

22  
TELETYPE REPORT

31/3/43

TO : C.G., 1st Bomb Wing , Attention A-2

R-669-D

(A)

1. 19 A/C were dispatched at 0930 hours to bomb the shipyards at Schiedam, Holland. One abandoned the mission, landing away. 18 ~~aircraft~~ <sup>aircraft</sup> arrived at target area at 12:19 and turned back due to solid overcast, landing safely at base at 14:30 hours

2. Did not bomb due to 10/10 overcast over target area

3. One A/C abandoned mission 8 miles West of Lincoln at 10:40 landing at Marham, due to failure of #2 and #3 engines.

4. E/A first encountered on feint near Dutch Coast. They made few attacks on our formation, <sup>only</sup> two or three of which were pressed home. We claim one destroyed.

- 5. Nil
- 6. None
- 7. None
- 8. None

(B)

- 1. 19
- 2. 19
- 3. Schiedam — 0
- 4. None
- 5. None
- 6. None
- 7. None
- 8. None
- 9. None
- 10. None
- 11. None
- 12. 6x1000
- 13. None
- 14. 6 x 1000
- 15. 108 x 1000
- 16. None
- 17. None
- 18. None
- 19. None
- 20. Did not bomb

For the COMMANDING OFFICER:

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

SIGNAL OFFICER  
R. B. WRIGHT  
THOMAS

145005  
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,  
By RLB/BAC NARA Date 1/8/91

1709  
J.P.  
Metcalfe

45005  
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, Date 1/18/99  
By RLB/BAC  
MARA Date 1/18/99

TELEPHONE REPORT

1. Name of primary target Schiedam Number of A/C attacking 0
2. Name of secondary target none Number of A/C attacking 0
3. Name of L.R. target none Number of A/C attacking 0
4. Target of opportunity none Number of A/C attacking 0
5. Units participating 367-369-423-
6. Number of A/C taking off 19
7. Number of A/C returning early 1 (landed away - 2 motors out)
8. Number of A/C lost or missing so far as known 0
9. Results of bombing: good     fair     poor     nil 0
10. Number of casualties: killed 0; wounded 0; missing 0.
11. enemy air opposition: considerable     moderate     slight 0 nil
12. Flak: intense     moderate     slight     nil 0
13. Observed fighter support: Good
14. Weather as it affected the mission: 10/10 overcast at target
15. Flash observations of outstanding importance none
16. ~~Flash observations of outstanding importance~~ (1) Destroyed

Telephoned to Ward by Bainforth  
Timed 1608; Date 31 March - 1943

14500  
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,  
BY *RLB/BAC* DATE *1/18/91*

THU GPH QPB NR MAR 24/31 SECRET NOTWT

PASS SELF

*25 file*

TO 306 GROUP THURLEIGH

FROM MARHAM

GROUP 306 STATION THURLEIGH SERIAL NO 604 DATE 31/3/43

A/C TYPE AND MARK <sup>Fortress</sup> FORTRESS A/C LETTER (F) SQDN 423.

SAPTAIN 1ST LT HOPKINS A/C NO 42/5422

BOMB LOAD AND FUSING (INCLUDES SPECIAL FLARE LOADS 6X1000 GP.

PRIMARY TARGET S C H I E D A M (SHIPYARDS)

SECTION B. NIL

SECTION C.

THIS A/C DETAILED TO ATTACK SHIPYARDS AT

SCHIEDHAM ABANDONED MISSION

8 MILES EAST OF LINCOLN 1040 HRS 17000 FT. OWING TO PROP CONTROL

XXXX CONTROL OF NO 2 AND 3 ENGINES BECOMING U/S 6X1000 GP BOMBS

~~WERE JETTISONED (4 SAFE AND 2 LIVE)~~  
~~WERE JETTISONED (2 LIVE)~~ IN THE SEA TXX AT 5307 N 0035 E 1055 HRS.

XXXX E 1055 HRS. 3500 FT.

