

30 March 45

Sgt. P. G. Rusechhoff, R.O. for Virgil Higginbotham, was hit on the top of the head by a piece of flak. There was a moderate loss of blood and he momentarily lost consciousness. Higginbotham took his plane out of formation early to get R.O. back for medical treatment.

40 X583

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

AFD 557  
30 March, 1949

SUBJECT: Intelligence Narrative  
Mission: Bremen, Germany

TO : Commanding Officer, 306th Bombardment Group (H)

1. Narrative

The 306th Group flew 37 A/C including 6 PFF and one spare A/C as 40 "B". Group assembly was slow due to the weather. Cromer, 1246 hours, 22,500 feet as advised by Bleater; enemy coast 5245N x 0438E, 1314 hours, 24,600 feet; I.P. 5240N x 0748E, 1340 hours; squadrons made individual runs; PFF run started by Lead changed to visual as soon as aiming point was positively identified. Target #1, Bremen, 1349 1/2 hours, 26,000 feet. Route out as briefed to Dummer Lake, then "ensed" to stay behind Able Group. Enemy coast 5245N x 0438E, 1545 hours, 17,000 feet. During letdown over North Sea they entered clouds 16,500 feet, on instruments for about 20 minutes, when group broke up. Lead three miles south of Cromer 1649 hours; base 1754 hours.

All PFF equipment worked satisfactorily. Lead, Low, and High squadrons setup PFF course at I.P., but Target was identified in time for visual bombing. Buckeye Blue at approximately 1330 hours reported possible visual conditions at target. At 1340 reported target open for visual run.

2. Fighter Opposition and Fighter Support

There was no E/A opposition on this Group. Fighter support was excellent. P-51's, picked up at 1320 hours at 5245N x 0500E, provided close support entire mission. Crews report 50 fighters in sight on one occasion with red and blue checkered noses and blue tails; (356th group escort, as briefed) others with red noses and tails; some with blue noses and tails

3. A.A. Gun Fire

Moderate accurate tracking lasting from 2 to 3 minutes before bombs away to 2 minutes after bombs away. Crews report some flak coming from railroad cars in N/Y west side of town. Damage, 17 A/C as follows: Low, 5 slight; High, 9 slight, 1 severe, Lead, 2 slight.

4. Bombing

#1 target was bombed visually with excellent results. Photos show direct hit on center of bridge, with lead pattern concentrated on aiming point. Low squadron pattern heaviest in built up area to northwest of HPI, and extending over northern approach to bridge. High bombs start at north end of bridge and stretch into built up area to north, with a few bursts in the "V" of the marshalling yard.

5. Nickels

A/C 512-A, pilot McKinney, dropped 3 T-344, 3 WB-49, and 4 T-346 on Bremen.

6. Weather

Base 5/10, 3,000 feet at takeoff; cumulus up to 18,000 feet at rendezvous; North Sea 10/10, 5/10 over Continent, tops 12,000 feet; target clear. Squads on way out. Over North Sea, front 17,000 feet, after leaving enemy coast; England 5/10 low clouds. Occasional moderate nonpersistent contrails above 18,000 feet.

7. Observations  
At 5250N x 0300E, Gee Pix, 1615 hours, crews report two B-17's circling  
low over water near what appeared to be an oil slick, or blue dye.  
Breann smoke screen not in operation.

8. A/C In Distress & A/C Returning Early  
None.

JOHN A. HADERSPATHE,  
Major, AC,  
Group 5-2.

40th "B" LEAD

Formation 10 March, 1945.

Do you break paper wire on V.H.F.

Leigh 516-M

Murphy 443-M PFF

Wills 910-B

Hedley 362-L PFF

Rich 153-G

Blue Buckeyes Possible visual at 1 P said visual

Baker \* 116-T

Schultz 585-K

Gibson \* 397-O

Cheney 418-J

Clark 012-A

NO SMOKE SCREEN

Cannon 616-X

Schafer 598-Q

None Close

Loos

Combed behind A  
Succeeded of all time after 3 days

8000 to 9000 on way back

covered 1 P. 80 miles

DID NOT HIT  
A.F.C.E. perceived I dropped my smoke of head  
able force did not hit

40th "B" LGW  
Perched over coast bed

Mitchell 515-O

Vielle 197-K PFF

Scott \* 913-P

Hoffman 076-U PFF

Pinchback 611-G

with 3 clouds + south side broke out over coast 7000

Wells \* 412-T

Marks 129-L

Gooch 133-W

Wear 563-N

Hahn 683-Q

Blk: Accounts at target - 90 pts support.

Higgenbotham 921-F PFF  
radio operator by flk

Smith 174-V

left before sunset  
arrived behind

3 to 2 74

Bad upto 4000 on way out could see cloud 2-3/10

Revised at Carnaby  
Rudder Damaged #3 leaking oil.

Drop 1/2 on way back

40th "B" HIGH

Matzke 662-S PFF

with all right

over Run

Jones 143-P

Evans 203-Y PFF

Effland 575-X

Law 028-O

Cohn \* 474-V

Altshuler 914-B

Swango 198-D

Purnell 814-G

McKinney 512-A (NICKELS)

Hartshorn 323-M

Butler 600-G

Spare - Verdick 908-J

Dr. W. W. ...  
Capt. ...  
Lt. ...

Accounts

All lead

FROM: COMBOMGR 306  
TO : COMAIRDIV ONE  
COMBATWIG FORTY  
ATTN: DIR. OF INTELLIGENCE

217

12-53 -D

306th Group Narrative - Mission to Farge - 30 March 1945

1. No leaflets ordered.

2. On approach to target, leader found a patch of cloud directly over target. Target could be seen obliquely but visual run could not be completed due to cloud. Leader made a second run, and encountered same conditions. On third run, leader's bombs hung up. High Second ~~Section~~ section on visual ~~run~~ run, encountered cloud and ~~dropped on PFF~~ dropped on PFF. Lead section made fourth run, dropping visually. Pictures show at least three hits on MPI by lead section. Pictures from second section show rockets cutting in probable hits in field one mile east of target.

and

3. None

4. Moderate, accurate, tracking flak at target on all ~~three~~ <sup>four</sup> runs. Experienced crews report accuracy increased on each run; lead bombardier, finishing tour, says flak was most accurate and economical he had seen. Damage: 1st Section, 2 severe ~~and~~ <sup>and</sup> 3 slight out of 5 over target; 2nd Section, 4 slight out of 6 over target.

5. Takeoff, cumulus clouds base 3,000, tops 18,000 forced rendezvous to 19,000 feet. North Sea, 10/10, tops 21,000. Continent, 4-6/10 cumulus, tops 19,000; large cumulus cloud over target permitted oblique view both before and after bombing, but ~~prevented visual run~~ <sup>was on first efforts.</sup> ~~due to conditions - reports withdrawn.~~ Light, nonpersistent contrails at 20,000 feet over target. *Front own channel on ~~return~~ way back*

6. None.

7. Buckeye ~~airman~~ called after IP and advised PFF approach with probable visual sighting. (later reported good chance of a visual run.) P-51's picked up at 5242N-0510E at 1350 hours, gave good support throughout mission; markings of 368th Sqdn of 359th Fighter Group <sup>(brief support)</sup> identified; many fighters seen on deck in target area.

A/C returning early: A/C #287-V, pilot Lomar, turned back at 5300N-0220E, 1324, 20,000 feet; #4 prop ran away and could not be controlled; 2 Disney bombs jettisoned at Position "A".

A/C ~~in~~ 772-O, pilot Major Witt, leading "D" Force, landed at Attlebridge with ~~only~~ 70 gallons of gas and severe flak damage: ~~xxxxxx~~ #2 engine out, no flaps, no brakes.

A/C in distress: None

No bomb heater wires were seen to be disconnected before release; ~~all~~ <sup>any</sup>

bombs observed, ~~all~~ rockets cut in as briefed.

306th flew 12 a/c as 40 "D", including 2 PFF and no spares.

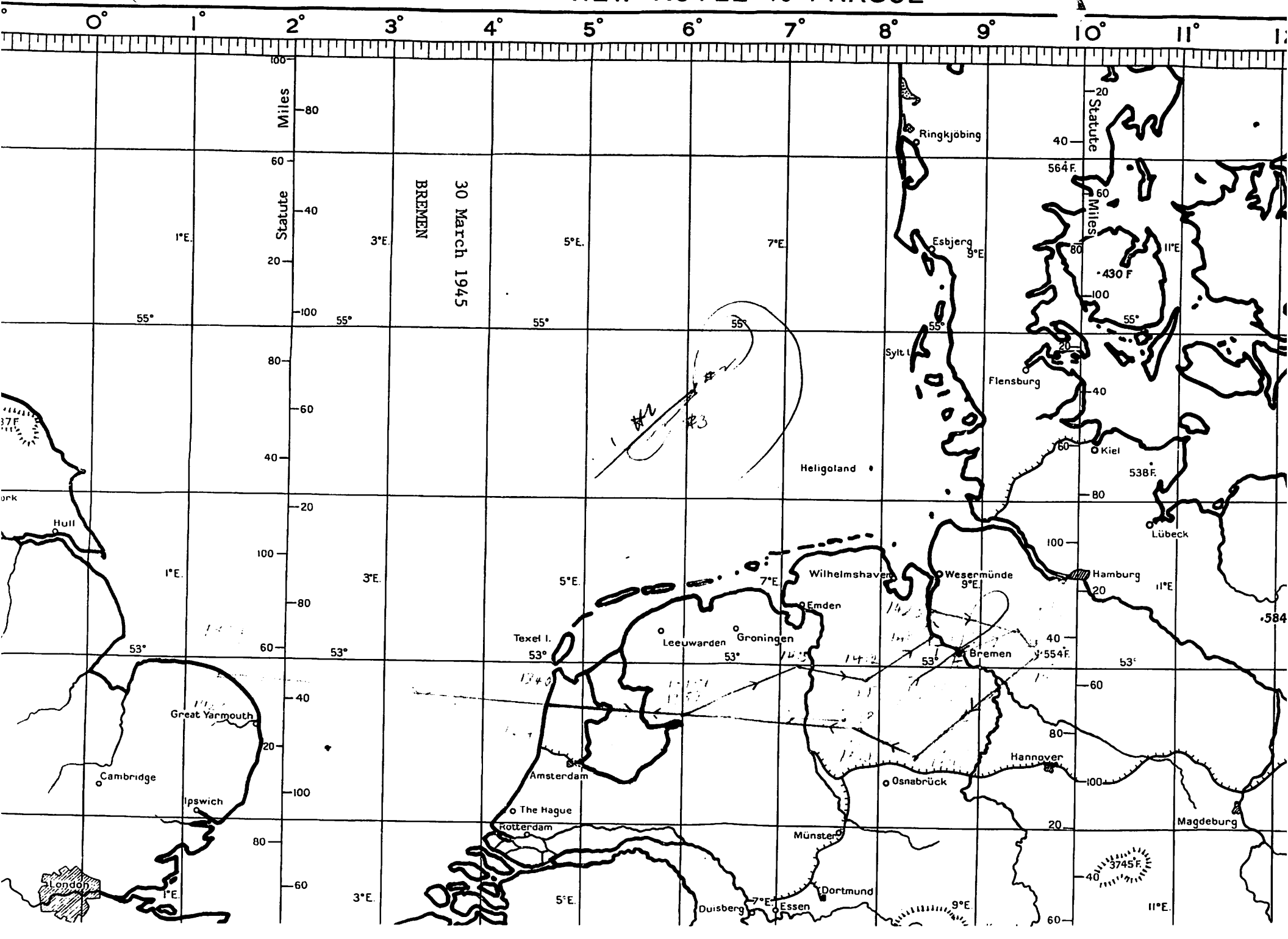
8. Because of towering cumulus over Podington, assembly was completed 12 miles northwest of Podington at 19,000 feet, 3,000 feet above briefed altitude. Left

~~2.~~  
2.

Cromer 1305, 19,500 feet; Dutch coast, 5245N-0430E, 1345, 22,000 feet; IP, 5258N-0800E, 1418, 20,400 feet. First run over target, 1424 hours on heading of 59 degrees, target obscured by cloud; ~~xxxxxx~~ made left turn, second run on heading of 210 degrees, target still obscured by cloud; on third run, heading 40 degrees, ~~xxxx~~ Lead Section's bombs hung up, but Second Section bombed and withdrew as briefed. Lead Section made fourth run, ~~on heading of~~ degrees. Left Dutch coast 5250N-0445E, 1710, 15,000 feet; Great Yarmouth 1808, 2,500 feet; Base 1857. PFF equipment worked satisfactorily.

# NEW ASTLE TO PRAGUE

30 MAR



AIRCRAFT COMBAT MISSION REPORT

30 March 1945  
(DATE)

SQDN.	TYPE A/C	SERIAL NO.	FLAK	20MM	.303	50CAL FIRE	50CAL SHELL CASES	DAYS EST IN-OP
367th	P.F.F. M	44-8443	○					
	P.F.F. K	44-8197	○					
	P.F.F. U	44-8076	○					
	P	43-38913	○					
	W	43-37133	○					
	V	43-39174	Landed at Cardaby					
	F	44-6951	SLI					
	G	43-37611	○					
	Q	43-38683	SLI					
	N	44-6563	SLI					
	O	44-6515	○					
	L	43-38129	SLI					
	T	43-38412	SLI					
Spare	J	44-6908	SLI					
368th	P.F.F. S	44-8662	SLI					
	P.F.F. Y	44-8203	SLI					
	X	43-37575	○					
	M	42-97323	SLI					
	O	43-39028	SLI					
	A	42-102512	○					
	G	43-8814	SLI					
	B	43-38914	SLI					
	V	43-31474	SLI					
	369th	D	42-38198	Sev				
G	43-37600	SLI						
P	43-31143	○						
423rd	P.F.F. L	44-8362	○					
	B	43-33810	○					
	O	42-97397	○					

*Mission No 1*

TOTAL DAMAGED	SEVERE	SLIGHT	FLAK	20MM	.303	50Cal Fire	50Cal Shell Cases
17	1	16	17	0	0	0	0
MISSING	ABORTIONS						
0	0						



SQUADRON ~~367~~ ~~XXXX~~ ~~28~~ A/C Number 076 Letter U Date 30 March, 1945.

