this time.

3. Our Gun Positions Firing on E/A

Names S/Sgt. R. G. Adams

Positions Left waist

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

Corroborated by S/Sgt. J. F. Elek

Position in A/C Ball turret

Other A/C firing at the same time? None

Comments of the interrogator: Looks good.

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

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

Wald.

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



COMBAT FORM

Group 306th

Date 21/5/43

Squadron 369th

Place where attacked Over target

A/C No. 040

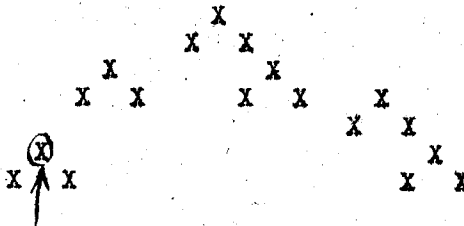
Time 1246 Height 22,500 ft.

Story of the attack-- FW190 attacked from 6 o'clock low and all the ball turrets in our formation let go at him. He turned his plane over on its back and bailed out.

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

(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; 6:00
- c. sun position.

Data on Combat

- a. Our heading \_\_\_\_\_
- b. visibility \_\_\_\_\_
- c. type of E/A FW190
- 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. Peter Pappas

Positions Right waist

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

Corroborated by \_\_\_\_\_  
Position in A/C \_\_\_\_\_

Other A/C firing at the same time? \_\_\_\_\_

Comments of the interrogator: This is a destroyed.

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

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

Captain S. J. Owen.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-705  
By RLB/BAC NARA Date 1/18/91

Group 306th

Date 21/5/43

Squadron 367th

Place where attacked over target

A/C No. 815

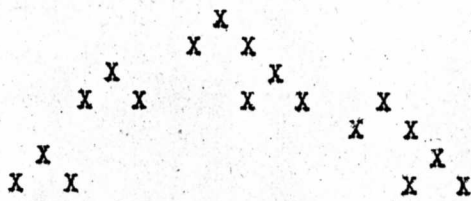
Time 1246 Height 26,000 ft.

Story of the attack-- Our plane was flying number two in an unidentified formation of nine planes. An FW came by in front from the right side and level. Bombardier pumped lead into him starting when he was 800 yds away. He started smoking and headed down. Right waist gunner saw pilot bail out.

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

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

2. Diagram of attack:



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

Data on Combat  
 a. Our heading: ?  
 b. visibility: fair  
 c. type of E/A: FW190  
 d. level of attack;  
     From high above \_\_\_\_\_  
     (Check level X  
     One) below \_\_\_\_\_  
     very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names 2nd Lt. W. Z. Mercy

Positions Bombardier

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

Corroborated by Sgt. C. A. Adams  
 Position in A/C Right Waist

Other A/C firing at the same time? nene seen to be shooting

Comments of the interrogator: Certain.

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

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

1st Lt. Alfred Weld

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-705  
 BY RLB/BAC  
 NARA Date 1/8/99

CONFIDENTIAL

COMBAT FORM

Group 306

Date 21/5/43

Squadron 423

Place where attacked Over North Sea.

A/C No. 666

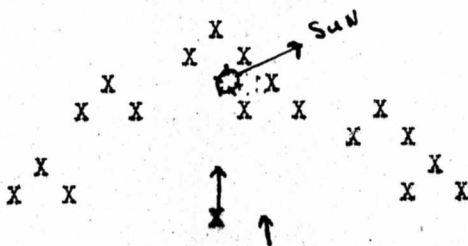
Time 14:00 Height 50 ft.

Story of the attack-- This ship out of formation riddled with bullets, tail almost off--just about ready to ditch--Crew in ditching positions. Enemy attacking with impunity thinking our A/C out of ammunition. Mc Calloun left position went to top turret and caught FW cold by surprise at 125 yards. Engine alone filled whole sight. Mc Calloun held down triggers watching bullets rip into him until FW broke into violent turn with smoke pouring out of him. Mc Calloun didn't see him hit but air sea rescue says there is German down close to them. This had to be same plane as our A/C was there one hour later than any other and this FW was last in vicinity.

DESTROYED

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading 270°
- b. visibility good
- c. type of E/A 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 2nd Lt. R. M. Mc Calloun.

Positions Co-Pilot.

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

Corroborated by Air Sea Rescue.

Position in A/C \_\_\_\_\_

Other A/C firing at the same time? No.

Comments of the interrogator: This is probably only valid claim ever put in by a Co-Pilot.

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

Time May 23, 1943. Interrogator \_\_\_\_\_

Capt. Bairnsfather.

CONFIDENTIAL

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

CONFIDENTIAL

Group 306

Date 21/5/43

Squadron 423

Place where attacked At Sea off Ender.

A/C No. 666

Time 13:52 Height 50ft.

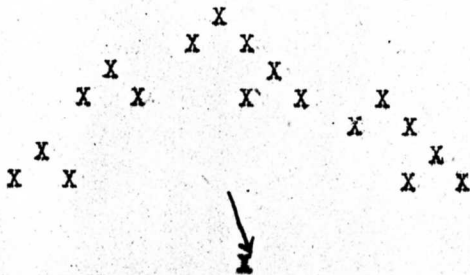
Story of the attack:-- When our plane was alone FW 190 came in from 11 o'clock and level, or just below. Ball turret gunner swung his guns to 11 o'clock and opened fire. E/A seemed to jump up, burst into flames and then dove crashing into the sea.