WEATHER :- LIGHT GOOD 9/10 CLOUD BASE 4500 FT. VIS 4-5 MILES

A/C LANDED AT MARHAM AS NO 3 ENGINE WAS GETTING VERY HOT SMOKING

NO4 ENGINE WAS ALSO SHOWING SIGNS OF OVER HEATING

ROUTE THURLIEGH= BASSINGBOURNE= LINCOLN = - 5307 N 0035 E

- MARHAM NO CAMERA CARRIED ====1255.

HOLD

CB WA MARK FORTRESS RPT FORTRESS

CC WB HEATING OVER RPT OVER

SINGER VA

V THU R.....311227.....RPT ....311427.....METCALF....VA

VHU

THU GPY

*File*

THU GPH GPBNR 23/31 IMMEDIATE SECRET NOTWT

PASS SELF

TO:- 306 GROUP THURLIEGH.

FROM:- MARHAM.

STATION SUMMARY NO85. DAY. DATE. 31/3/43.

SQUADRON 4 2 3 .

DETAILED 1.

TOOK OFF 1.

JETTISONED

ABANDONED 1.

ONE FORTRESS TOOK OFF IN FORMATION TO ATTACK SHIPYARDS IN SCHIEDHAM BUT HAD TO LEAVE ~~FORMATION~~ FORMATION AND ABANDON TASK 8 MILES EAST OF LINCOLN. 1040 HRS 17000 FT. OWING TO PROP COHXXX CONTROLS OF NOS 2 AND 3 ENGINES. <sup>B</sup> BECOMING U/S. ALL BOMBS (6X1000 GP) WERE JETTISONED 4 SAFE AND 2 LIVE IN SEA AT 5307 N 0035 E 1055 HOURS ~~AT~~ 3500FT.

A/C LANDED AT MARHAM AS NO3 ENGINE WAS GETTING VERY HOT SMOKING AND NO 4 ENGINE WAS SHOWING SIGNS OF OVER HEATING.

WEATHER. LIGHT GOOD 9/10 ~~MOXX~~ CLOUD BASE ~~MOXX~~ 4500 FT. <sup>VIS.</sup> ~~MOXX~~ 4- 5 MILES.

HOLD

D WA BOMBS 6X 1000 GP

INSERT VIS BEFORE 4- 5 MOXX MILES.

SINGER VA

THU R....~~818XX~~...311357....METCALF...B1

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 1-45002  
By RLB/BAC MARA Date 1/8/91

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HEADQUARTERS  
VIII BOMBER COMMAND  
A.P.O. 634

*Crew List*

Bomber Command Narrative of Operations  
Day Operation - 31 March 1943  
Mission No. 48  
Target - Rotterdam Shipyards

Heavy clouds prevented bombing by all but two groups which were able to find a hole in the clouds and dropped 98 tons of bombs on the target. Fighter support was furnished by 2 squadrons of Spitfires. Enemy opposition was slight. Flak was slight and inaccurate. 3 B-17s and 1 B-24 were lost.

Group	Number of Aircraft					Claims	Personnel Casualties		
	(Took Off)	Attacking	Abortive*		Lost		(Missing)	Wounded	Killed
			A	B					
1st Wg.									
91	20	0	0	20	0	0-0-0	0	0	
303	20	17	3	0	2	0-0-0	0	3	
305	19	16	3	0	1	1-0-0	0	4	
306	19	0	1	18	0	0-1-0	0	0	
	78	33	7	38	3	1-1-0	0	7	
2nd Wg.									
44	12	0	0	12	0	0-0-0	0	0	
93	12	0	1	11	1	0-0-2	10	1	
	24	0	1	23	1	0-0-2	10	1	
Total:	102	33	8	61	4	1-1-2	10	8	

\* A - Personnel or mechanical failures.

B - Weather.

BOMBING RESULTS: A break in the clouds at the target was found by 33 a/c of the 303rd and 305th Groups which dropped 198 x 1000 G.P. from 24-25000 ft. at 1225 hrs. Bursts were observed across the Rotterdam Dry Dock Co's. west yards with several direct hits on the plating sheds. There was a large concentration of bursts on the dock sidings northeast of the Lekhaven and among warehouses on the north quays of the Lekhaven and Kielhaven. Bursts were also observed among office and residential buildings immediately north of the dock sidings and at the northeast corner of Wilhelmina Hafen.