Bomb Load 2 x 2,000 & 2 x 1000lb.E.

Position - n Formation

Time took Off 09:57 Time Landed 17:35

1. HOT NEWS to be phoned in. Yes No  
If DITCHING hold crew and fill out  
special form in detail.

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

10 B.  
Low

C.O.s: Give Rank and Initials

*none*

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether O, A, E/A action,  
accident or undetermined cause)

- 2nd Lt. R. S. Hoffman          P
- 2nd Lt. K. Koser          CP
- 2nd Lt. I. Baron          N
- 2nd Lt. M. N. Demoray          B
- Sgt. V. D. McCarthy          R6
- Sgt. T. C. Schuster          B
- 2nd Lt. J. J. Gearity          XE RN
- Sgt. M. H. Elder          R6
- WC
- Sgt. E. L. Bressler          T3

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1351

Secondary: Heading: 076

Last Resort: Height: 25250

T.O.  
(Circle One)  
Turn off target: str. across target

PFF equip. worked O.K.

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

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

Own Bombs: tail gunner obs. bridge down - not sure from any Bickels: Yes

Other Bombing: whose bombs. Number and type         

4. Any PHOTOGRAPHS taken: Vertical? Was camera turned on           
Hand ✓ Movie         

5. WEATHER: target - 6-7/10 - tops 12000 WHAT MESSAGES REC'D WERE  
Some across continent. BUREAU?

6. CONDENSATION TRAILS: heavy persistent con trails at 18000 over Eng land -  
no con trails over Continent.

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

Time	Place	Height of A/C	Type (light, heavy, dense, moderate or slight)	Color of bursts	Location of bursts in relation to A/C	Accuracy
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mod. acc tracking from Dr mine before BA and lasting 2 minutes - seemed to get considerably heavier after leaving target

Crew observations about Flak:

SQUADRON 42 A/C Number 443 Letter M Date 30/3/45  
Bomb Load 2 x 2000 2 x 1000 H.E. Position in Formation

Time Took Off 0957 Time Landed 1154

1. HOT NEWS to be phoned in. Yes No  
If DITCHING hold crew and fill out special form in detail.

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

CALL: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether o, a.a., E/A action, accident or undetermined cause)

Capt. J.A. Murphy P  
Capt. F.J. Stewart CP  
F/O J.E. Reich  
1st Lt. H.D. Wolfe N  
1st Lt. C.R. Dieter B  
T/Sgt. J.R. Hathaway RO  
S/Sgt. F.W. Yorgason E  
2nd Lt. T.N. Kichinos RN EXXX

VHF safety wire? (none on our lead A/C)

2. TARGET ATTACHED: (PFF or Visual)

started Primary: Time: 1349 1/2  
PFF Secondary: Heading: 080 deg  
Last Resort: Height: 26,000  
but 2 minutes before target picked up bridge,  
T.O. all connections,  
(Circle One)  
Turn off target: 042 deg.

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

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

Own Bombs: 1st bridge (highway bridge) an. Hacks: Yes E

Other Bombings: all hit planned bridge beyond

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on  
Hand Movie

6. WEATHER: 6 to 10 from I to target about 15000 ft.  
WHAT MESS HAS RECD REC BUCKEY? blue shell missed  
then at 10 minutes later

7. CONDENSATION TRAILS: none at our altitude.

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

Time	Place	Height of A/C	Type (light, heavy), altitude or sight	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

Target - 90 alt range, hit nose on  
all the way on us. 3 minutes.

Crew observations about Flak: seemed to track all 4  
minutes after bombs away.

*Over by - Hit low didn't get in until later.*

*1. Murphy*

ADDITIONAL INTERROGATION FORM FOR GROUP AND SQUADRON LEAD AIRCRAFT

- (check one)
- GROUP LEADER \_\_\_\_\_
- HIGH SQUADRON LEADER \_\_\_\_\_
- LOW SQUADRON LEADER \_\_\_\_\_
- PLANE AND OTHER GROUP (Indicate Group and Group Identification.) \_\_\_\_\_
- SINGLE AIRCRAFT \_\_\_\_\_

*at 7225 hours*

1. Time and Place of crossing English Coast Retreat 1645 hours  
*3 miles S of Dover*
2. Was Course as Briefed? \_\_\_\_\_  
If not, describe course in detail \_\_\_\_\_

*Crossed 1246  
22,500 ft  
instead of 20,500 because  
weather called for 1900 reference  
was 1000. Started climbing  
24,600*

*IP - 1340 hours*  
5240-0748E

3. Time and place of crossing English Coast 1914, 5245-0748E  
*1545, 5245-0748E 17000*

4. Time over Target \_\_\_\_\_  
Altitude over Target \_\_\_\_\_  
Position of Group on Bomb Run \_\_\_\_\_  
Magnetic Heading of Bomb Run \_\_\_\_\_  
Duration Bomb run \_\_\_\_\_

*then on course to Dunmer Lake, where started to descend*

*Hit after  
lost followed  
able*

5. Time of Landing at base 1754  
If landed away from base before return, state where and why \_\_\_\_\_

DATE \_\_\_\_\_ TIME \_\_\_\_\_ SGT OFFICER Pool

*Essing over Germany to stay behind Able, saw Charlie pass us and also Able at 1743 over Dunmer Lake. We were VHF that we were being tracked, stay behind, but they said to continue to stay behind. We asked if we should make a 360 turn.*

*Bad weather hitting on way back; we set down after seeing coast, over channel, when they started to let down (1545 they called) + hit clouds at 16,500*

SQUADRON ~~200~~ 23 A/C Number 362 Letter L Date 30/3/45

Bomb Load 2 x 2000  
2 x 1000

H.E.

Position - Formation

Time took Off 0957 Time Landed 1805

1. HOT NEWS to be phoned in. Yes (No)  
If DITCHING hold crew and fill out special form en route.

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

40 B Lead

CREW: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether o, a.n.a., E/A action, accident or undetermined cause)

1st Lt. T.D. Hedley P  
 2nd Lt. B.B. Merrill OP  
 2nd Lt. R.A. Atherton N  
 F/O W.G. Murray B  
 Sgt. T.V. Furlong RO  
 S/Sgt. J. Ritz E  
 2nd Lt. R.L. Pope RN FTX  
 S/Sgt. J.L. Anderson TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1350-15  
 Secondary: Heading: 079  
 Last Resort: Height: 20,000  
 T.O. (Circle One)  
 Turn off target: 042

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

Observed RESULTS OF BOMBING (For this plane or others)

Own Bombs:

*J. L. Ritz*  
 an. Nickels: Yes 0  
 Number and type

Other bombing:

4. Any PHOTOGRAPHS taken: Vertical? Has camera turned on  
Hand Movie

5. WEATHER: Clear at target -  
3/4/10 cont. -

WHAT MESSAGES REC'D. WRC  
BUCKETS?

7. CONDENSATION TRAILS: 10/10 - Channels in front 4/10.  
Lt. Eng. coast out - 22,000'

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

Time	Place	Height of a/c	Type (light, heavy), altitude, rate of climb	Color of bursts	Location of bursts in relation to a/c	Accuracy
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Target	Lt.		after bombs away			yes
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Crew observations about Flak:

SQUADRON 360 B-29 A/C Number 910 Letter     Date 30/3/45  
 Bomb Load 2 x 1000 H.E.

Position and Formation

Time took Off 0857 Time Landed 1802

1. HOT NEWS to be phoned in. Yes  No   
 If DITCHING hold crew and fill out special form in detail.

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

40 P  
Lead

C.O.B.: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether O. A.A.; E/A action, accident or undetermined cause)

- 2nd Lt. H.L. Wills P
- 2nd Lt. R.P. Brandstrom CP
- 2nd Lt. D.J. Casey N
- S/Sgt. H.V. Carter B
- S/Sgt. J.O. Grimes RO
- S/Sgt. H.L. Williamson E
- S/Sgt. V. Allen ET
- Sgt. C.E. Ridge TG

VHF safety wire? Yes

2. TARGET ATTACKED: (IFF or Visual)

Primary: Time: 1350  
 Secondary: Heading: 080  
 Last Resort: Height: 25800  
 T.O.  
 (Circle one)  
 Turn off target:

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

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

Own Bombs: some an Richels: Yes  No   
 Other bombing: Number and type    

5. Any PHOTOGRAPHS taken: Vertical?     Was camera turned on      
 Hand     Movie    

6. WEATHER: 5/10 - 10,000' - Channel hit a front  
 WHAT MESSAGES REC'D FROM BUREAU:    

7. CONDENSATION TRAILS: Channel out - Lt. 25,000'

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

Time	Place	Height of A/C	Type (light, heavy), altitude or sight	Color of bursts	Location of bursts in relation to A/C	Accuracy
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Target Lt. Barge after passed over target    

Crew observations about Flak:

SQUADRON ~~867 868 869~~ 23 A/C Number 397 Letter 0 Date 30/3/45  
Bomb Load 2 x 2000 2 x 1000  
Time Took Off 0957 Time Landed

1. HOT NEWS to be phoned in. Yes (No)  X X X X X X X X X X  
If DITCHING hold crew and fill out special form and file  
C.O.E.: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details) 2nd Lt. C.G. Campbell CP  
If lost, state whether o, a.n., E/A action, accident or undetermined cause) 2nd Lt. L.B. McGough N  
2nd Lt. R.G. Holscher b  
S/Sgt. R.H. Hitchcock RO  
T/Sgt. A.D. Sape E  
S/Sgt. E.L. Bishop BT

VHF safety net: None  
Still rafted.  
2. TARGET ATTACKED: (IFF or Visual)  
Primary: ① Time: 13:50  
Secondary: Heading: 0930  
Last Resort: Height: 25,500  
T.O. Sgt. K.G. Hall TG  
(Circle One)  
Turn off target: 0450

3. Number of BOMBS dropped on target: all  
Jettisoned: Returned: Abortive:  
Observed RESULTS OF BOMBING: (For this bomb or others)  
Own Bombs: In target area  
Other bombing: Number and type

4. ANY PHOTOGRAPHS taken: (Vertical?) has camera turned on Yes  
Hand Movie

5. WHAT MESSAGES REC'D FROM BUCKEYES?  
As briefed.

7. CONDENSATION TRAILS:  
light persistent part of time

8. ELA encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intensity, rate or light	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Moderate - inaccurate at target.

9. CREW OBSERVATIONS ABOUT PLANE:  
10. CREW OBSERVATIONS ABOUT PLANE:

5

SQUADRON ~~167X167X369X423~~ A/C Number 598 Letter 0 Date 30/3/45  
Bomb Load 2 x 2000 2 x 1000 H.E. Position in Formation

Time took OFF 0957 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes  No   
If ETCHING hold crew and fill out special form in detail.

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

40 B.  
Lead

CBS: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether D, A.A., E/A action, accident or undetermined cause)

- 1st Lt. E.W. Shafer P
- 2nd Lt. H.C. Hostetter CP
- 2nd Lt. E.E. Hodges N
- S/Sgt. L.L. Freeman B
- Sgt. J.F. Forgy RO
- S/Sgt. K.D. Morrison E
- S/Sgt. B.F. Scribner BT
- \_\_\_\_\_ WG
- \_\_\_\_\_ WG
- S/Sgt. W.E. Strawn TG

VHF safety net? Still active.  
None

2. TARGET ATTACHED: (IFF or Visual)  
Primary: (1) Time: 13:50  
Secondary: Heading: 065°  
Last Resort: Height: 25,700  
T.O.  
(Circle One)  
Turn off target: 075°

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

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

Own Bombs: In target area Any Nickels: Yes   
Other bombing: \_\_\_\_\_ Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on \_\_\_\_\_  
Ball but was snap. Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: as briefed but hit front as they were leaving coast. WHAT MESSAGES REC'D FROM BUCKNER? \_\_\_\_\_

7. CONDENSATION TRAILS: Light non-persistent.

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Accuracy
<u>Meager inaccurate at target</u>						

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

SQUADRON ~~367~~ ~~368~~ ~~369~~ 3 A/C Number 616 Letter     Date 30/3/45  
 Bomb Load 2 x 2000 2 x 1000 H.E. Position     Formation    

Time took Off 0957 Time Landed 18:00

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form to detail.

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

40 B Lead

Crew: Give rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether o. h.a., E/A action, accident or undetermined cause)

2nd Lt. C.N. Cannon     P  
 2nd Lt. J.K. Snobble     CP  
 2nd Lt. D.E. Jones     N  
 S/Sgt. J.L. Scannell     B  
 Sgt. J.V. Dowd     RO  
 Sgt. C.A. Roth     E  
 Sgt. R.W. Lindsay     BT  
 S/Sgt. P.K. Bentley     TB

VHF safety freq? 2nd channel

2. TARGET ATTACHED: (PFF or Visual)

Primary: FF/US Time: 13:50  
 Secondary: Heading: 050° M.H.  
 Last Resort: Height: 26,000  
 T.O. (Circle One)  
 Turn off target: 140° M.H.

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

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

Own Bombs: Smoke in Target area any Nichols: Yes  
 Other bombing: Number and type    

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on      
None Hand     Movie    

6. WEATHER: as brief - except little clouds present at 11,000-12,000 ft. over h. sea on Return. WHAT MESSAGES REC'D FROM BUCKEYE?    