DESTROYED  
A-2. I.B.W.

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

2. Diagram of attack:

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



- Data on Combat
  - a. Our heading 210°
  - 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. Arthur R. Adrian.

Positions Ball turret.

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

Corroborated by Lt. B. H. Smith.  
Position in A/C Pilot

Other A/C firing at the same time? No

Comments of the interrogator: A certain destroyed.

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

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

Capt. Baldwin.

CONFIDENTIAL

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

COMBAT FORM

CONFIDENTIAL

Group 306

Date 21/5/43

Squadron 423

Place where attacked Over North Sea

A/C No. 666

Time 13:46 Height 100 ft.

Story of the attack-- E/A coming in at 6 o'clock level, was firing at this ship as well as E/A coming in from above. At about 40' to 50' the right wing of this E/A hit the fuselage of the other E/A coming in from above 6 o'clock and both dove into Drink.

DESTROYED  
A-2. I.B.W.

(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; 6 o'clock.
- c. sun position.



Data on Combat

- a. Our heading about 240°
- 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. Billy J. Lamb

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? No.

Comments of the interrogator: This B 17 was set on fire several times by E/A and finally went down in Drink. Later all the Crew were rescued.

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

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

Capt. W. W. Glass.

CONFIDENTIAL

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-205  
By RLB/BAC NARA Date 1/8/99

BMP V THU NR 11 311320B

ATTENTION: A-2

PRIORITY IMPORTANT 306BG W-564-D 31 MAY 1943

SUBJECT: EXPLANATION OF ENCOUNTERS REPORT-  
OUR A/C 666 MISSION WILHELMSHAVEN, MAY 21, 1943.

1. IN REFERENCE TO 2 CLAIMS BY S/SGT. BILLY J. LAMB,  
TAIL GUNNER:

A. ( TIME 13:46, ALT. 100 FT.) S/SGT. LAMB FIRED  
AT FW #B 190 " COMING IN AT 6 O'CLOCK LEVEL" FROM APPROXIMATELY  
800 TO 400 YARDS. AT 400 YDS., HE TRANSFERRED THE BULK OF HIS  
FIRE TO 2ND FW 190 ( TIME INCORRECTLY GIVEN, IN TYPOGRAPHICAL  
ERROR, AS 13:30 ALT. 5,000 FT.) " COMING IN ABOVE AT 6 O'CLOCK".  
E/A CONVERGED UNTIL BOTH COULD BE SPRAYED VIRTUALLY TOGETHER,  
FINALLY COLLIDING AND DIVING INTO THE SEA. S/SGT. LAMB IS  
CONFIDENT THAT BOTH E/A WERE SOLIDLY HIT BY HIS FIRE BEFORE  
THE COLLISION OCCURED AND THAT THE COLLISION WAS AN INCIDENTAL  
RESULT.

B. CORRECTION IN 2ND CLAIM TO: TIME 13:46 ALT. 100'  
INSTEAD OF TIME 13:30 ALT. 5,000.

2. IT IS FELT BY THE GROUP S-2, AFTER A CAREFUL REVIEW  
OF THESE 2 CLAIMS, THAT S/SGT. LAMB'S FIRE WAS AT LEAST THE  
INITIATING FACTOR IN THE DESTRUCTION OF EACH E/A, AND THAT  
BOTH ARE PROPERLY CREDITED TO HIM.

FOR THE COMMANDING OFFICER BY:

JOHN B. WRIGHT,

MAJOR, A.C.,

GROUP S-2

HOLD

CC UNDER 2. WB FACTOR INITIATING

CAH B1

THU R.....311340B WES KKKKK

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-005  
By RLB/BAC Date 1/18/99 NARA

CONFIDENTIAL

Group 306

Date 21/5/43

Squadron 423

Place where attacked Over North Sea.

A/C No. 666

Time about 13:40 Height 1,000

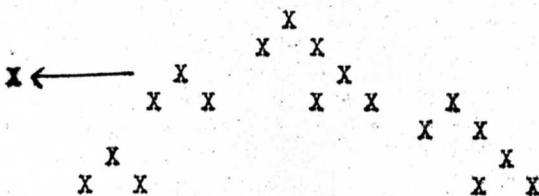
Story of the attack:— At about 500 yards I gave E/A a few short bursts and as he came closer in I gave him a long burst, about 50 rounds. At about 50 yards E/A exploded and fell into Drink. Before being destroyed E/A set our ship on fire with 20 MM. cannon.

DESTROYED  
A-2. I.B.W.

(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; 3 o'clock.
- c. sun position.

Data on Combat

- a. Our heading about 240°
- b. visibility good.
- c. type of E/A FW 190
- d. level of attack;

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

ALONE

3. Our Gun Positions Firing on E/A

Names S/Sgt. Clarence W. Durban.

Positions Right waist gunner.