REASONS FOR FAILURE TO BOMB: 61 a/c failed to bomb because of heavy clouds which obscured the target. 3 B-17s crashed before reaching the target area, one was forced out of formation shortly after the take-off and was unable to find and rejoin it, and 3 returned early because of mechanical failure. The missing B-24 was last seen heading for England with the No. 2 engine afire after having completed the diversionary sweep.

ENCOUNTERS: E/a opposition was slight. About 25 a/a were encountered, all on the diversionary sweep. 1st Wing reports that attacks were made in clusters

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15005

20169

off to one side with individual e/a peeling off for attacks which were not pressed home. 2nd Wing reports that many attacks were made in pairs from 4:30 to 6 o'clock, some from high and above, usually breaking off before coming closer than 600 yards. The e/a were mostly FW 190s with a few Me 109s. Four of the FW 190s were completely black. Other colorings noticed were: silver wings with black crosses; yellow noses; orange noses and black cowling; and orange and black fuselages.

PERSONNEL CASUALTIES: In the 1st Wing 16 crew members were killed (15 in collision near Wellingborough), 3 seriously wounded, and 4 slightly wounded. 2nd Wing reports 1 crew member slightly wounded and 10 missing.

EQUIPMENT CASUALTIES:

Lost: 2 B-17s collided near Wellingborough and crashed shortly after taking off. 1 B-17 crashed near Bradwell Bay after being badly shot up on the diversionary sweep. 1 B-24, which was last seen about 15 miles off the English Coast with No. 2 engine afire, is missing.

Estimated Battle Damage: Category "A" - 3 B-17s and 1 B-24; Category "E" - 1 B-17.

FLAK: At the target flak was slight and inaccurate with black bursts. Slight and inaccurate flak was encountered over Schouwen or Overflakkee Islands, and along the Dutch Coast at The Hague, Scheveningen, Leiden, and Katwijk aan Zee. Intense and accurate flak with black bursts was encountered over Walcheren Island at 17000 ft.

FIGHTER SUPPORT: 2 squadrons of Spitfires provided support and cover, while 5 squadrons of Spitfires carried out diversionary sweeps over the Pas-de-Calais. The crew of 1 B-17 reported that Spitfires came in and supported it exceedingly well when it was being chased by 2 FW 190s after having sent out an SOS that it was turning back because of engine trouble.

ROUTE: Rendezvous point for both Wings was at Harwich, the formations then proceeded on the diversionary sweep to 51°20'N-02°15'E, to 51°50'N-03°00'E to Harwich. En route to the I.P., which was about 8 mi. SW of The Hague, cloud conditions prevented navigators from obtaining a fix until a break through was found along the coast at Blankenberghe. The course was then altered toward the I.P.

WEATHER: Low cloud at take-off was 6/10-8/10 with bases 1500-2000 ft. and tops at 5000 ft., 8/10-10/10 altostratus at 16-18000 ft. and 3/10-4/10 cirrus above, with a visibility of 4-6 mi. En route there was 8/10-10/10 low cloud with occasional breaks to 3/10-6/10, middle clouds of 6/10-8/10 with bases at 15-18000 ft., and good visibility. The target was obscured, except for small breaks, by 7/10-8/10 low and middle clouds and 7/10-8/10 clouds above 20000 ft. Visibility was good. Winds encountered were as forecast. Non-persistent contrails were encountered at 18-20000 ft. On return trip light rime was encountered at 10000 ft.

OBSERVATIONS: A mile-long line of concrete fortifications was seen paralleling the coast about 5 mi. north of The Hague. Naval and shipping observations include a large ship, believed to have turrets, in the mouth of the Maas River; a large freighter at dock at Ostende; and many small ships in harbor at Rotterdam. One enemy submarine near a friendly convoy 15-20 mi. east of Walton-on-Naze crash dived when sighted. 2 beams of light observed off Walcheren Island seemed to follow one formation of the 1st Wing in manner similar to S/L beams. The 2nd Wing reports orange lights, often in pairs, on ground just inside Dutch Coast.