7. CONDENSATION TRAILS: Light - Non-Persistent

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

Time	Place	Height of A/C	Type (light, heavy), intensity, rate or slant	Color of bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Mod - In Accurate - Tracking Barrage - over target - 3-4 minutes

Crew observations about Flak:



SQUADRON ~~567388300~~ A/C Number 153 Letter C Date 30/3/45  
 Bomb Load 2 x 2000 2 x 1000 H.E. Position in Formation

Time took Off 0957 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form in detail.

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

② 40 B Lead

None

- CIA: Give rank and initials
- 2nd Lt. W.M. Rich \_\_\_\_\_ P
  - F/O. A.H. Lemmon \_\_\_\_\_ CP
  - 2nd Lt. E.R. Dragoo \_\_\_\_\_ N
  - 2nd Lt. K. Cooper \_\_\_\_\_ B
  - S/sgt. W.M. Teets \_\_\_\_\_ RO
  - S/Sgt. T.H. Ryan \_\_\_\_\_ E
  - S/sgt. E.L. Riha \_\_\_\_\_ BT
  - Sgt. M.C. Scott \_\_\_\_\_ TG

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether o, a.a., E/A action, accident or undetermined cause)

VHF safety no

2. TARGET ATTACHED: (PFV or Visual)  
 Primary: Time: 1350 hrs  
 Secondary: Heading: 087 mag  
 Last Resort: Height: 2585 ft  
 T.O. (Circle One)  
 Turn off target:

3. Number of BOMBS dropped on target: All Missions: Returned: abortive:

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

Own Bombs: for lead An. Nichols: Yes X

Other bombing: one bomb seemed to wipe out tank RR and RR  
 Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? NO Was camera turned on NO  
 Hand NO Movie NO

6. WEATHER: Totals of lead of well developed cumulus in clear at 14000 ft, breaks (about 8/10) ceiling about 10000 ft. Haze on front over channel  
 WHAT MESSAGES REC'D FOR BUCKING? \_\_\_\_\_

7. CONDENSATION TRAILS: over and back. some ad clouds on return at same place. 7/10 hrs over most of contact. turned at target

8. FLAK: encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), altitude or sight	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

for the sq. mission, inaccurate - apparently things searching - much worse in following  
 Crew observations about Flak: some LOSs

SQUADRON ~~XXXXXXXXXX~~ A/C Number 012 Letter \_\_\_\_\_ Date 30/3/45  
 Bomb Load 2 x 2000  
2 x 1000 H.E. Position in Formation \_\_\_\_\_

Time Took Off 0957 Time Landed 1805

1. HOT NEWS to be phoned in. Yes  No   
 If DITCHING hold crew and fill out special form to detail.

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

40 B Lead

C.O.s: Give rank and initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether D, A.N., E/A action, accident or undetermined cause) No

2nd Lt. J.R. Clark \_\_\_\_\_ P  
 2nd Lt. W.M. Carnicom \_\_\_\_\_ CP  
 F/O W.F. Ross \_\_\_\_\_ N  
 Sgt. R.B. Fawcett \_\_\_\_\_ B  
 Sgt. A.C. McGuire \_\_\_\_\_ RO  
 Sgt. R.E. Cory \_\_\_\_\_ E  
 S/Sgt. R.C. Shaffer \_\_\_\_\_ BT  
 \_\_\_\_\_ WG  
 \_\_\_\_\_ WG  
 Sgt. R.W. Dryden \_\_\_\_\_ TG

VHF safety wire: O.K.

2. TARGET ATTACHED: (IFF or Visual)

Primary: Time: 1350 1/2  
 Secondary: Heading: 105°  
 Last Resort: Height: 26,000  
 T.O. (Circle One)  
 Turn off target: 60°

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

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

Own Bombs: Ball turret called strikes on target bridge.  
 an. Nichols: Yes  No   
 Other bombing: \_\_\_\_\_ Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on None  
 Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: Clouds higher over England.  
 WHAT MESSAGES REC'D FROM BUREAU? No.

7. CONDENSATION TRAILS: England 20,000 slight.

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy
1350	target	26,000	Heavy-Moderate	Black	Low	Inaccurate

Crew observations about Flak: Tracking + barrage

SQUADRON 367/368/369 A/C Number 418 Letter      Date 30/3/45  
 Bomb Load 2 x 2000  
2 x 1000 H.E. Position and Formation

Time Took Off 0957 Time Landed 1745

1. HOT NEWS to be phoned in. Yes  No   
 If DITCHING hold crew and fill out special form in detail.

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

40 B.  
Lead

COR.: Give rank and initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether D, A.A., E/A action,  
 accident or undetermined cause)

2nd Lt. D.C. Cheney      P  
 F/O. D.K. Roberts      CP  
 2nd Lt. S.J. Cangelose      N  
 S/Sgt. J.I. Dulworth      B  
 S/Sgt. H. Bellet      RO  
 S/Sgt. W.I. Lewis      E  
 Sgt. H.F. Hay      BT  
 S/Sgt. I.I. Frank      TG

VHF safety net? No.

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1350 hrs.  
 Secondary: Heading: 061  
 Last Resort: Height: 26,000  
 T.O. (Circle One)  
 Turn off target: 067

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

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

Own Bombs: Ball turret gunner called in excellent strikes on bridge.  
 Other bombing:

any Nichols: Yes  No   
 Number and type

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on None  
 Hand      Movie     

6. WEATHER: Clouds over England.  
 Cumulus over Continent.  
 towering

WHAT MESSAGES REC'D FROM BUDDY?  
None

7. CONDENSATION TRAILS: None

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy
1350	Target	26,000	Heavy-Moderate	Black	Level	Accurate

Crew observations about Flak: Barrage type. Accurate.  
Moderate to Intense.

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen) \_\_\_\_\_ (T, US) \_\_\_\_\_

(Location and length of fight) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

\_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings)

1340  
Zuyder Zee  
Markings unknown

7-51's  
Fair to good.

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

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

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

13. DAMAGE TO A/C: (Briefly) None  
Ball turret gunner may have frost-bite on left foot and leg.

14. TECHNICAL FAILURES: Heating unit on ball turret malfunction

15. CREW COINCIDENCES: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

As briefed,

S-2 OFFICER W. C. Van Hornum TIME COMPLETED \_\_\_\_\_  
Capt. A.C.

SQUADRON ~~0670363036X~~ A/C Number 516 Letter      Date 30/3/45

Bomb Load 2 x 2000  2 x 1000  H.S.

Position - Formation

Time took off 0957 Time Landed 1758

1. HOT NEWS to be phoned in. Yes (No)    
If DITCHING hold crew and fill out special form in detail.

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

40 B. Lead

CODE: Give name and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether D, A.N., E/A action, accident or undetermined cause)

- 2nd Lt. F.B. Leigh P
- 2nd Lt. J.G. Ribble CP
- 2nd Lt. E.C. Heitman W
- 2nd Lt. C.D. Orr B
- Sgt. G. Conetzkey RO
- Sgt. D.F. Burden E
- Sgt. A.L. Swars BT
- WG
- WG
- S/Sgt. H.S. Moreland TG
- S/Sgt. R.K. Zach SJ

VHF safety net? No.

2. TARGET ATTACHED: (PFF or Visual)  
Primary: Time: 1350  
Secondary: Heading: 094  
Last Resort: Height: 25,600

T.O. (Circle One)

Turn off target: 150

3. Number of BOMBS dropped on target: 12 Jettisoned: Returned: Abortive:

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

Own Bombs: single an. Nichols: Yes   
Other bombing: Number and type     

5. Any PHOTOGRAPHS taken: Vertical?  has camera turned on       
Hand      Movie     

6. WEATHER: 5/6/110 - Channel  
6/10 - Target 10,000  
WHAT MESSAGES REC'D FROM BUCKEYE?     

7. CONDENSATION TRAILS: Channel - solid cumulus - 18,000 - 5,000  
In cloud at 15,000

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

Time	Place	Height of A/C	Type (light, heavy), altitude, rate or sight	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

target Damage after crossing target

Crew observations about Flak:

SQUADRON ~~3800000000~~ A/C Number 585 Letter    Date 30/3/45  
Bomb Load 2 x 2000  
2 x 1000 H.E. Position and Formation

Time took Off 0957 Time Landed 1805

1. HOT NEWS to be phoned in. Yes No  
If DITCHING hold crew and fill out special form in detail.

X X X X X  
X (X) X X X X 40 B.  
X X X X X X Lead  
X X X X

C.O.E.: Give rank and initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether O, A.A., E/A action, accident or undetermined cause)

- 2nd Lt. W.G.H. Schultz ← P
- F/O J.C. Russell ← CP
- 2nd Lt. J.G. Prescott ← N
- Sgt. C.J. Vosburg ← B
- T/Sgt. W.A. Freeborn ← RO
- Sgt. S.R. Leavitt ← E
- Sgt. E. Unthegrove ← ET
- \_\_\_\_\_ ← RG
- \_\_\_\_\_ ← NG
- S/Sgt. G.W. Walczak ← TC

VHF safety net?

2. TARGET ATTACHED: (PFV or Visual)

Primary: \_\_\_\_\_ Time: ~~1335~~ 1350  
Secondary: \_\_\_\_\_ Heading: 50°  
Last Resort: \_\_\_\_\_ Height: 25,500'

T.O. (Circle One)  
Turn off target: 67°

3. Number of BOMBS dropped on target 4 Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_ abortive: \_\_\_\_\_

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

Own Bombs: \_\_\_\_\_ an. Micks: Yes ✓

Other bombing: Ball turret claim to have seen a direct hit on bridge and considerable smoke around target

5. Any PHOTOGRAPHS taken: Vertical? \_\_\_\_\_ has camera turned on NO  
Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER:

existing on route back 3,000' over channel

WHAT MESSAGES RECEIVED FROM BUCKEYES?  
\_\_\_\_\_

7. CONDENSATION TRAILS:

persistent

8. FLAK: encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy, dense, moderate or slight)	Color of bursts	Location of bursts in relation to A/C	Accuracy
<u>1349</u>	<u>Target</u>	<u>25,500</u>	<u>Moderate</u>		<u>off to side</u>	

Crew observations about Flak: after bombs away, saw up barrage, some tracking seemed to be shooting at chaff - bursts were low to level

SQUADRON 3670363030 23 A/C Number 116 Letter      Date 30/3/45  
 Bomb Load 2 x 2000 H.E. Position in Formation

Time took Off 0957 Time Landed 1758

1. HOT NEWS to be phoned in. Yes  No   
 If DITCHING hold crew and fill out special form in detail.

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

40 P  
Leaf

CIB: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether D, A.A., E/A action,  
 accident or undetermined cause) No

- 2nd Lt. W.H. Baker P
- 2nd Lt. R.O. Kutchins CP
- F/O A.P. Campagna, Jr. N
- S/Sgt. H.R. Langston B
- Sgt. M.J. Burnett RO
- S/Sgt. W.R. Clark E
- Sgt. R.M. Frey BT
- Sgt. A.D. Beckerdite TG
- S/Sgt. R.W. Maphis SJ

VHF safety wire? Still wired.

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1350  
Secondary: Heading: 72°  
Last Resort: Height: 25,400  
 T.O. (Circle One)  
 Turn off target: 36°

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

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

Own Bombs: Looked like both railroad and road bridges out. Some strikes observed on marshalling yard. Any Nichols: Yes  No   
 Other bombing: Number and type

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on None  
 Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: As briefed.

WHAT MESSAGES REC'D FROM BUCCINYE?  
No

7. CONDENSATION TRAILS: Dense, non-persistent.

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Accuracy
<u>1350</u>	<u>Target</u>	<u>25,400</u>	<u>Heavy-Moderate</u>	<u>Black</u>	<u>Level</u>	<u>Accurate</u>

Crew observations about Flak: Tracking + Barrage. Fairly accurate.

9. ENEMY FIGHTER OPPOSITION:

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

(Location and length of flight) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

\_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

1325 P-51's  
 006 Good.  
 0620 E  
 Markings unknown

CLAIMS	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

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

One B-17 dropped late and bombs, in series of two, dropped across Bremen.

Fighter field at 5233N-0812E - 6 planes observed on field  
 " " close to " " " " " "

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

None

13. DAMAGE TO A/C: (Briefly)

One flak hole in # 4 nacelle.

14. TECHNICAL FAILURES:

Spot jammer caught on fire.

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

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

As briefed.



SQUADRON 367 368369X A/C Number 197 Letter ( ) Date 30 March, 1945  
 Bomb Load 2 x 2,000 H.E. Position - n Formation

Time Took Off 09:57 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form to detail.
- X X X X X X  
 X X X X X X  
 X X X X X X
- 40 B  
 Low

*C. Queenie (Hahn) called in - may be yellow dye.  
 make liby at 5259-0246 (gefix) oil slick at 5250-0257 E. sink out slick - oil tankers in vicinity.*

C.R.E. Give Rank and Initials  
 2nd Lt. R. A. Vieille          P

Friendly A/C in distress:  
 (Give position, time, altitude, full details) If lost, state whether O, A.A., E/A action, accident or undetermined cause)

2nd Lt. C. M. Liersch          CP  
 F/O. H. E. LeCompte          B

- 1st Lt. R. G. Schwein          B
- Sgt. C. F. Smalczewski          RO
- S/Sgt. E. A. Gallion          E
- 2nd Lt. W. A. Kelly          1ST RN
- S/Sgt. D. R. Brashear          WC
- Sgt. V. G. Gargile          TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1351  
 Secondary: Heading: 0671  
 Last Resort: Height: 25,250  
 T.O. (Circle One)  
 Turn off target: 53°

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

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

Own Bombs: *Smoke on East side of river - Bremen after turning away from target.*          an. Dickels:          Yes          No         

Other bombing:         

5. Any PHOTOGRAPHS taken: Vertical?          Was camera turned on         

Hand          Movie         

6. WEATHER: Target -5/10 - Eng. 8/10 30000 low low layer  
3000' - pitchy up to 16000. Continental about BUCKEYE?  
5000 low clouds - over channel way back 9000 - 8000 altitude  
5000 - showers - hazy - pathy cumulus                  

7. CONVERSATION TRAILS:  
Light - non-persistent - 14000 up intermittently

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

Time	Place	Height of A/C	Type (light, heavy), altitude or rate of climb	Color of bursts	Direction of bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	--	----------

Target: mod to intense, tracking fairly accurate, about 1 min before & 2 min after D.O.A.