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

Corroborated by \_\_\_\_\_  
Position in A/C \_\_\_\_\_

Other A/C firing at the same time? No

Comments of the interrogator: This B 17 was set on fire several times by E/A and finally went down in Drink. Later all the Crew were rescued.

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

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

Capt. W. W. Glass.

CONFIDENTIAL

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By RLB/BAC MABA Date 1/18/99

Group 304

Date 20/1/45

Squadron 133

Place where attacked Over North Sea

A/C No. 666

Time 13:30 Height 5,000

**CONFIDENTIAL**

Story of the attack-- E/A coming in above at 6 o'clock. I opened up with a long continuous burst at about 400 yards. I continued firing until E/A about 40' distant where he started to smoke and dove into Drink.

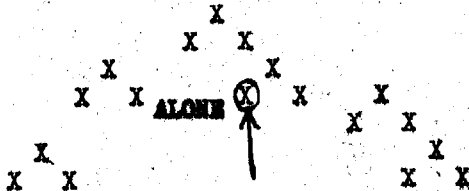
DESTROYED  
A-2. I.B.W.

(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; 6 o'clock.
- c. sun position.



Data on Combat

- a. Our heading about 240°
- 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. Billy J. Lee

Positions tail gunner

**CONFIDENTIAL**

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

Corroborated by \_\_\_\_\_  
Position in A/C \_\_\_\_\_

Other A/C firing at the same time? No.

Comments of the interrogator: This B-17 was set on fire several times by

E/A and finally went down in Drink. Later all the crew were rescued.

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

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

Capt. W. W. Glass

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



COMBAT FORM

CONFIDENTIAL  
Date 21/5/43

Group 306

Squadron 423

A/C No. 666

Place where attacked Out to Sea.

Time 13:11 Height 10,000

Story of the attack-- E/A, an ME 109, came in low and at seven o'clock as we were losing altitude. I picked him up when he was about 500 yards off. I knew I hit him when he was 300 yards away but he kept on coming. By this time he was starting to smoke. When almost directly underneath he suddenly seemed to lurch, then went into a spin. I kept firing at him. He spun more and more violently. I followed him down until he hit the water, but just before he hit I saw his left wing come off.

DESTROYED  
A-2. I.B.W.

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

2. Diagram of attack:



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

Data on Combat  
a. Our heading \_\_\_\_\_  
b. visibility good  
c. type of E/A ME 109  
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. Arthur R. Adrian.

Positions Ball turret.

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

Corroberated by S/Sgt. J. Durham.  
Position in A/C Waist gunner.

Other A/C firing at the same time? \_\_\_\_\_

Comments of the interrogator: A sure kill.

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

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

Capt. Baldwin.

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

CONFIDENTIAL

**CONFIDENTIAL**  
Date 2/3/43

Group 306

Squadron 423

Place where attacked Over North Sea.

A/C No. 666

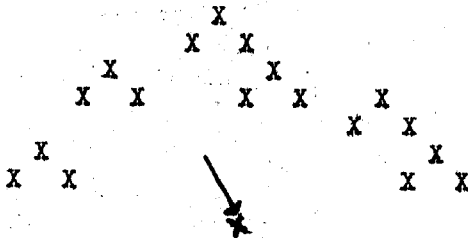
Time 1310 Height About 12,000

Story of the attack-- E/A came in from 11:30 o'clock and about level. He came in as close as 100 yards with the nose gunner firing at him. He then dove with lots of smoke. Because of smoke it was an easy job following him. This plane was clearly seen to hit the water with a big splash.

**DESTROYED**  
I.B.W.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading \_\_\_\_\_
- b. visibility good
- c. type of E/A ME 109
- 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. Wayne J. Gray

Positions Nose gunner.

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

Corroborated by \_\_\_\_\_  
Position in A/C \_\_\_\_\_

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

Comments of the interrogator: A certain.

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

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

1st. Lt. Weld.

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

COMBAT FORM

Group 306

Squadron 423

A/C No. 666

Date 21/5/43

Place where attacked near coast.

Time 12:49 Height 19,000

**CONFIDENTIAL**

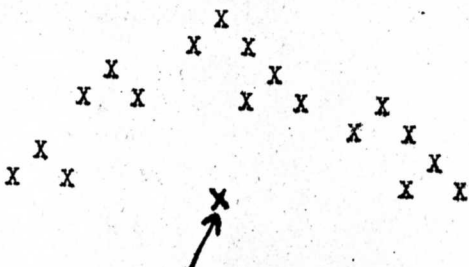
Story of the attack-- An F.W. 190 swept in from seven o'clock and above. I started firing at him when he was about five hundred yards away. I kept firing until he was too darn close at which point he burst into intense flames. He broke away and went over to the right of our plane and then fell into a spin. When last seen he was still burning intensely. At this point our plane was not in formation with the rest.

**DESTROYED**

A-2 I.B.W.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

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

3. Our Gun Positions Firing on E/A

Names T/Sgt. E. F. Buchanan

Positions Top turret

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

Corroberated by S/Sgt. C. W. Durham

Position in A/C Waist gunner

Other A/C firing at the same time? None around.

Comments of the interrogator: Looks good.