DECLASSIFIED PER EXECUTIVE ORDER 1 156, Section 3.3.

745005

By RLB/BAC MABA Date 1/8/91

INTERROGATION FORM

SQUADRON 367 GROUP 306 A/C Number 660 Date 31/3/43

Position in formation #3rd E.L. Bomb load 65,000

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

CREW

✓  
 Frighily A/C in any kind of distress?

H. C. J. Harwood Pilot

H. G. F. Plymer Co-P

W. W. H. Whiteman Nav.

S/Sgt. E. J. Zabawa Bomb.

T/Sgt. Hyman Radio

T/Sgt. H. E. Endloe Top T.

S/Sgt. R. Erikson Ball T.

S/Sgt. C. Collins R. Waist

T/Sgt. W. Buchanan L. Waist

T/Sgt. J. E. Collette Tail G.

2. TARGET ATTACKED:

Primary Time:

alternate Height:

Last Resort Heading:  
 (check)

n.v.

3. Number of BOMBS dropped on target:

Jettisoned:

Returned: ✓

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

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) Division cut short - S. of course when entering E. territory.

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>n.v.</u>						

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/DAC NARA Date 1/8/94 45005

INTERROGATION FORM

SQUADRON 3109 GROUP 306 A/C Number 9629 Date 31 March 43

Position in formation Lead middle High Bomb load 6 - 1000

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

Friehly A/C in any kind of distress?

CREW

Lt Magopin Pilot  
Lt K. Conley Co-P  
Lt B.E. Howenstein Nav.  
Lt C.J. Travis Bomb.  
Sgt D.W. Sparks Radio  
Sgt D.L. Hinchbaugh Top T.  
Sgt P.P. Molano Ball T.  
Sgt F.M. Shiva R. Waist  
Sgt R.G. Walker L. Waist  
Sgt T.A. Rozato Tail

2. TARGET ATTACKED:

Primary Time:

alternate Height:

Last Resort Heading:  
(check)

Lead not bomb

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

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

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE: RESULTS:

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Other Data
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no flak. but saw some behind at French course

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45003



3.

INTERROGATION FORM

SQUADRON 769 GROUP 306 A/C Number 4629 Date 31 March 4

Position in formation 2 low in high 29. Bomb load 6-1000

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

2. Only A/C in any kind of distress?

CREW

Lt. Hano Pilot  
Lt. D.R. Winters Co-P  
Lt. F. Meltzer Nav.  
Lt. L.B. Irwin Bomb.  
O.B. Gerard Radio  
Sgt. R.R. Moore Top  
Sgt. J.F. Owens Ball T.  
Sgt. F.C. Latta R. Waist  
Sgt. M.J. Komo L. Waist  
Sgt. R. Peterson Tail G.

2. TARGET ATTACKED:

Primary Time:  
alternate Height:  
Last Resort Heading:  
(check)

had not bomb

3. Number of BOMBS dropped on target: Jettisoned: Returned: 6

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

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACHED BY GUN: RESULTS:

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
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Saw flak behind big barrage off French coast north of Dunkirk

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005  
By RUB/DAC NARA Date 1/8/99

4.

INTERROGATION FORM

SQUADRON 413 GROUP \_\_\_\_\_ A/C Number 218 Date 31 Mar,

Position in formation \_\_\_\_\_ Bomb load \_\_\_\_\_

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

CREW

Friehly A/C in any kind of distress? Lt. Cheek Pilot

Lt. Cassidy Co-P

Lt. Simmons Nav.

Lt. Ford Bomb.

2. TARGET ATTACKED:

Primary Time: } nil.

Alternate Height: }

Last Resort Heading: }  
 (check)

Sgt. Stymacks Radio

Sgt. Salwick Top T.

" Bieloga Ball T.

" Bobbett R. Waist

" Edwards L. Waist

" Smoot Tail G.

3. Number of BOMBS dropped on target: \_\_\_\_\_ Jettisoned: \_\_\_\_\_ Returned: 6X/0TU

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

nil.