Crew observations about Flak:

SQUADRON 367 ~~367~~ 23 A/C Number 913 Letter P Date 30 March, 1945.

Bomb Load 2 x 2,000 & 2 x 1,000 H.E.

Position in Formation

Time Took Off 09:57 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
If DITCHING hold crew and fill out special form in detail.

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

40 B.  
Low

Crew: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether O, A.A., E/A action, accident or undetermined cause)

2nd Lt. S. W. Scott \_\_\_\_\_ P  
 F/C. N. G. Nelson \_\_\_\_\_ CP  
 2nd Lt. H. W. Parker \_\_\_\_\_ N  
 Sgt. E. D. Wilkins \_\_\_\_\_ B  
 Sgt. D. E. Nye \_\_\_\_\_ RO  
 S/Sgt. P. W. Swartz \_\_\_\_\_ E  
 Sgt. J. A. Blanchard \_\_\_\_\_ BT  
 \_\_\_\_\_ WG  
 \_\_\_\_\_ WG  
 Sgt. O. G. Huettig \_\_\_\_\_ TC

2. TARGET ATTACHED: (PFV or Visual)

Primary: Time: 13:51  
 Secondary: Heading: 050°  
 Last Resort: Height: 25,200  
 T.O. (Circle One)  
 Turn off target: 060°

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

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

Own Bombs: Bombs into smoke on Target. All  
 Other bombing: \_\_\_\_\_  
 An. Nichols: Yes \_\_\_  
 Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical was camera turned on AUTO  
Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: WHAT MESSAGES REC'D FROM BUCKEYE? \_\_\_\_\_

7. CONDENSATION TRAILS: \_\_\_\_\_

8. FLAK: Encountered on way out, at target and on way home.  
INTENSE ACCURATE

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy
	<u>TARGET</u>					<u>INTENSE - ACCURATE</u>

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

16

SQUADRON 367 ~~367~~ IS A/C Number 133 Letter      Date 30 March, 1945.

Bomb Load 2 x 2,000 2 x 1,000 H.E. Position in Formation

Time Took Off 09:57 Time Landed     

1. HOT NEWS to be phoned in. Yes  No   
 If ITCHING hold crew and fill out special form in desk file.
- |  |   |   |   |   |  |
|--|---|---|---|---|--|
|  | X | X | X | X |  |
|  | X | X | X | X |  |
|  | X | X | X | X |  |
|  | X | X | X | X |  |
- 40 B  
Low

CITE: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether of a n. e./a. action, accident or undetermined cause)

*None*

- 2nd Lt. J. E. Gooch  P
- 2nd Lt. V. A. Vick  CP
- 2nd Lt. G. H. Urban  N
- 2nd Lt. H. Burr  B
- Sgt. ~~J. P. Edward~~ G. P. Howard  RG
- Sgt. V. E. Bolton  E
- Sgt. J. R. Powell  BT
- AG
- WG
- Sgt. J. P. Crane  TG

2. TARGET ATTACHED: (IFF or Visual)
- Primary: Time: 13:51
- Secondary: Heading: 072°
- Last Resort: Height: 25,400
- T.O. (Circle One)
- Turn off target: 035°

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

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

Own Bombs: In target area An. Nichols:  Yes

Other bombing: Squadron ahead hit left of target Number and type     

5. Any PHOTOGRAPHS taken: Vertical? None was camera turned on       
 Hand      Movie

6. WEATHER: as Briefed WHAT MESSAGES REC'D FROM BUCKEYE?

7. CONDENSATION TRAILS: Persistent contrails bombing alt

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

Time	Place	Height of A/C	Type (light, heavy, altitude, latitude or sight)	Color of bursts	Location of bursts in relation to A/C	Accuracy
<u>Moderate to intense - tracking but not very accurate at target only. Also coverage after they had left target.</u>						

Crew observations about Flak:

SQUADRON 367 ~~363~~ ~~309~~ ~~423~~ A/C Number 174 Letter V Date 30 March, 1945.

Bomb Load 2 x 2,000 & 2 x 1,000 H.E. Position in Formation \_\_\_\_\_

Time took Off 09:57 Time Landed \_\_\_\_\_

1. HCT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form in detail.
- |  |   |   |   |   |
|--|---|---|---|---|
|  | X | X | X | X |
|  | X | X | X | X |
|  | X | X | X | X |
|  | X | X | X | X |
- 40 B.  
Low

*Landed at Carnaby  
 Rudder damaged - #3 leaking oil.  
 due to flak*

COR: Give Rank and Initials

2nd Lt. L. J. Smith \_\_\_\_\_ P

F/O. W. Walsh \_\_\_\_\_ CP

2nd Lt. R. W. Weishar \_\_\_\_\_ N

Sgt. A. F. Dulli \_\_\_\_\_ B

S/Sgt. R. G. Grimm \_\_\_\_\_ RO

Sgt. P. Helenbart \_\_\_\_\_ E

Sgt. S. Alowicz \_\_\_\_\_ BT

\_\_\_\_\_ WG

\_\_\_\_\_ WG

Sgt. J. V. Cronin \_\_\_\_\_ TG

Sgt. W. H. Crawford (Jammer)

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether of A/C, E/A action,  
 accident or undetermined cause)

*VHF safety net?*

2. TARGET ATTACHED: (PFF or Visual)

Primary: 135° Time: with  
 Secondary: 070° Heading: quadran  
 Last Resort: 25000 Height: \_\_\_\_\_  
 T.O. \_\_\_\_\_  
 (Circle One) \_\_\_\_\_  
 Turn off target: 050°

*J.P. 134*

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

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

Own Bombs: \_\_\_\_\_ Any Missiles: Yes

Other bombing: \_\_\_\_\_ Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on \_\_\_\_\_  
 Hand None Movie None

6. WEATHER: \_\_\_\_\_ WHAT MESSAGES REC'D VIA BUZZER? \_\_\_\_\_

7. CONDENSATION TRAILS: \_\_\_\_\_

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	Accuracy

*A/c damaged at Carnaby due to flak*

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

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen) \_\_\_\_\_ (T, US)

(Location and length of fight) \_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

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

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

13. DAMAGE TO A/C: (briefly)

14. TECHNICAL FAILURES:

15. CREW COMMENTS: (Are unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

*Left formation as entered English Coast & headed for Canada - middle center cables shot out.*

S-2 OFFICER Schreiter TIME COMPLETED \_\_\_\_\_

SQUADRON 367 BOMBERS A/C Number 951 Letter ○ Date 30 March, 1945.

Bomb Load 2 x 2,000 & 2 x 1,000 H.E.

Position and Formation

Time Took Off 09:57 Time Landed 1721

1. HOT NEWS to be phoned in. Yes No  
If DITCHING hold crew and fill out special form in detail.

			X			
X	X	X	X	X	X	40 B.
X	X	⊗	X	X	X	low
X	X			X	X	

Crew: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details) If lost, state whether D, A.A., E/A action, accident or undetermined cause)

2nd Lt. V. Higgenbotham P  
2nd Lt. D. W. Burton CP  
F/O. L. Levinstone N  
Sgt. J.K. Hanner B  
Sgt. P. H. Rueschhoff RP  
S/Sgt. E. G. Romeiss E  
Sgt. E. F. Roberts BT  
Sgt. H. D. Gedney WG  
S/Sgt. E. R. Nunley TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1352  
Secondary: Heading: 070°  
Last Resort: Height: 25,100  
T.O. (Circle One)  
Turn off target: 050

*Hit in Head*

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

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

Own Bombs: ON TARGET.

Any Nichols: Yes

Other bombing: ON TARGET. BRIDGE SURROUNDED BY SMOKE

5. Any PHOTOGRAPHS taken: Vertical? Hand was camera turned on Movie

6. WEATHER: 6/10 CUMULUS TOPS. 15,000.

WHAT MESSAGES REC'D FROM BUCKNEY? OK FROM BUCKNEY

7. CONDENSATION TRAILS:  
17,000 PERSISTENT DENSE OVER 17,000 LIGHT NON-PRES

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

Time	Place	Height of A/C	Type (light, heavy), altitude, rate or sight	Color of bursts	Location of Bursts in relation to A/C	Accuracy
	<u>OVER TARGET</u>		<u>MODERATE</u>		<u>ACCURATE TRACK &amp; BARRAGE</u>	

Crew observations about Flak: 8 RR. CARS WITH AA GUNS IN MY BREMEN 3 PRONG OF FORK W. SIDE OF TOWN.

9. ENEMY FIGHTER OPPOSITION:

*N/C*

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

---

(Location and length of fight)

---

(Tactics of E/A)

---

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

*GOOD. 1326 TIME*  
*5241-0558N*  
*ABOVE-*

CLAIMS	
DESTROYED	<del>_____</del>
PROBABLE	<del>_____</del>
DAMAGED	<del>_____</del>

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

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

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

*RUESCHHOFF HIT ON TARGET. FLACK HIT ON TOP OF HEAD. MODERATE LOSS OF BLOOD. MOMENTARILY LOST CONSCIOUSNESS.*

13. DAMAGE TO A/C: (briefly)

~~RADIO EQUIPMENT~~ *RADIO EQUIPMENT SHOT UP. FLACK*

14. TECHNICAL FAILURES: DAMAGE

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

16. ROUTE: (note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

*LEFT FORMATION 1549 5246-0438 TO COME BACK FAST BECAUSE OF WOUNDED CREW MEMBER.*

SQUADRON 367 3800000000 A/C Number 611 Letter G Date 30 March, 1945.

Bomb Load 2 x 2,000  
2 x 1,000 H.E.

Position in Formation

Time Took Off 09:57 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
If ITCHING hold crew and fill out special form in detail.
- |  |   |   |   |   |   |
|--|---|---|---|---|---|
|  | X | X | X | X | X |
|  | X | X | X | X | X |
|  | X | X | X | X | X |
|  | X | X | X | X | X |

40 R.  
Low

CNR: Give rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether of A/C, E/A action, accident or undetermined cause)

- 2nd Lt. J. A. Pinchback          P  
2nd Lt. E. L. Hartman          CP  
F/O. W. T. Burke          N  
2nd Lt. V. F. Bowen          B  
Sgt. J. M. Steble          RO  
Sgt. R. L. Stout          E  
Sgt. W. A. Dooley          BT  
Sgt. N. R. Norquist          TG

VHF safety wire? NO  
YES - USED REMOTE TO TELL WING MAN TO TAKE OVER.

2. TARGET ATTACHED: (IFF or Visual)

Primary: \_\_\_\_\_ Time: 13:51  
Secondary: \_\_\_\_\_ Heading: 100° M(?)  
Last Resort: \_\_\_\_\_ Height: 25,000'  
T.O. \_\_\_\_\_  
(Circle One)  
Turn off target: 078°

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

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

Own Bombs: \_\_\_\_\_ An. Nichols: Yes    No   

Other bombing: \_\_\_\_\_ Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on: NONE  
Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: \_\_\_\_\_ WHAT MESSAGES REC'D WRC BUREAU? \_\_\_\_\_

7. CONDENSATION TRAILS: \_\_\_\_\_

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

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

TARGET INTENSE - ACCURATE

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



SQUADRON 367 36XX36 423 A/C Number 683 Letter Q Date 30 March, 1945.

Bomb Load 2 x 2,000 & 2 x 1,000 H.E. Position in Formation

Time took Off 09:57 Time Landed 1741

1. HOT NEWS to be phoned in. Yes No  
 If ITCHING hold crew and fill out special form in detail.  
 1636 hrs. (11 min before English coast) saw sea marker - couldn't take fix as she was out - reported it to low leader and asked him to get a position on it. don't know if leader contacted her for rescue but leader did acknowledge friendly A/C in distress; receipt of request. (Give position, time, altitude, full details) If lost, state whether of A.C., E/A action, accident or undetermined cause

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

4010  
Low

CIBL: Give rank and Initials

- 2nd Lt. J. Hahn JR P
- 2nd Lt. R. L. Bozick \_\_\_\_\_ CP
- 2nd Lt. R. E. Connally \_\_\_\_\_ N
- Sgt. W. J. Gregg \_\_\_\_\_ B
- Sgt. E. H. Ball \_\_\_\_\_ RO
- Sgt. H. Riva \_\_\_\_\_ E
- Sgt. H. M. Brown \_\_\_\_\_ BT
- Sgt. F. P. Wajro \_\_\_\_\_ TG

2. TARGET ATTACKED: (PFV or Visual)

Primary: Time: 1304  
 Secondary: Heading: 062  
 Last Resort: Height: 24500  
 T.O. (Circle One)  
 Turn off target: str. across target

WAJCS

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

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

Own Bombs: Too much smoke from previous bombing to obs. any, Nichols: Yes to I.  
 Other bombing: Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on none  
 Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: WHAT MESSAGES REC'D FROM BUCKEYES? \_\_\_\_\_

7. CONDENSATION TRAILS: none over continent.

8. 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
------	-------	---------------	---	-----------------	---------------------------------------	----------

Interest see tracking - 2 min before B.A. for 6 minutes. more accurate before B.A.

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

9. ENEMY FIGHTER OPPOSITION:

6  
 (Estimated total number of E/A seen) (Types)

(Location and length of fight)

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings):  
 1330 hrs. - on course - P51 -  
 checked none -

CLAIMS	
DESTROYED	0
PROBABLE	0
DAMAGED	0

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

11. 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.)