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

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

1st Lt. A. E. Richardson

**CONFIDENTIAL**

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

Group 306th

Date 21/5/43

Squadron 423rd

Place where attacked Between target and coast

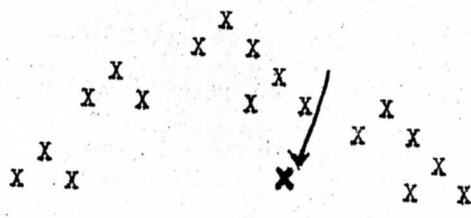
A/C No. 666

Time 1248 Height 21,000 ft.

Story of the attack-- Shortly after dropping bombs I saw an FW 190 come in from above and 12400 o'clock. I opened fire upon him and heard the trigger down until he passed overhead. By this time flames were coming out of his cockpit. T/Sgt. Kate, radio gunner, took him on. He turned as though to make a suicide dive on us but suddenly he turned over and fell into a spin, burning more and more intensely.

(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

**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 X  
(Check level \_\_\_\_\_  
One) below \_\_\_\_\_  
very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names T/Sgt. B. F. Buchanan

Positions Top Turret Gunner

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

Corroborated by T/Sgt. H. Kate  
Position in A/C Radio Operator

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

Comments of the interrogator: \_\_\_\_\_

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

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

1st Lieut. A. B. Richardson

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

COMBAT FORM

Group 306th

Date 21/5/43

Squadron 423rd

Place where attacked Right after target.

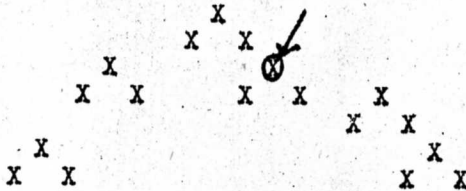
A/C No. 666

Time 12:47 Height 22,000 ft.

Story of the attack-E/A came in from 12:30. Nose Gunner started firing at 600 yds. He caught fire 100 yds. away and came straight on in just missing the nose of our A/C/ then dove straight down in a spin at great speed covered with flames from nose to tail. Part of the tail and pieces of the fuselage came off. Gunner watched him 2/3rds of the way to the ground still burning fiercely.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading A-2. I.B.W.
- 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 S/Sgt. Wayne J. Gray

Positions Nose Gunner

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

Corroborated by Lt. McCallum  
Position in A/C Co-pilot

Other A/C firing at the same time? No

Comments of the interrogator: Looks like a certain destroyed.

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

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

Wald

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

COMBAT FORM

Group 306  
 Squadron 423  
 A/C No. 666

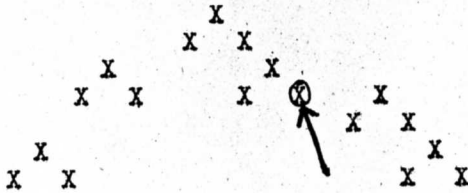
Date 21/5/43  
Between I.P.  
and target.

Place where attacked \_\_\_\_\_  
 Time 12:41 Height 22,000

Story of the attack: Shortly before bombs were dropped, an E/A (ME 109) attacked us from five o'clock and very low. I opened fire at him and when he was about 400 yards away he started to smoke. He went into a dive. I knew I had hit him so I followed him down. He didn't burst into flames. The pilot didn't bail but I clearly saw him hit the water off the main German coast.

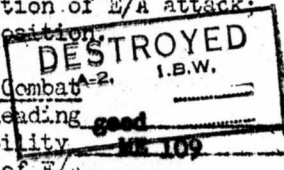
(Include above how E/A attacked; how close he came, where he was hit; how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:



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

Data on Combat A-2  
 a. Our heading good  
 b. visibility ME 109  
 c. type of E/A \_\_\_\_\_  
 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. Arthur R. Adrian  
 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? Do not think so.

Comments of the interrogator: A dead duck.

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

Time \_\_\_\_\_ Interrogator Capt. Baldwin.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-705  
 By RLB/BAC  
 NARA Date 1/8/99

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

(D-AW7)

APO 634  
25 May, 1943

SUBJECT: Claims of Plane #666 (Mission- 21/5/43)

TO : 8-2, 1st Bomb Wing

1. Attention is called to the enclosed claims for E/A destroyed.

2. This plane was in trouble and alone from the target at 12:45 until it was ditched in the North Sea at 14:20 hours. During this time it was under almost continuous attack. This fact and, in addition, the fact that toward the end of the running fight they were so low that E/A once hit did not have time to recover before diving into the ocean all lends credibility to the story told by the enclosed individual claims.

3. This crew was rescued after spending thirty (30) hours in a dinghy.

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

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 74-005

NARA

Date

1/8/99

By RLB/BAC

# One of Our Bombers Is Missing



But the daily USAAF communiqué didn't tell the whole story

The Boeing Flying Fortress was knocked down all right—smack in the North Sea. Thirty hours later a British ship, nosing through the mist, picked up the crew, all alive.