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) all. Could have seen target

8. FLAK: Encountered on way out; at target; and on way home. on first sweep

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
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Flak on other groups from Island off coast



145005  
 DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,  
 By RUB/JAC NARA Date 1/8/91

6.

INTERROGATION FORM

367 ~~306~~ A/C # 394 Date 31/3/43  
 Position in formation #3 1<sup>st</sup> Elem. 10. Bomb load 6/1000

1. Has news to be obtained in? Yes No  
 Details:

Friendly A/C in any kind of distress?

- FLAK
- LT R.W. FORTIN Pilot
  - " K.A. REECHER PILOT
  - " T.H. WALDEN Nav.
  - WO M.W. PICKETT Bomb.
  - T/S J.A. QUINN Radio
  - T/S C.T. WENDLOSKI Top T.
  - T/S J.E. BARNES Ball T.
  - S/S H.A.M. CLELLAN Waist
  - S/S H.G. PEASE L. Waist
  - S/S F.A. MEWCOMB Tail G.

2. TARGET ATTACKED:

Primary Time: NOTHING  
 Alternate Height:  
 Last Resort Heading: (check)

3. Number of BOMBS dropped on target: Jettisoned: Returned: 6/1000

4. Observed RESULTS ~~of bombing~~ (For this plane or others)

SOLID OVERCAST

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

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to a/c	Other Data
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1142

3-4 bursts behind - place unknown somewhere out over H<sub>2</sub>O (may have been 20 m m.)

INTERROGATION FORM

SQUADRON 367 GROUP 306 A/C Number 306- Date 31-3-43

Position in formation Lead Co- Bomb load 6x1000

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

Friehly A/C in any kind of distress?

CREW

Capt. Buckner Pilot  
Ht McKeown Co-P  
H Bennett G.D. Nav.  
H Cooney W.H. Bomb.

2. TARGET ATTACKED:

Primary Time: Brought back  
Alternate Height:  
Last Resort Heading: Turned  
(check) 1219  
23000

Sgt Brown H.M. Radio  
Sgt Macint R. Top T.  
Sgt Hicks W.C. Ball T.  
Sgt Swedish W.R. Waist  
Sgt Miller E.L. Waist  
Sgt Kennedy E.F. Tail G.

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

4. Observed RESULTS OF BOMBING: (For this plane or others) 6x1000  
Turned back at target because of  
wind

5. Any PHOTOGRAPHS taken: Yes ? No ?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (if different than ordered.) (If returned early, time, place, height of turn.) South on second leg to target

8. FLAA: Encountered on way out; at Hit Island and on way home.

Time	Place	Height of A/C	Type (light: of heavy), intense, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Other Data
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None

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, By RLE/BAC NARA Date 1/8/91 14500

E.J.A.  
1228



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 1-45005  
BY ALB/ATC NARA Date 1/8/91

9.

INTERROGATION FORM

SQUADRON 923 GROUP 306 A/C Number 649. Date 3/31/43.

Position in formation 2 in lead plane. Bomb load 6X1000

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

Friehily A/C in any kind of distress?

*Brought back.*

Lt. Johnson Pilot  
McCallum Co-P  
Pollock. Nav.  
Lt. Drew Bomb.  
Sgt Fahrenhold. Radio  
H.R. Bran. Top T.  
J.M. Hobbs Ball T.  
Bukaczk. R. Waist  
RJ Smith L. Waist  
Porcelli Tail G.

2. TARGET ATTACKED:

Primary Time:

alternate Height:

Last Resort Heading:  
(check)

3. Number of BOMBS dropped on target: Jettisoned: Returned: 6.

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

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ord red.) (If returned early, time, place, height of turn.) Near 12 mi. from Colton when turned back

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

Time	Place	Height of A/C	Type (light; of heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
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*none*





INTERROGATION FORM

SQUADRON 307 GROUP 306 A/C Number 625 Date 31/3/43  
Position in formation #2 2<sup>nd</sup> Elem Co. Bomb load 6/1000

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

CREW

Friehly A/C in any kind of distress?