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

13. DAMAGE TO A/C: (briefly)  
 hydraulic system shot out -

14. TECHNICAL FAILURES:  
 inverter out. - had to crank Bomb bay doors closed.

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

16. ROUTE: (note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

SQUADRON 367 ~~XXXXXXXX~~ A/C Number 563 Letter N Date 30 March, 1945.

Bomb Load 2 x 2,000 & 2 x 1,000H.E.

Position and Formation

Time Took Off 09:57 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes (No) (No)  
If DITCHING hold crew and fill out special form in detail.

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

40 B  
Low

See N 11 (over)

COE: (Give Rank and Initials)

Friendly A/C in distress:  
(Give position, time, altitude, full details) If lost, state whether V, A.A., R/A action, accident or undetermined cause)

None

- 1st Lt. W. H. Near          P
- 2nd Lt. F. R. Specht          CP
- 2nd Lt. M. S. Oscherwitz          B
- Sgt. H. W. Wertz          B
- Sgt. H. R. Hall          RO
- Sgt. C. D. Petitjean          E
- Sgt. C. M. Allred          BT
- Sgt. S. T. Kwietniewski          FG

2. TARGET ATTACKED: (FFF or Visual)
  - Primary: (1) Time: 13:57 1/2
  - Secondary: Heading: 080°
  - Last Resort: Height: 25,400
  - T.O. (Circle One)
  - Turn off target: 050°

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

Own Bombs: In target area - smoke      An. Nickels: Yes

Other bombing:               Number and type         

4. Any PHOTOGRAPHS taken: Vertical? None Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: As briefed - snowstorm control pt. 3 from three to 40 miles out.      WHAT MESSAGES REC'D FROM BUCKEYE? None  
weather

7. CONDENSATION TRAILS: Heavy at different alt. None at bombing alt.
8. FLAK: Encountered on way out, at target and on way home.

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

Moderate to intense - very accurate. 3 1/2 minutes at target only

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

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen) \_\_\_\_\_ (T, pos) \_\_\_\_\_

(Location and length of fight) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

\_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

*Very good - Picked up*  
*13:26 - 52° 45' N*  
*05° 52' E*  
*Checked nose fighters.*

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

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

*Several B-17's circling a large blue spot on water - 52 52 N } 16:20.*  
*02 52 E*  
*See file*

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

*None.*

13. DAMAGE TO A/C: (briefly)

*Few flak holes. Electrical wires damaged.*

14. TECHNICAL FAILURES:

*Left gear had to be cranked down*

15. CREW COMMENTS: (any unusual incidents? any suggestions?)

*None.*

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

*With group.*

SQUADRON 367 ~~XXXXXX~~ 208 A/C Number 515 Letter 0 Date 30 March, 1945  
 Bomb Load 2 x 2,000 2 x 1,000 H.E. Position in Formation

Time Took Off 09:57 Time Landed 1725

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form in detail.

(X)	X	X	X	40 B.
X	X	X	X	X
X	X	X	X	Low
X	X	X	X	X

C.O.B.: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether O, A, N, E/A action, accident or undetermined cause)

- 2nd Lt. F. W. Mitchell          P
- 2nd Lt. L. G. Casey          CP
- 2nd Lt. F. E. Ballish          N
- F/O. T. E. Streeter          B
- Sgt. J. C. Edwards          RC
- Sgt. R. E. Schneider          E
- Sgt. S. B. F. Pierce          BT
- AG
- WG
- S/Sgt. C. L. Marler          TG

2. TARGET ATTACHED: (IFF or Visual)

Primary: #1 Time: 1351  
 Secondary: Heading: 085°M  
 Last Resort: Height: 25,100  
 T.O. (Circle One)          065°M  
 Turn off target:         

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

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

Own Bombs: Bombardier said both Bridges an. Nichols: Yes (X)  
 Other bombing:          Number and type         

5. Any PHOTOGRAPHS taken: Vertical? has camera turned on X  
 Hand X Movie X

6. WEATHER:

Target 2 - 3/10 tall towers  
Cumulus 7 - 8/10 over

7. CONDENSATION TRAILS:

N. Sea. Broke to 2 - 3/10 over Zinder Zee  
no contrails at Target - few not persistent to non-persistent over England  
 8. FLAK: encountered on wa. out, at target and on way home. at 19,000ft in

Title	Place	Height of A/C	Type (altitude, altitude or sight)	Color of bursts	Location of bursts in relation to A/C	Accuracy
-------	-------	---------------	------------------------------------	-----------------	---------------------------------------	----------

Moderate and accurate tracking 3 to 5 min.

Crew observations about Flak:



SQUADRON 367 A/C Number 412 Letter T Date 30 March, 1945.

Bomb Load 2 x 2,000 & 2 x 1,000 H.E. Position in Formation

Time took Off 09:57 Time Landed 18:00

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out  
 special form in detail.

X	X	X	X	X	40 B.
⊙ X	X	X	X	X	Low
X	X	X	X	X	
X	X		X	X	

C.O.B.: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether O, A.N., E/A action,  
 accident or undetermined cause)

VHF safety net! NO

AT 5240-0340E  
 DYE ON WATER  
 AIR SEA RESCUE  
 BOAT 7 PBY4  
 (B-17 CIRCLING SPOT)

2nd Lt. J. C. Walls ✓ P  
 2nd Lt. W. Piekaar ✓ CP  
 2nd Lt. R. F. Ridgeway ✓ W  
 Sgt. H. R. Tittsworth ✓ B  
 Sgt. K. E. Wesner ✓ RO  
 Sgt. W. J. Stoklosa ✓ B  
 Sgt. E. J. Marmenga ✓ BT  
 \_\_\_\_\_ RG  
 \_\_\_\_\_ WG  
 Sgt. A. C. Miller ✓ TG  
 Sgt. E. C. Schricker ✓ (Jammer)

2. TARGET ATTACHED: (PFF or Visual)  
 Primary: ✓ Time: 1350<sup>+</sup>  
 Secondary: Heading: 050  
 Last Resort: Height: 25,000  
 T.O. (Circle One)  
 Turn off target: 030

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

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

Own Bombs: ON TARGET

any Nickels: Yes  
 Number and type \_\_\_\_\_

Other bombing: SMOKE

5. Any PHOTOGRAPHS taken: Vertical? has camera turned on VERTICLE  
 Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: 6/10 OVER TARGET

WHAT MESSAGES REC'D FROM  
 BUCAYE? OK AT  
IP, SAIP TARGET

7. CONDENSATION TRAILS: ABOVE 17,000 NON-PRES AND MARGRE  
17,000 HEAVY AND PRES.

8. FLAK: encountered on way out, at target and on way home.

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

OVER TARGET MODERATE TO HEAVY ACCURATE DAMAGE + TRACKING

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

SQUADRON 362.368 369A A/C Number 662 Letter (C) Date 30/3/45

Bomb Load 2 x 2000 H.E.  
1 x Smoke

Position in Formation

Time took Off 0957 Time Landed 1245

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form in detail.
- |   |   |   |   |
|---|---|---|---|
| X | X | X | X |
| X | X | X | X |
| X | X | X | X |
| X | X | X | X |

40 ft High

C.B.I.: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether O, A.A., E/A action, accident or undetermined cause)

- Capt. R.G. Matzke  P
- 2nd Lt. G.L. Dobbs  CP
- 2nd Lt. M. Rosen  N
- 2nd Lt. L.P. Campbell  B
- T/Sgt. L.M. Goldman  RO
- T/Sgt. R.E. Harrington  E
- F/O. L.W. Burley  RN XXX
- WG
- WG
- Sgt. L.F. Dorenbush  TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: #1 Time: 1351 1/2  
 Secondary: Heading: 071° 14  
 Last Resort: Height: 27,400  
 T.O. (Circle One)  
 Turn off target: 070 280° M

3. Number of BOMBS dropped on target: 7/11 Jettisoned: Returned: Abortive:

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

Own Bombs: Hit in smoke of group ahead. Bridges smoke covered. Any Nichols:  Yes  No  
 Other bombing: smoke covered. Number and type

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on   
 Hand  Movie

6. WEATHER: Visual 3-4/10 - low clouds Target

WHAT MESSAGES REC'D FROM BUCKEYE? Blue said low quick clouds breaking in vis. Bombing!

7. CONDENSATION TRAILS: Major contrails between 5° - 7° 26,000 feet

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

target not accurate on lower groups 3-4 min  
None in Route

Crew observations about Flak:



ADDITIONAL INTERROGATION FORM FOR GROUP AND SQUADRON LEAD AIRCRAFT

(check one)  
GROUP LEADER \_\_\_\_\_  
HIGH SQUADRON LEADER \_\_\_\_\_  
LOW SQUADRON LEADER \_\_\_\_\_  
PLANE WITH OTHER GROUP \_\_\_\_\_  
(Indicate Group and Group Identification)  
SINGLE AIRCRAFT \_\_\_\_\_

assembly 20 miles  
from base (south  
east) were scattered  
all over sky.  
I - south 2nd lot

1. Time and Place of crossing English Coast 1247 - Cromer - 23,400  
Swampy coast 1315 - 5245 - 0438 - 25,700
2. Was Course as Briefed? I.P. 1340, Omaha beach - 27,400  
If not, describe course in detail Lost lead and low off target  
"S" back to 0600 lost lead  
catch up, High turned
3. Time and place of crossing enemy Coast before lead on route out
4. Time over Target turned 1409 - 5205 - 0924 - 25,700  
Altitude over Target \_\_\_\_\_ out on course except  
Position of Group on Bomb Run \_\_\_\_\_ to "S"ing. Back in  
Magnetic Heading of Bomb Run \_\_\_\_\_ formation;  
Duration Bomb Run \_\_\_\_\_ 0600 - 1510 hours  
Coast out 1545 - 5442 - 0437 - 18,000
5. Time of Landing at Base \_\_\_\_\_ weather broke formation up  
over N. Sea to  
If landed away from base before return state where and why \_\_\_\_\_  
5 miles S. Cromer 1550 hours  
Range 1745

DATE \_\_\_\_\_ TIME \_\_\_\_\_ Sq2 OFFICER \_\_\_\_\_

SQUADRON 167X368X349VA A/C Number 575 Letter X Date 30/3/45  
 Bomb Load 2 x 2000 2 x 1000 H.E. Position on Formation

Time Took Off 0957 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes (No)  
 If DITCHING hold crew and fill out special form in detail.
- |   |   |   |   |   |
|---|---|---|---|---|
| X | X | X | X | X |
| X | X | X | X | X |
| X | X | X | X | X |

40 B  
High

CRW: Give rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether o, A.A., E/A action, accident or undetermined cause)

- F/O E. Effland ← P
- 2nd Lt. J.A. Burgess ← CP
- F/O. J.J. Demowski ← N
- Sgt. J. Pinela ← B
- Sgt. H.D. Sullivan ← RO
- Sgt. R.K. Miller ← E
- Sgt. L.F. Harter ← BT
- Sgt. P.L. Swift ← TG

VHF safety net? None

2. TARGET ATTACHED: (PFF or Visual)

Primary: (1) Time: 13:51  
 Secondary: Heading: 074°  
 Last Resort: Height: 36,800  
 T.O. (Circle One)  
 Turn off target: No turn (074°)

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

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

Own Bombs: In target area. any Nichols: Yes  
 Other bombing: Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on \_\_\_\_\_  
None. Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: As briefed going in. Coming back was 10-15,000' thick. WHAT MESSAGES REC'D FROM BUREAU? \_\_\_\_\_

7. CONDENSATION TRAILS: Slight going in. None at target.

8. 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
------	-------	---------------	---	-----------------	---------------------------------------	----------

Intense - accurate. at target. slight amount about 2 or 3 minutes before target

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

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen) \_\_\_\_\_ (Type) \_\_\_\_\_

(Location and length of fight) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

\_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

*Good. 13:14*

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____

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

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

*None.*

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

*None.*

13. DAMAGE TO A/C: (briefly)

*Very few holes.*

14. TECHNICAL FAILURES:

*No Tokyo tank wouldn't drain*

*Flux-gate compass 10 degrees off.*

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

*None.*

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

*With group. - left at Cromer.*

SQUADRON B-24 368 BOMB A/C Number 203- Letter C Date 30/3/45

Bomb Load 2 x 2000  
2 x 1000 H.E. Position and Formation

Time Took Off 0957 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
If DITCHING hold crew and fill out special form in detail.

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

40 B. High

Crew: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether D, A.A., E/A action, accident or undetermined cause)

- 1st Lt. L.A. Evans          P
- 2nd Lt. D.L. McGinnis          CP
- F/O. C.K. Lemon          N
- 2nd Lt. J.E. Shook          B
- S/Sgt. W.M. Williams          RO
- T/Sgt. R.F. John          E
- 2nd Lt. L.F. Thompson          RN ~~EXX~~
- WG
- WG
- Sgt. H.H. Williams          TG

VHF safety                         

2. TARGET ATTACHED: (IFF or Visual)

Primary: 1/15 Time: 13:50 1/2  
Secondary: Heading: 070° M.H.  
Last Resort: Height: 27,000  
T.O. (Circle One)  
Turn off target: 160° M.H.

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

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

Own Bombs: Think Target area hit. An. Checks: Yes No  
Other bombing:                          Number and type                         

5. Any PHOTOGRAPHS taken: Vertical?                          has camera turned on                         

None Hand                          Movie                         

6. WEATHER: As Briefed

WHAT MESSAGES REC'D PER BUCKNER? Gave Target weather as open - also 5/8 clouds

7. CONDENSATION TRAILS: Light non-Persistent

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	Accuracy
<u>Mod. Accurate over Target</u>						

Crew observations about Flak:

SQUADRON ~~267~~ 368 309 ~~XXX~~ A/C Number 198 Letter I Date 30/3/45

Bomb Load 2 x 2000 H.E. Position in Formation

Time Took Off 0957 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form board mail.