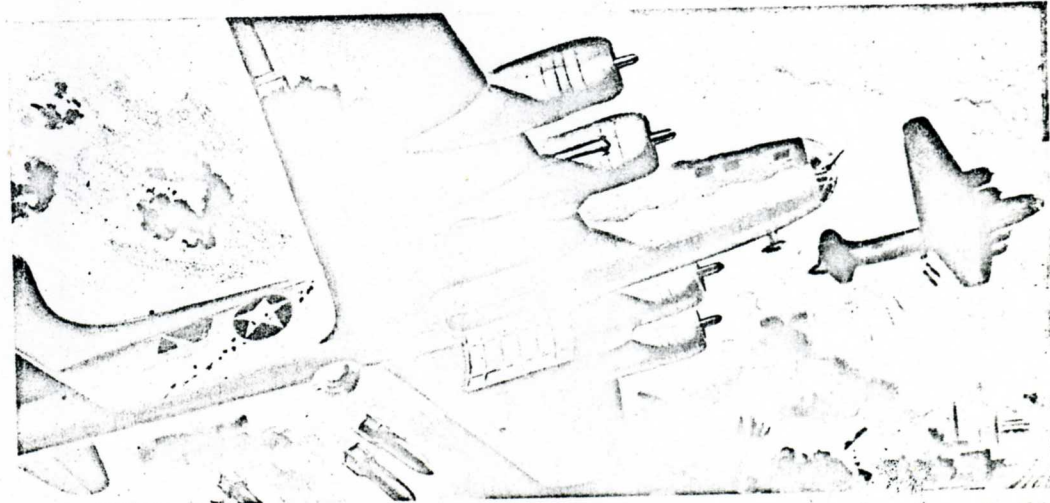
They had set a record of 11 German fighters shot down on one mission, a world record then, and one that still stands in the European Theater—where the going is toughest.

Here's the crew: 1st Lt. Robert Smith, Lamesa, Tex.; 2nd Lts. Robert McCallum, Omaha, and Dan Barberis, North Bergen, N. J.; Staff Sgts. Aygnumd Warminski, Hamtranck, Mich., Arthur Adrian, Milwaukee, Wayne Gray, Corapolis, Pa., Clarence Durham; Chattanooga; Tech. Sgts. Bennett Buchanan, Ft. Worth, Kendrick Kate, Manchester, N. H., and Billy Lamb, Denton, Tex.

STORY BY DON WHARTON—DRAWINGS BY MAC RABOY  
30TH IN LOOK'S AMERICAN HEROES SERIES



**1** Pilot Bob Smith heads toward Wilhelmshaven with other B-17's. Ball Turret Gunner Adrian fires on an ME-109, sees him hit the water.



**2** The formation plows past a swarm of fighters, runs into flak, reaches the target. Smith's plane bounces as Barberis releases his bombs, then bounces again—hit by antiaircraft fire.







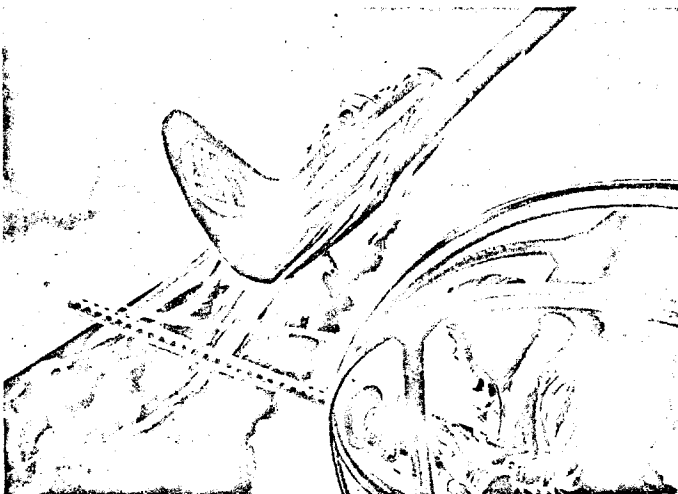
**1** Pilot Bob Smith heads toward Wilhelmshaven with other B-17's. Ball Turret Gunner Adrian fires on an ME-109, sees him hit the water.



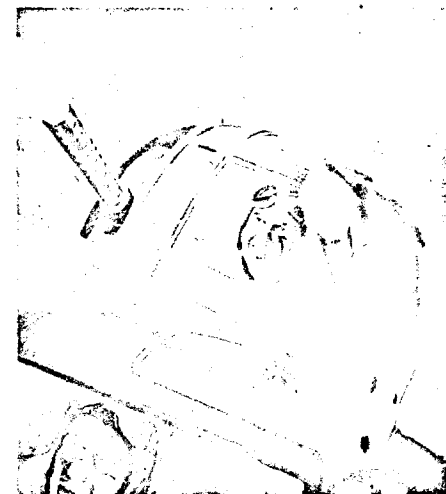
**2** The formation plows past a swarm of fighters, runs into flak, reaches the target. Smith's plane bounces as Barberis releases his bombs, then bounces again—hit by anti-aircraft fire.