LT K. GROSS Pilot  
" RE GATES Co-P  
" J. S. MILLER Nav.  
" G. F. LEWIS Bomb  
S. P. D. BOWLES Radio  
S. W. E. HOUKAMP Pop T.  
E. DENSON Ball T.  
A. BIRD R. Waic  
ROADS L. Waic  
G. J. WENTWORTH Tail G.

2. TARGET ATTACKED:

Primary Time:

alternate Height:

Last Resort Heading:  
(check)

3. Number of BOMBS dropped on target:

Jettisoned: Returned: 6/1000

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

10/10 overcast

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

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to a/c	Other Data
<u>none seen</u>						

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

F-4U190  
Me 109 (near h)

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 4-6 Place \_\_\_\_\_  
Time \_\_\_\_\_ Height \_\_\_\_\_

b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

4-6 1130-1145 on diversion

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Notes:

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

10. Observations (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentration of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

11. INJURIES to crew: (name, injury, how received.)

12. DAMAGE to A/C: (Briefly)

13. TECHNICAL FAILURES:

*supercharger #2  
ball turret hydraulic fluid leaking*

14. CREW COMMENTS: (.ny unusual incidents? any suggestions?)

*People who decide missions shouldn't  
drink the wine before*

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

12

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 560 Date 3/3/43  
Position in formation # 2 Second Element High Squad Bomb load 6 X 1000

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

Friendily A/C in any kind of distress?  
Spitfire hit parts of cooling and tail  
came off. Met by our formation five or  
ten minutes after turn off target.  
Ball turret # 9629 shot at this plane.

CREW  
Henneslee Pilot  
C. F. Jones Co-P  
R. E. Littlejohn Nav.  
Tom Collantoni Bomb.  
B. H. Drennan Radio  
T/S Wally Top T.  
Sgt. J. J. Elek Ball T.  
Sgt. G. Spelman R. Waist  
S/S. P. G. Adams L. Waist  
S/S L. E. Davis Tail G.

2. TARGET ATTACKED:

Primary Time: 12.22 at I.P.  
Alternate Height: 23,000'  
Last Resort Heading: Due North  
(check)

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

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

none.

5. Any PHOTOGRAPHS taken: Yes?  No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered,) (If returned by, time, place, height of turn.) Considerably south of course.

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	Other Data
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None on this Squadron saw smoke rear.

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13.

INTERROGATION FORM

SQUADRON 309 GROUP 306 A/C Number 658 Date 3/3/43

Position in formation \_\_\_\_\_ Bomb load 6x1000-

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

CREW

Friendlly A/C in any kind of distress?  
Saw B-17 peel off near coast of Holland - thinks one man parachuted - says positive 1215 - 22500

R.A. Vinnedez Pilot  
R.S. McDietyre Co-P  
K.B. Cavado Nav.  
R.S. Lindsay Bomb. -  
B.S. Brown Radio  
J.J. O'Neil Top T.  
J.C. Symmeyer Ball T.  
A.J. Sanders R. Waist  
V.T. Deets L. Waist  
J.R. Roller Tail G.

2. TARGET ATTACKED:

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

Safe

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

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

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. RC (If different than ordered.) (If returned early, time, place, height of turn.) Turned left at Westhoofa at 1219 - 22800

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>None</u>						

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BY RIB/JAC NARA Date 1/18/91  
145005

~~14~~ 14.  
Aborted due to  
failure of #5 2 & 3 engines

INTERROGATION FORM

SQUADRON 423 GROUP \_\_\_\_\_ A/C Number 422 Date 31 Mar

Position in formation \_\_\_\_\_ Bomb load 6X1000

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

Friehly A/C in any kind of distress? NO

2. TARGET ATTACKED:

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

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

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

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

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

5. Any PHOTOGRAPHS taken : Yes ? No ?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

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

*Aborted due to failure of #5 2 & 3 engines*

*Approximate 8 miles East of [unclear]*

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

Jettisoned: 6X1000 returned: \_\_\_\_\_

Position in formation #2 in 2nd E Bomb load \_\_\_\_\_

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

CREW

Friehily A/C in any kind of distress?