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

40 B High

C.O.B.: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether by A.A., E/n action, accident or undetermined cause)

- 2nd Lt. B.L. Swango P
- 2nd Lt. A.V. Mura CP
- 2nd Lt. R.L. LeKashman N
- S/Sgt. W. Sratlach B
- T/Sgt. W.T. Mass RO
- T/Sgt. W.J. Schultz E
- Sgt. J.F. Martinez BT
- \_\_\_\_\_ WG
- \_\_\_\_\_ WG
- Sgt. R. Pekofske TG

VHF safety net? USED ONCE TO CALL LEADER ABOUT BOMBS. REPLACED.

2. TARGET ATTACHED: (IFF or Visual)

Primary: Time: 1350<sup>12</sup>  
 Secondary: Heading: 071  
 Last Resort: Height: 26,500  
 T.O. (Circle One)  
 Turn off target: 165

3. Number of BOMBS dropped on target: Jettisoned: Returned: abortive:  
 Observed RESULTS OF BOMBING: (For this plane or others) JETTISONED 2 1-1000 } POSITION A  
 1-2000 }

DIRECT ON TARGET

Own Bombs: Dropped 1-1000 - 1-2000 Any Nichols: Yes  
 Other bombing: Jettisoned 2 at position A - 1-1000 - 1-2000 Number and type \_\_\_\_\_

4. Any PHOTOGRAPHS taken: Vertical? was camera turned on  
 Hand NO Movie \_\_\_\_\_

5. WEATHER: 6/10 OVER TARGET. 9/10 AT RENDEZ. WHAT MESSAGES REC'D FROM BUREAU?  
 LIGHT CON-TRAILS HIGH. NON-PRES.  
 UNDER 17,000 HEAVY-PRES.  
 LIGHT NON-PRES.

6. CONDENSATION TRAILS:  
 LIGHT NON PRES. HIGH.  
 BELOW 17,000 HEAVY-PRES.

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

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

OVER TARGET MODERATE TO HEAVY VERY ACCURATE TRACKING.

Crew observations about Flak: VERY ACCURATE, ABOUT AS ACCURATE AS HAS EVER SEEN

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen) \_\_\_\_\_ (Total) \_\_\_\_\_

(Location and length of fight) \_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

P-51'S 356 FTR Gr.  
 RED + BLUE CHECK

GOOD. 5242N - 0600E  
 TIME 1325

SAW SMALL LEAKE BLUE ALSO

C L A I M S

DESTROYED	_____
PROBABLE	_____
DAMAGED	_____

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

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

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

13. DAMAGE TO A/C: (briefly) R WING + HORIZ. STAB. FLACK HOLES.

14. TECHNICAL FAILURES: BOMB RACK. BOTTOM STATION R HAND INBOARD RACK FAILED TO RELEASE

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

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

LEFT FORMATION AT DUTCH COAST. WENT TO POSITION "A" THEN DIRECT.

29

SQUADRON ~~367~~ 368 ~~3090~~ 3091 A/C Number 600 Letter        Date 30/3/45  
 Bomb Load 2 x 2000        H.E.        Position        Formation       

Time took off 0957 Time Landed 1728

1. HOT NEWS to be phoned in. Yes  No  40/2 High  
 If DITCHING hold crew and fill out special form in detail.  
 C.M.R.: Give rank and Initials

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

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether o, a.n., E/A action, accident or undetermined cause)

No

- 2nd Lt. J.H. Butler        P
- 2nd Lt. J.G. Woolbright        CP
- 1st Lt. W.L. Gillespie        W
- Sgt. G.E. Bowworth        B
- Sgt. J.A. Feigum        RO
- Sgt. C.A. White        E
- Sgt. C.J.C. Jackson        BT
- Sgt. B.J. Hensley        TG

2. TARGET ATTACHED: (PF or Visual)

Primary:        Time: 1350  
 Secondary:        Heading: 072°  
 Last Resort:        Height: 22,308  
 T.O.        26,800  
 (Circle One)  
 Turn off target: 055

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

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

Own Bombs: Both bridges partially destroyed. an. Hicals: Yes  No   
 However, no direct hits observed. Number and type         
 Above was from lead squadron.  
 Other bombing:       

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on None  
 Hand        Movie       

6. WEATHER: As briefed. WHAT MESSAGES REC'D FROM BUREAU? None

7. CONDENSATION TRAILS: None Slight, low.

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

Time	Place	Height of A/C	Type (light, heavy), intensity, moderate or slight	Color of bursts	Location bursts in relation to A/C	Accuracy
1350	Target	26,800	Heavy-Moderate to Intense	Black	Level	Accurate.

Crew observations about Flak: Barrage type, very accurate.

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen) \_\_\_\_\_ (Times) \_\_\_\_\_

(Location and length of fight) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

\_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

1325 P-51's.  
 006°E Good.  
 Red & blue checked nose, blue tails.  
 Red nose and tail.

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____

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

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

Airfield located just right of target undamaged. ✓

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

None

13. DAMAGE TO A/C: (briefly) Flak on oil cooler #3. Slight flak on tail. engine was feathered.

14. TECHNICAL FAILURES: Air temp. gauge out.

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

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

As briefed

S-2 OFFICER W.D.C. VanHorn TIME COLLECTED \_\_\_\_\_  
 Capt. A.C.



SQUADRON ~~368~~ ~~268~~ ~~268~~ A/C Number 323 Letter        Date 30/3/45

Bomb Load 2 x 1000 H.E. Position in Formation

Time Took Off 0957 Time Landed 1730

1. HOT NEWS to be phoned in. Yes  No  
If DITCHING hold crew and fill out special form in detail.

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

40 B.  
High

C.O.F.: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether O, A.N., E/A action, accident or undetermined cause)

2nd Lt. R.T. Hartshorn        P  
 2nd Lt. E.E. Hunt        CP  
 2nd Lt. R.I. McCutchan        B  
 Sgt. J.E. O'Brien        B  
 S/Sgt. L.J. McDonald        RO  
 S/Sgt. M.L. Blakey        E  
 Sgt. E.P. Conrand        BT  
 Sgt. A.B. Leavell        TG

No

2. TARGET ATTACHED: (IFF or Visual)

Primary:        Time: 1351 1/2  
 Secondary: Heading: 073°  
 Last Resort: Height: 27,300  
 T.O. (Circle One)  
 Turn off target: 150°

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

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

Own Bombs:        An. Hit:        Yes  No  
 Other Bombing:        Number and type:       

5. Any PHOTOGRAPHS taken: Vertical?        Was camera turned on Yes  
Hand        Movie       

6. WEATHER: Tail and bell called in hits on        WHAT MESSAGES REC'D FROM BUCKEYE?  
 Clouds over England. 4-5/8 two bridges that were close together/  
 over continent. Group ahead definitely missed.       

7. CONDENSATION TRAILS: Slight, non persistent at 26,000

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

Time	Place	Height of A/C	Type (light, heavy), intensity, rate or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy
<u>1351</u>	<u>Target</u>	<u>27,300</u>	<u>Heavy-intense</u>	<u>Black</u>	<u>Level</u>	<u>Accurate</u>

Crew observations about Flak: Barrage type. Fairly accurate.

9. ENEMY FIGHTER OPPOSITION:

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

(Location and length of fight) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

\_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

1323  
Zyden Zee  
Red nose + tail.  
Red + blue nose.

P-51's.  
Good.

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORMS for each claim.)	

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

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

None

13. DAMAGE TO A/C: (briefly)

14. TECHNICAL FAILURES: #1 + 2 engines hit by flak moderate to severe.

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

16. ROUTE: (note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

Dog legged to lose time on way over channel going in.



9. ENEMY FIGHTER OPPOSITION:

NONE

(Estimated total number of E/A seen) (T, us)

(Location and length of fight)

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

V. Good - close  
13:23 - 05° E  
Red & Blue checkered nose

C L A I M S

DESTROYED \_\_\_\_\_

PROBABLE ✓ \_\_\_\_\_

DAMAGED \_\_\_\_\_

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

11. 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.)

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

13. DAMAGE TO A/C: (Briefly)

~~Four~~ Four big holes - waist

14. TECHNICAL FAILURES:

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

52043°N 2928°E - 16:27 - 1 single engine & 1 twin engine activity on deck

16. ROUTE (note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?) surface

1649 - 52052°N  
01033°E - 2 small craft & PBY -

S-2 OFFICER

Albert J. Bowley  
Capt. A.C.

TIME COMPLETED

SQUADRON ~~XXX~~ 368 ~~XXX~~ A/C Number 512 Letter      Date 30/3/45

Bomb Load 3 x T344 3 x W49 H.E.      Position in Formation       
4 x T346 Nickels

Time took off 0957 Time Landed 1715

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form in detail.

		X	X	X	X	X	X	X	40 B High
X	X		X	X		X	X	X	
X		X	X			X	X	X	
X	X							X	X

CNR: Give rank and initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether by A.A., E/A action, accident or undetermined cause)

- 2nd Lt. N.W. McKinney P
- 2nd Lt. A.J. McCalley CP
- 2nd Lt. G.R. Faulkner N
- Sgt. T.R. Foley B
- Sgt. L.J. Opper RO
- S/Sgt. L.F. Warren E
- Sgt. S.H. Eaton BT
- Sgt. F.E. Newell TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: #1 U15 Time: 13:51  
 Secondary: Heading: 068 M.H.  
 Last Resort: Height: 27,000  
 T.O. (Circle One)  
 Turn off target: 150' M.H.

3. Number of BOMBS dropped on target <sup>211</sup> Jettisoned: Returned: Abortive:

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

Own Bombs:      An. Nickels: Yes   
 Other bombing:      Number and type:     

4. Any PHOTOGRAPHS taken: Vertical? Was camera turned on       
No Hand      Movie     

5. WEATHER: As Brief WHAT MESSAGES REC'D FROM BUCCINYE?     

7. CONDENSATION TRAILS: Light - Non-Persistent

8. 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
<u>over Target 3-4 minutes - Mod. - Very Accurate - Barrage</u>						
<u>and Tracking</u>						

Crew observations about Flak:

9. ENEMY FIGHTER OPPOSITION:

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

(Location and length of fight) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Tactics of E/A) \_\_\_\_\_

\_\_\_\_\_

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

Good - 5050 East -  
Blue & Red nose (electric)  
close support.

C L A I M S	
DESTROYED	_____
PROBABLE	_____
DAMAGED	_____

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

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

Ball Turret saw Bomb Striker - Reports as good in Target Area.

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

13. DAMAGE TO A/C: (briefly)  
Ball Turret oxy leak

14. TECHNICAL FAILURES:  
Nav. Heated suit went out

15. CREW COMMENTS: (any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

Came home alone - Left formation because of oxygen failure, at the ZWIDER ZEE on Home-Want Course

SQUADRON ~~368~~ ~~309~~ A/C Number 814 Letter C Date 30/3/45  
 Bomb Load 2 x 2000 2 x 1000 H.E. Position on Formation

Time took OFF 0957 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form in the air.

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

40 B.  
High

None

Crew: Give rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether o, A.A., E/A action, accident or undetermined cause)

- Plt. G.W. Purnell P
- F/O. P.W. Smith CP
- F/O J.R. Cabino N
- Sgt. M.W. Zahn B
- Sgt. A.R. Berglund RC
- Sgt. H. Kelling E
- Sgt. R.M. Fairchild BT
- Sgt. G.P. Hicks TG
- Sgt. R.N. Gustafson SJ

None

2. TARGET ATTACHED: (PF or Visual)

Primary: None Time: 1351 hrs  
 Secondary: None Heading: 061  
 Last Resort: Height: 27200

T.O.  
 (Circle One)  
 Turn off target:

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

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

Own Bombs: on smoke of lead - an. Nichols: Yes N  
 Other bombing: could not see any results - Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on No  
 Hand no Movie no

6. WEATHER: Fair at in beginning, while climbing on course, very thick haze progressively higher to 23000 ft to Holland. From then on about 7/10ths broken clouds (average tops about 16000 ft), some at target.  
 WHAT MESSAGES REC'D FROM BUCKEYES? \_\_\_\_\_

7. CONDENSATION TRAILS: and on way home the channel - the thick haze until about 14 000 ft we broke out, was 7/10ths to base - ceiling about 4000 ft

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

at target Fairly accurate, mostly low - about 20-30 bursts  
burst before and after bank away - tracking  
much low damage

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

Flak seemed to be mounted on railway cars, says  
one must be able to hear it at least one or two miles

34

SQUADRON 267X368Y369YAA A/C Number 143 Letter     Date 30/3/45

Bomb Load 2 x 1000 H.E.