**3** With two superchargers shot away, the Fortress falters. Smith and McCallum feverishly try to stay in formation.



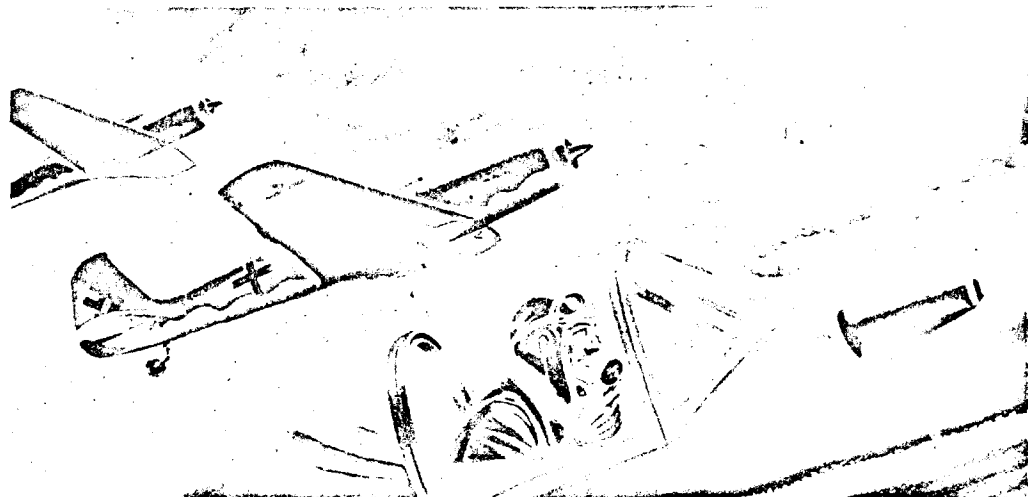
**4** Nose Gunner Gray opens up on a Focke-Wulf jumping in for the kill. The FW falls in flames, barely misses the Fortress.



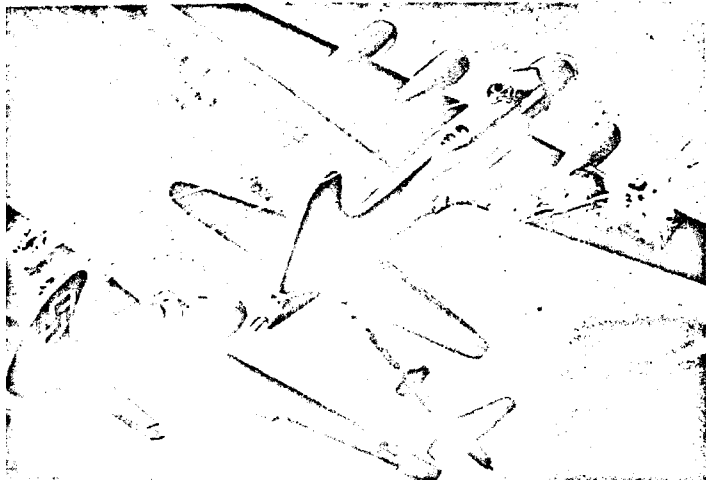
**5** Top Turret Gunner Buchanan pours lead into an FW passing overhead.



**6** Now Radio Gunner Kate takes on the FW. The German turns, starts a suicide dive, but suddenly flips over into a spin, burning fiercely.



**7** Fifteen German fighters stream for the Fort. It's out of formation, unable to catch up, down to 17,000 feet, two engines gone, a third pouring oil. But it has just begun to fight.



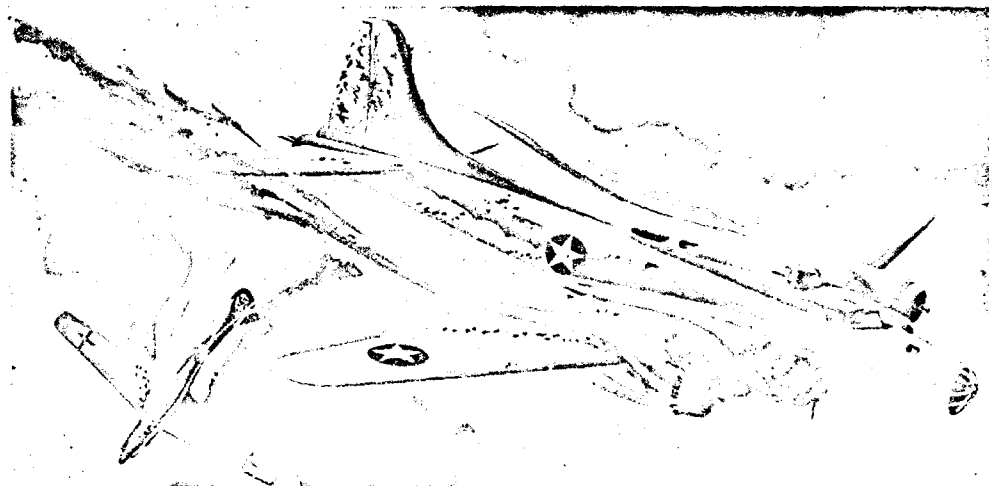
**8** One FW swoops from above. Buchanan starts firing at 500 yards. The FW keeps coming, gets close, flashes into flames.



**9** Gray downs a Messerschmitt but exploding shells start three fires in the bomber. While Waist Gunner Durham puts them out, Adrian gets another ME. Durham hurries to his gun, gets one himself.