Position and Formation

Time Took Off 0957 Time Landed 1730

1. HOT NEWS to be phoned in. Yes  No   
 If DITCHING hold crew and fill out special form in detail.

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

40 B.  
High

CMB: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether of A.A., E/A action, accident or undetermined cause)

2nd Lt. R.W. Jones     P  
 2nd Lt. W.E. Correll     CP  
 2nd Lt. H.D. McTague     N  
 S/Sgt. I.B. Davison     B  
 S/Sgt. G.W. Olliges     RO  
 Sgt. B.H. Frazier     E  
 S/Sgt. J.F. Brown     BT  
 \_\_\_\_\_     WG  
 \_\_\_\_\_     WG  
 Sgt. R.W. Litka     TG

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1351  
 Secondary: Heading: 055  
 Last Resort: Height: 26,500

T.O. (Circle One)  
 Turn off target: 150

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

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

Own Bombs: Smoke Any Nichols: Yes  No   
 Other bombing: \_\_\_\_\_ Number and type \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Vertical? Was camera turned on \_\_\_\_\_  
 Hand \_\_\_\_\_ Movie \_\_\_\_\_

6. WEATHER: Thin fog over - 6/10 - 10,000' front over channel - icing →  
 WHAT MESSAGES REC'D FROM BUCKENE? \_\_\_\_\_

7. CONDENSATION TRAILS: 26,500 - target - Lt. mod. 10 min. 18,000 - 6,000'

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	Accuracy
	Target	Mod	Trailing			yes

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



SQUADRON ~~368~~ ~~36900A~~ X A/C Number 914 Letter      Date 30/3/45  
Bomb Load 2 x 2000  
2 x 1000 H.E. Position in Formation

Time took Off 0957 Time Landed 1730

1. HOT NEWS to be phoned in. Yes (No)  
If DITCHING hold crew and fill out special form in detail.

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

40 ft High

C.O.B.: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether D, A.A., E/A action, accident or undetermined cause)

- 2nd Lt. H.P. Altshuler      P
- 2nd Lt. R.J. Forsyth      CP
- F/O A.J. Renal      N
- S/Sgt. F.F. Alsten      B
- S/Sgt. L.R. Curry      RO
- Sgt. C.D. Stewart      E
- Sgt. R.R. Payette      ET
- WG
- WG
- Sgt. W.O. Jacobson      TG

2. TARGET ATTACKED: (PFF or Visual)

Primary: Time: 1351  
Secondary: Heading: 060m  
Last Resort: Height: 26,700  
T.O. (Circle One)  
Turn off target: 055m

3. Number of BOMBS dropped on target: 172 Jettisoned: Returned: abortive:

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

Own Bombs: Smoke any Nickels: Yes (X)  
Other bombing: Number and type     

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on       
Hand      Movie No

6. WEATHER: Clouds 20,000' - 5/10 -  
10,000' Cumulus  
front 21,000'

WHAT MESSAGES REC'D FROM BOMBERS?

7. CONDENSATION TRAILS: Wash - Lt. pers. - 21,000'

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

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

Target Mod  
3 minutes before target Tx & Bom. yes

Crew observations about Flak:

SQUADRON ~~XXX 368 XXXXX~~ n/c Number 474 Letter      Date 30/3/45  
 Bomb Load 2 x 1000 H.E. Position in Formation

Time took Off 0957 Time Landed     

1. HOT NEWS to be phoned in. Yes No  
 If DITCHING hold crew and fill out special form in detail.

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

40 B High

CITE: Give Rank and Initials

Friendly A/C in distress:  
 (Give position, time, altitude, full details)  
 If lost, state whether D, A.A., E/A action, accident or undetermined cause)

- 2nd Lt. H.B. Cohn      P
- 2nd Lt. H.M. Campbell      CP
- 2nd Lt. W.A. Blouch      N
- Sgt. F.G. Dusenberry      B
- Sgt. S. Leon      RO
- Sgt. K.J. Gibson      E
- Sgt. J.M. Bradley      BT
- WG
- WG
- Sgt. G.G. Olsen      TG

VIF safety wire? No

2. TARGET ATTACHED: (IFF or Visual)

Primary: Not Title: 1351 hrs  
 Secondary:      Heading: 061 mag  
 Last Resort:      Height: 26600 ft  
 T.O. Visual  
 (Circle One)  
 Turn off target:     

3. Number of BOMBS dropped on target: All Detonated: Returned: abortive:

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

Own Bombs: Not observed an. Nichols: Yes 1  
 Other bombing: Dropped on engine of host Number and type     

4. Any PHOTOGRAPHS taken: Vertical? was camera turned on NO  
 Hand NO Movie NO

5. WEATHER: Cloudy 4/10 obs over contact WHAT MESSAGES REC'D FROM BUCKEYE?

6. CONDENSATION TRAILS: with orange tops on probably 8000 target visible for about four minutes -  
45 - from 18-22000 built up, fairly persistent figure

High over cloud was going in  
 63.

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

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

Mod to intense accurate  
Continued other target for about 1 1/2 minutes  
and began for about same time. Both bursts  
and 1st burst

Crew observations about Flak: "all black before bombs away -  
saw 155s after bomb to an eye"

37  
4013  
Spare

SQUADRON 367 368369000 A/C Number 908 Letter J Date 30 March, 1945.

Bomb Load 2 x 2000 & 2 x 1000 H.E.

Position - n Formation

Time took Off 09:57 Time Landed \_\_\_\_\_

1. HOT NEWS to be phoned in. Yes No  
If DITCHING hold crew and fill out special form in detail.

			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 distress:  
(Give position, time, altitude, full details)  
If lost, state whether D.A.A., E/A action, accident or undetermined cause)

2nd Lt. H. A. Verdick          P  
2nd Lt. P. H. Arnet          CP  
F/O. G. Guffman          N  
2nd Lt. R. W. Gannett          B  
Sgt. C. F. Larsen          RO  
Sgt. M. E. Mook          E  
Sgt. L. Everson          BT  
\_\_\_\_\_  
\_\_\_\_\_  
Sgt. M. D. Childers          TG

VHF safety wire? No on

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1351  
Secondary: Heading: 066°  
Last Resort: Height: 26,500'  
T.O. (Circle One)  
Turn off target: 070°

3. Number of BOMBS dropped on target: 4/11 Netted: Returned: abortive:

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

Own Bombs: OVER - on Approaches obscured by smoke

an. Nichols: Yes 1  
Number and type \_\_\_\_\_

4. Any PHOTOGRAPHS taken: Vertical? Was camera turned on NONE  
Hand \_\_\_\_\_ Movie \_\_\_\_\_

5. WEATHER:

WHAT MESSAGES REC'D WRC  
BUCKING?

7. CONDENSATION TRAILS:

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

Time	Place	Height of A/C	Type (light, heavy), intensity, concrete or slight	Color of bursts	Location of bursts in relation to A/C	Accuracy
<u>TARGET</u>			<u>MODERATE - Accurate</u>			

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

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

AFO 557  
30 March, 1945

SUBJECT: Intelligence Narrative  
Mission: Parge, Germany

TO : Commanding Officer, 306th Bombardment Group (H)

1. Narrative

The 306th Group flew 12 A/C as 40 "D", including 2 PFF and no squares. Because of towering cumulus over Podington, assembly was completed 12 miles north-west of Podington at 19,000 feet above briefed altitude. Left Cromer 1305, 19,500 feet; Dutch coast, 5245N x 0430E, 1345, 22,000 feet; I.P., 5258N x 0800E, 1418, 20,400 feet. First run over target, 1424 hours on heading of 59 degrees, target obscured by cloud; made left turn, second run on heading of 210 degrees, target still obscured by cloud; on third run, heading 40 degrees, lead section's bombs hung up, but second section bombed and withdrew as briefed. Lead section made fourth run. Left Dutch coast 5250N x 0445E, 1710, 15,000 feet; Great Yarmouth 180E, 2,500 feet; Base 1857.

PFF equipment worked satisfactorily.

Buckeye called after I.P. and advised PFF approach with probable visual sighting. Later reported good chance of visual run.

No bomb heater wires were seen to be disconnected before release. On all bombs observed, rockets out in as briefed.

2. Fighter Opposition and Fighter Support

There was no E/A on this Group.

P-51's picked up at 5242N x 0510E at 1350 hours, gave good support throughout mission; markings of 368th Squadron of 359th Fighter Group (briefed support) identified; many fighters seen on deck in target area.

3. A.A. Gun Fire

Moderate, accurate, tracking A.A. fire at target on all four runs. Experienced crews report accuracy increased on each run; lead bombardier, finishing tour, says A.A. fire was most accurate and economical he had seen. Damages: 1st Section, 2 severe and 3 slight out of 5 over target; 2nd Section, 4 slight out of 6 over target.

4. Bombing

On approach to target, leader found a patch of cloud directly over target. Target could be seen obliquely but visual run could not be completed due to cloud. Leader made a second run, and encountered same conditions. On third run, leader's bombs hung up. Second section on visual run encountered cloud and dropped on PFF; lead section made fourth run, dropping visually. Pictures show at least three hits on MPI by lead section. Pictures from second section show rockets cutting in and probable hits in field one mile east of target.

5. Nickels

None ordered.

6. Weather

Takeoff, cumulus clouds base 3,000, tops 18,000 forced rendezvous to 19,000 feet. North Sea, 10/10, tops 21,000. Continent, 4-6/10 cumulus, tops 19,000; large cumulus cloud over target permitted oblique view both before and after bombing, but spoiled visual run on first efforts. Light, nonpersistent contrails at 20,000 feet over target. Front over Channel on way back.

7. A/C Returning Early

A/C #287-V, pilot Lower, turned back at 5300Z x 0220Z, 1324, 20,000 feet; #4 prop run away and could not be controlled; 2 Haney bombs jettisoned at position "A".

A/C #772-O, pilot Major Witt, leading "D" Force, landed at Attlebridge with 70 gallons of gas and severe flak damage: #2 engine out, no flaps, no brakes.

8. A/C In Distress

None.

JOHN A. BAIRDYKATHEE,  
Major, RC,  
Group 5-2.

Disney

30 March, 1945.

Shaded low  
Pinnac  
174

3 runs

Boswell  
Prest  
Pittman  
8-4

Witt  
Rozett  
772-0 PFF

4 runs

Kearney  
838-F PFF

Babin  
619-S

Lomar  
287-V

Christensen \*  
297-N

Young  
928-L

Smith  
765-L Murray

Tinkham \*  
832-Y

Fisher \*  
819-D

Snook  
916-N

Scheib  
429-W

Collins  
711-D

over 1750's

1800  
3rd  
12-4

I needed much  
# 1000

15000  
skating

entry

for few

mainly by Siemens  
Cannon

At the bridge  
20 gallons left  
in 3 days  
# 1 out  
Hole in right slab  
no cracks  
no flaps  
no or 30 lbs

3 runs  
1st run - 3 runs  
cloud would be  
3rd bomb being  
but high section  
dropped  
made another  
run of 3 to hit  
Dropped on 4th run  
visually

HEADQUARTERS 306 TH BOMBARDMENT GROUP (4)  
Office of the Operations Officer  
APO 557

GROUP LEADER'S MISSION REPORT CHECK SHEET

(To be filled out and phoned in personally by the leader of each combat Squadron on a mission. Upon phoning to 40th CB W, turn in report to Group Bombardier's Office. Do not use "Canned" statements such as OK, SOP, as briefed, etc. The following points are to be covered.)

GROUP: Dog lead

REPORT OF: LT. ROYETT

1. Group take-off and assembly:

(Altitude, time, variation from that briefed etc)

Alt. 18,500  
Rendezvous over Northampton to avoid weather

2. Combat Wing assembly and route to coast:

(Join-up of Groups, times course, control points etc)

Fast groups out — late all the way

3. Air Division assembly and formation:

Did not see any other groups.

4. Flak: (Accuracy, intensity, location along route)

Accurate — moderate

5. Enemy Air Opposition: (Type of fighters, position on course where Attacked)

None

6. Bombing results, and weather at the target:

(Description of observed results, Weather, cloud coverage)

Good — 3 direct hits on target  
5-7 tenths clouds

7. Route back and landing:

Had only five planes after bombing 4  
about route & left formation in mid channel  
landed at Littlebury

8. Fighter rendezvous and support:

(Where were gaps if any)

Good

9. Losses:

(Where, to What)

None

10. Communications:

*RAF out on return*

11. Remarks:

(Anything observed or of interest; comment here on the planning of the mission)

*Weather prediction extremely inaccurate for rendezvous & all the way to enemy coast.*

RECEIVED BY: \_\_\_\_\_



Call Radar Sloops

This report is to be submitted by each PFF A/C which makes a sortie and shall include, in the diagram at the end, the position and serial number of all PFF A/C in the bombing formation.

Formation led: 300 Group 40 "D" Combat Wing. Date 30 March, 1945

Mickey Operator 2nd Lt. H. R. Brandt No. of PFF missions 18

Pilot Major T. F. Witt D/U Navigator 1st Lt. J. H. Christensen

Bombardier 1st Lt. L. E. Carroll

Airplane 772-0 Briefed Position Lead #1 section  
(Type) (Serial No.) (Lead) (Dep. Lead)  
Deputy Lead assumed the lead, state when and why no change

Where was the decision made to bomb by PFF? Visual

Initial Point used 5309-0813 Eldenburg Was this the briefed I.P.? NO

Distance at which the mickey operator first identified the target: could not see

Length of the bombing run: Visual 10-12 miles PFF        miles.

Was there crowding or interference by other formations on the bombing run?         
If so, explain: none

In the opinion of the mickey operator, was drift killed? yes. If not, explain why:       

Were bombs released early, on time, or late, according to the mickey equipment? on time

Was the mickey equipment operating so that a satisfactory sighting could be made on the target: Yes:  No        Explain Target of this type could be seen on mickey scope

What was the bombing formation? 6 A/C section  
(Combat Wing) (Group) (Squadron)

Target attacked: Force Sub Pen type Bldg.

Where did the sighting team try to center the bombfall? on M.P.E.

Where do you think the bombs hit? target Bldg.

Bombs away: Altitude 20,300 Track 232 G.S. 232 Time 150J

Type of sighting made: (check one) 1. PFF        2. Visual ✓ 3. PFF (Visual assist)        4. Visual (PFF assist)        5. Dropped on smoke bombs of        Group.  
PFF sighting for range only        Visual sighting for range only         
Any other (explain) Navigation aid

In making the sighting did the mickey operator: Set up course? NO Sight for range? NO Supply data to bombardier for presetting bomb sight? NO

Do anything else?        If so, what? Navigation aid

CONFIDENTIAL

PFF Bombing Report (cont'd)

In making the sighting did the bombardier: Sight for deflection Yes Sight for range? Yes Preset bombsight with data from mickey operator? No Do anything else? Yes If so, what? Hit target

What assistance did the navigator give the bombardier and mickey operator? Wind, G.S., Depth

If the weather interfered with the success of this mission, state how: clouds misestimated, 4 bombs on target

What was the nature of the cloud coverage on the bombing run and at the target? Hit at target

Were scope photographs taken? Yes \_\_\_\_\_ No X If not, why not? No camera

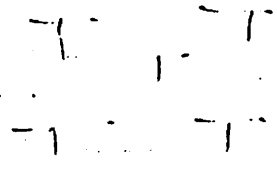
Did mickey try beacon? not received

Beacons received	Range	Altitude
_____	_____	_____
_____	_____	_____

Remarks and recommendations:

Draw below the bombing formation (i.e. Combat Wing, Group or Squadron) and give, in the appropriate space, the serial number of each PFF A/C at the target.