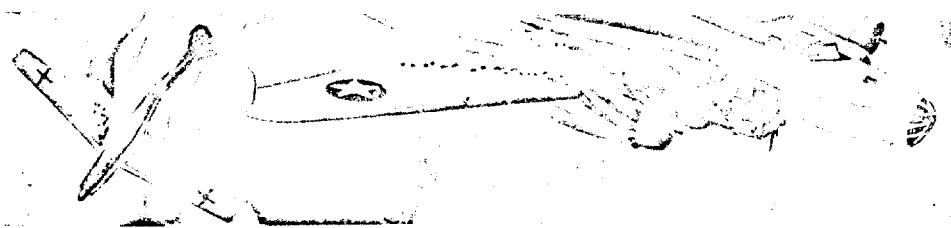
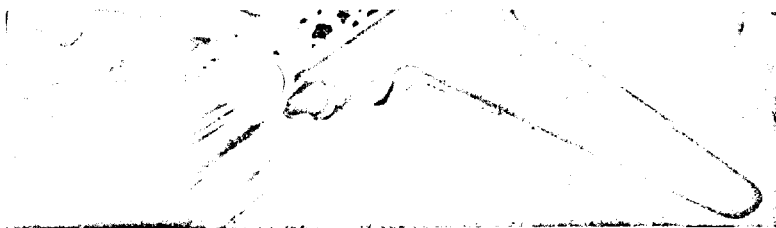


**10** Tail Gunner Lamb works on two fighters, one high, one level. Fifty yards from the B-17 the two Germans collide and crash into the sea.



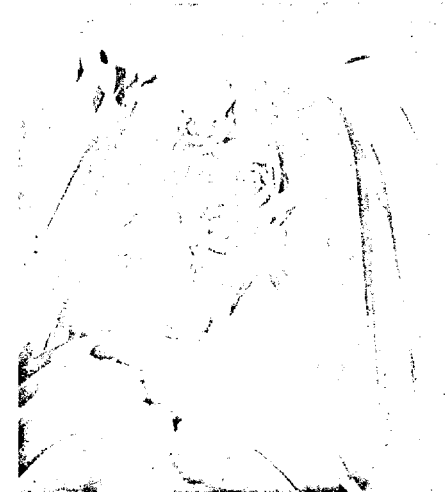
**11** That makes nine fighters destroyed. But the Fort is losing more altitude, running out of ammunition. With his last round, Adrian sends one more FW flaming into the North Sea.





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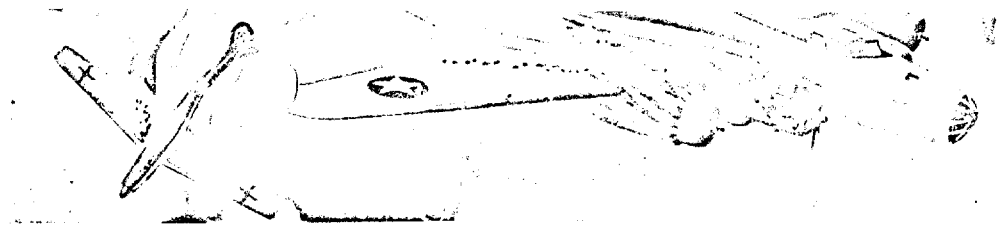
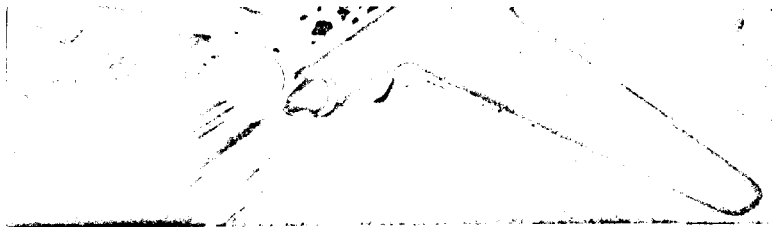
**13** Bob Smith tells the crew to get into the radio room, prepare for "ditching." He sends McCallum to the top turret to see what the Focke-Wulf is doing.

**14** Mac swings the gunsight, rips the Focke-Wulf with the last rounds.



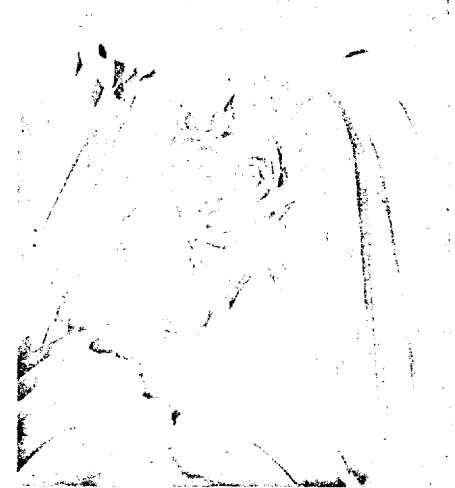
**15** That's No. 11. At 1421 o'clock—one hour and 40 minutes after Arthur Adrian got the first Messerschmitt—Pilot Smith puts the Fort down on the North Sea.

**16** The crew climbs into yellow dinghies, pushes away from the Fort, watches her go down. With a little camera they take pictures for the folks back home.



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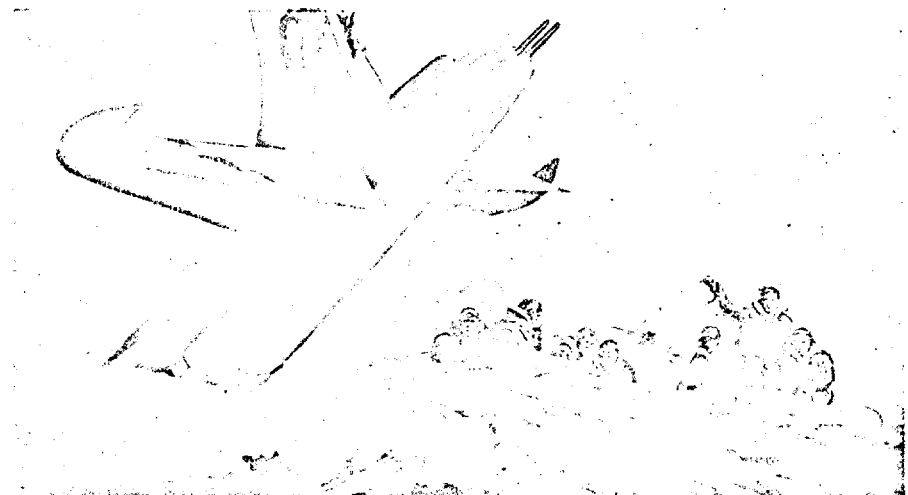
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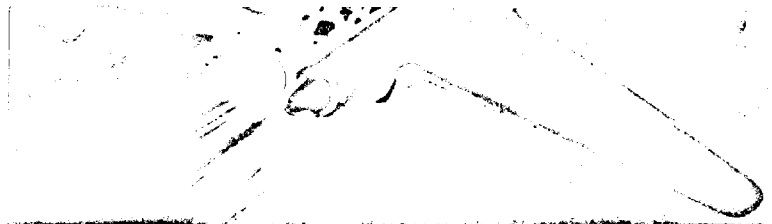
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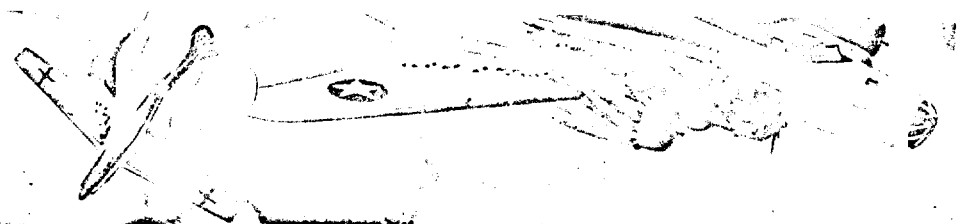


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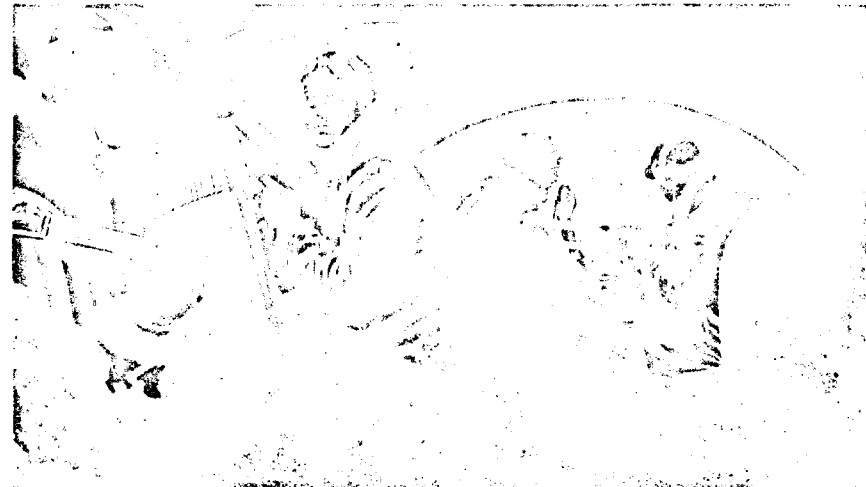
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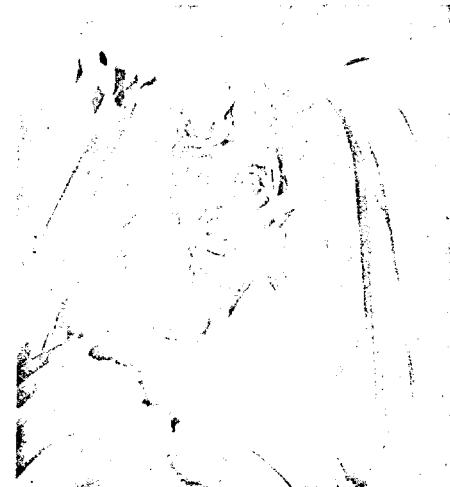
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