772-0 PFF Lead A/C



MARCH 30, 1945

DISNEY MISSION TO VEGESACK

(From Allen Babin's Diary)

43-37619 "Flack Shack"

Carried two Disney bombs externally. Heaviest load a B-17 has ever carried in combat, better than 70,000 pounds. Flew six-ship Squadrons instead of the usual twelve. Sweated out the takeoff, but it wasn't bad at all. Made four bombs runs and flak was damned accurate. On the first run, Clem was knocked down by a piece of flak which hit his helmet. It glanced off him and hit Phillippi's flak suit. Both men were unhurt. Next run wasn't bad. Third run, they were waiting for us and plastered hell out of the Group. Two bursts on the underside jolted me out of the seat and I could feel numerous bursts on the controls. Fourth run was just as bad. One piece of the flak came in right waist and went out left then then stabilizer. One piece passed between Tex and me, and another nicked top of cockpit about three inches from my head. We could now smell the powder from the Jerry shells. On the ground we discovered about thirty-five holes and armor plate saved Clem. Had to have a new gas tank in #2 because of the size of the holes, and a new left stabilizer. However, we really plastered the target.

SQUADRON ~~#####~~ 369. ~~17~~ A/C Number 772 Letter 1 Date 30-3-45

Bomb Load 2 Disney H.E. *attlebridge* Position and Formation 1.

Time Took Off 1042 Time Landed 1838

- |                                    |                                |   |   |   |   |
|------------------------------------|--------------------------------|---|---|---|---|
| 1. HOT WELS to be phoned in. Yes   | No                             | X | X | X | X |
| If DITCHING hold crew and fill out | special form <u>in detail.</u> | X | X | X | X |
|                                    |                                | X | X | X | X |

*Sent B-17 for crew at attlebridge T.O. at 1046 landed at Base 1130*

Crew: Give Rank and Initials

Friendly A/C in distress:  
(Give position, time, altitude, full details)  
If lost, state whether o. A.A., E/A action, accident or undetermined cause)

*VHF safely received  
4 runs.*

2. TARGET ATTACHED: (PFF or Visual)

Primary: Time: 1505

Secondary: Heading: 33

Last Resort: Height: 20300

T.O.  
(Circle One)  
Turn off target: 345

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

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

Own Bombs:

Any Nickels: no Yes N

BT: Did bomb heater wires come disconnected before release of bombs? no

B: Any failures of rockets? no

Number and type \_\_\_\_\_

Other Bombing:

5. Any PHOTOGRAPHS taken: Vertical? was camera turned on \_\_\_\_\_  
Hand \_\_\_\_\_ Movie Yes

6. WEATHER:

WHAT MESSAGES REC'D FROM BUCKEYE? \_\_\_\_\_

7. CONDENSATION TRAILS:

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

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

9. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen)

(Times)

(Location and length of fight)

(Tactics of E/A)

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

10. FIGHTER SUPPORT: (include time, place, and color markings:)

C L A I M S

DESTROYED \_\_\_\_\_

PROBABLE \_\_\_\_\_

DAMAGED \_\_\_\_\_

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

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

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

13. DAMAGE TO A/C: (briefly)

*severe leak.*

14. TECHNICAL FAILURES:

*slutgate compass out - hydraulic & electrical system*

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

*V.H.F. went out at 3000 ft. engine in trouble*

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

*on return*

Kozell  
Witt

ADDITIONAL INTERROGATION FORM FOR GROUP AND SQUADRON LEAD AIRCRAFT

(check one)  
GROUP LEADER ✓  
HIGH SQUADRON LEADER \_\_\_\_\_  
LOW SQUADRON LEADER \_\_\_\_\_  
PLANE WITH OTHER GROUP \_\_\_\_\_  
(Indicate Group and Group Identification)  
SINGLE AIRCRAFT \_\_\_\_\_

1. Time and Place of crossing English Coast 6 mi. N. of course 1315 hrs.  
5244N 0138E 1803  
approx briefed route.

2. Was Course as Briefed? \_\_\_\_\_  
If not, describe course in detail \_\_\_\_\_

3. Time and Place of crossing Enemy Coast 2 mi N of course 1347  
5248N 0438 1705 hr

4. Time over Target 1505 Briefed I.P. 1416 hrs - 5257N 0740E  
4 runs on target  
Altitude over Target 20300 last I.P. 5307N 0814E - 1447hr  
target.

Position of Group on Bomb Run \_\_\_\_\_

Magnetic Heading of Bomb Run 33

Duration Bomb Run 345

5. Time of Landing at Base atlebridge  
1838

If landed away from base before return state where and why \_\_\_\_\_

see interrogation  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATE \_\_\_\_\_ TIME \_\_\_\_\_ Sq2 OFFICER Martha

excellent treatment at Atlebridge good food  
down handled this.

Called after  
Buckeye Red  
I.P.

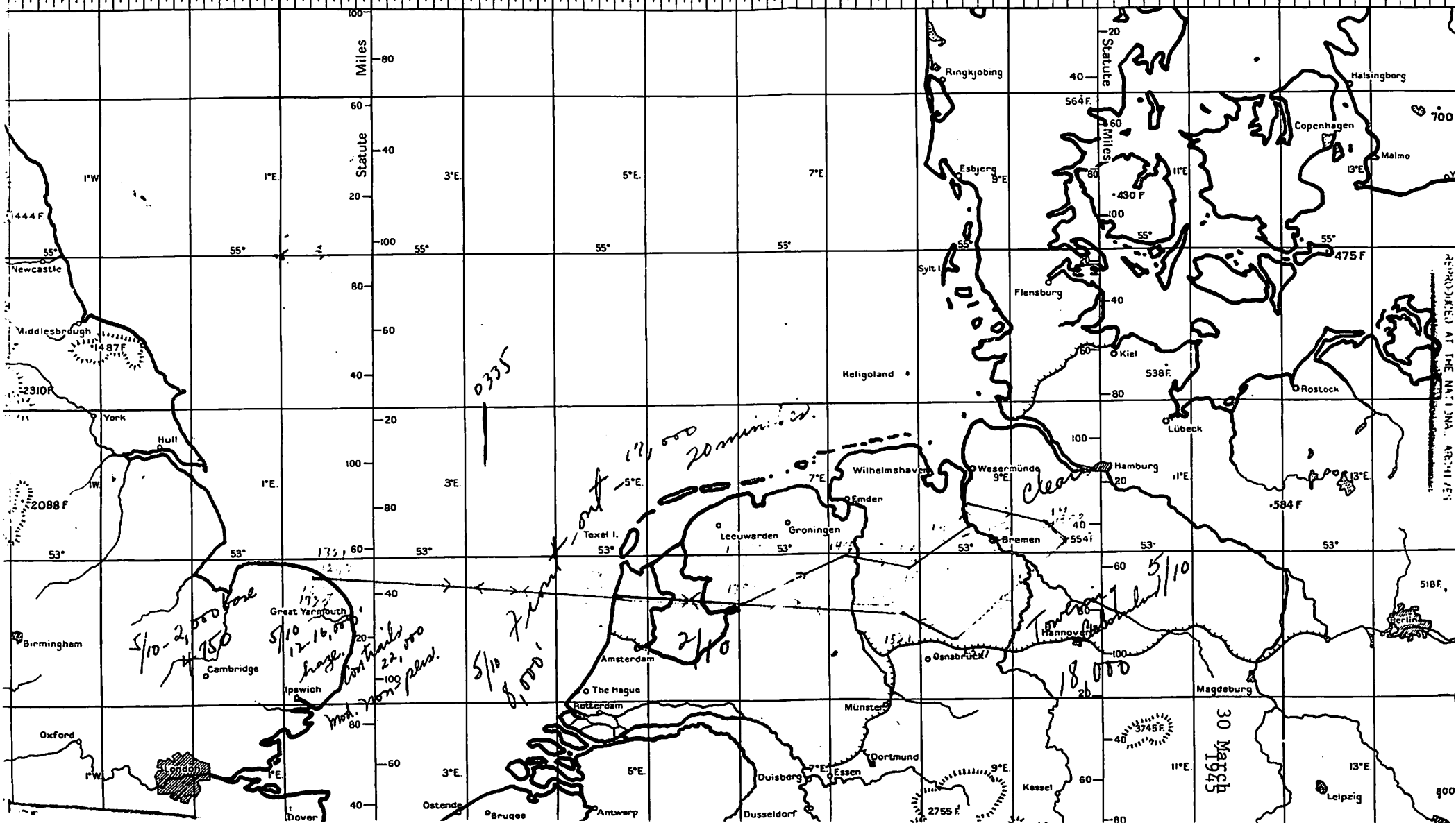
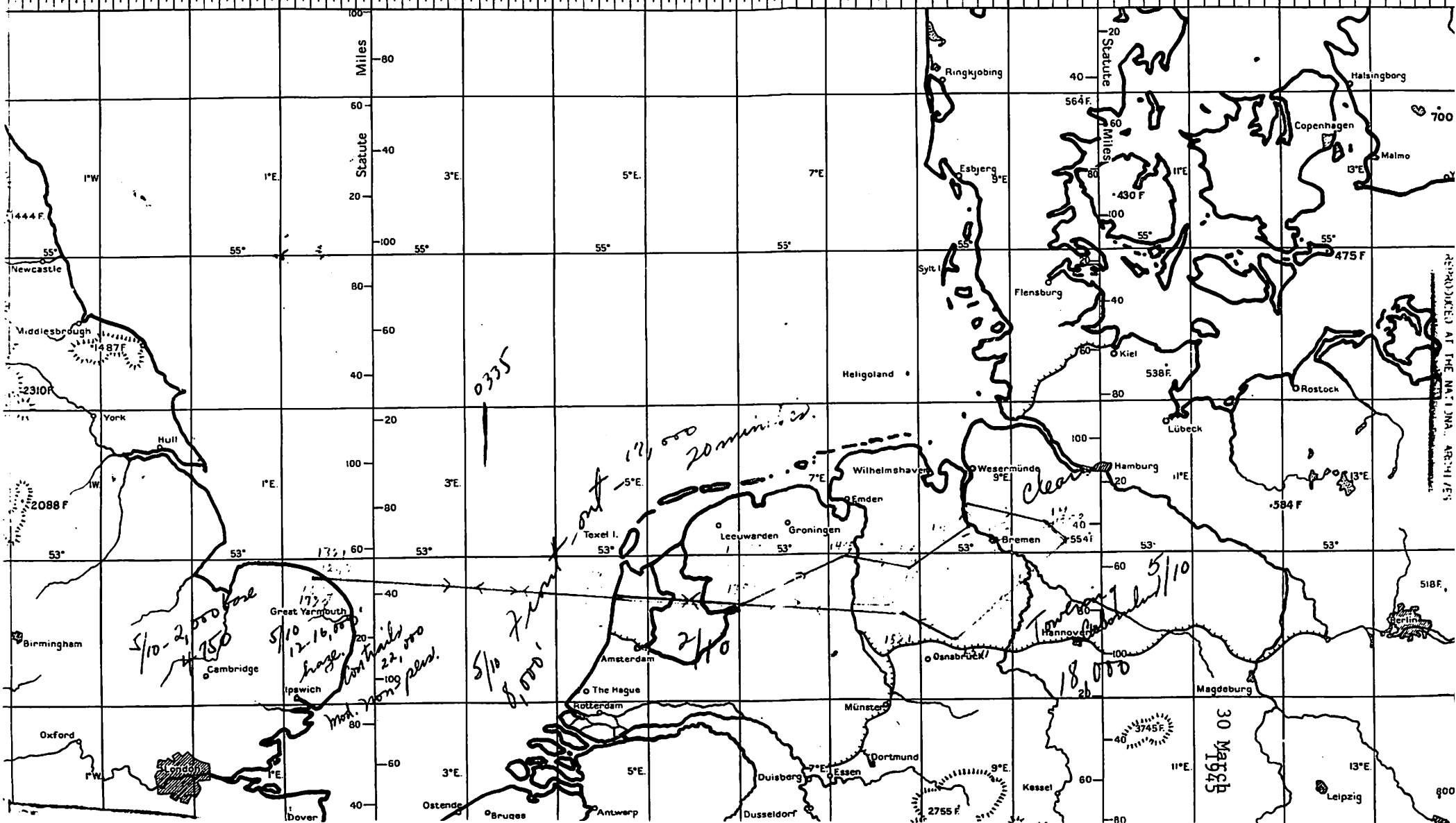
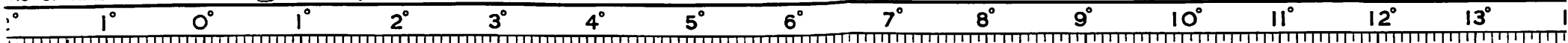
Going to take off with  
my good chance of  
✓ truck car

Have seen  
92 5305  
after leaving  
my Coast

Remain ✓ truck car

3-30-45

NEWCASTLE TO FRAGOL



0335

17,000  
20 min. 30.

5/10-2,000  
1750

5/10  
12,16,000  
large  
22,100  
Med. 7000 per.

5/10  
8,000

2/10

18,000  
2h  
5/10

30 March  
1945

REPRODUCED AT THE NATIONAL ARCHIVES