Lt. George Pilot  
Capt. P.C. Williams Co-P  
Lt. J. Lucas Nav.  
Sgt. W.F. Hall Bomb.  
J.H. Thornton Radio  
W.A. McGregor Top T.  
G.J. McNamee Ball T.  
Sgt. A.W. Bwan R. Wai  
Sgt. F.J. Stokoski L. Wai  
W. Lamb Tail G.

6000 ft. the clouds.  
at 11:50 a B-17 with one engine  
out - went down through the clouds  
was in contact.  
at 11:55 a B-24 headed for Eng. coast  
with #2 engine smoking - went down thru  
the clouds. Primary Time: \_\_\_\_\_  
just after the altitude \_\_\_\_\_  
\_\_\_\_\_ near the Dutch coast.  
\_\_\_\_\_ Height: \_\_\_\_\_

Last-Resort Heading:  
 (check)

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

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

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

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

Dutch coast at Noordwijk.  
R. Slightly S. of course - Hit

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

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

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 DATE 1/8/99  
 BY RLB/JAC  
 NARA

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

FW 190

9. ENEMY AIRCRAFT  
 a. Total E/A seen: Number 15 Place \_\_\_\_\_  
 Time \_\_\_\_\_ Height \_\_\_\_\_  
 b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height

Notes: First attack at 11:42 came from 11 o'clock high - everyone was firing at him.

c. Claims: DESTROYED 0 PROBABLY 0 DAMAGED 0  
 d. ENEMY TACTICS OBSERVED:

10. Observations (Always give TIME, PLACE, HEIGHT)  
 (Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Homer - saw a large piece of "plating" come off of a Spitfire.  
 One squadron of FW's - was on our tail & shot all their ammunition, which was way short. Then they went home.

11. INJURIES to crew: (name, injury, how received.)

12. DAMAGE to A/C: (Briefly)

13. TECHNICAL FAILURES: # 2 Superchargers out -  
 Co =

14. CREW COMMENTS: (.ny unusual incidents? any suggestions? )

S - 2 OFFICER S. J. Owen - TIME COMPLETED \_\_\_\_\_  
 Fighter support - as ordered.

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145005

16  
M. Maliszewski

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 25-404 Date 5/3/43

Position in formation see attached Bomb load 6-1000

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

CREW

Friehly A/C in any kind of distress? E.P. Maliszewski Pilot

2nd Lt I.J. Klette Co-P

2nd Lt. A.E. Schulstad Nav.

S/pt W. McDonald Bomb.

2. TARGET ATTACKED: no S/pt H.C. Green Radio

Primary Time: — S/pt R.W. Holloway Top T.

Alternate Height: 23,000 T/pt T.H. Ray Ball T.

Last Resort Heading: (check) S/pt J.F. Williams R. Waist

S/pt H.K. Fowler L. Waist

Sgt R. Daly Tail G.

3. Number of BOMBS dropped on target: none Jettisoned: Returned: all

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

no

5. Any PHOTOGRAPHS taken: Yes? No? no

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULT: no

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Other Data
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low heavy flak of barrage intensity on 102 CW behind



7450  
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,  
By RLB/BAC MAA Date 1/18/91

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 12-10 Place mid-channel recovery  
Time 11 45 Height 23,000

b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

109s made pass at 24-2 on our upper  
left - dove past us without attack

Notes:

c. Claims: DESTROYED NO PROBABLY NO DAMAGED NO

d. ENEMY TACTICS OBSERVED:

10. Observations (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

NO

11. INJURIES to crew: (name, injury, how received.) NO

12. DAMAGE to A/C: (Briefly) NO

13. TECHNICAL FAILURES:

#3 snafu charger logged  
all the way

14. CREW COMMENTS: (.ny unusual incidents? any suggestions? )

snafu 1 met spots at target. mistake  
of our not keeping rendezvous

S - 2 OFFICER

TIME COMPLETED

1st Lt. AB Richardson

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 250086 Date 3/3/50

Position in formation see attached Bomb load 6 / 1000

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

CREW

Friehly A/C in any kind of distress? Capt B.P. Riordan Pilot

1st Lt Norman M. Haas Co-P

1st Lt. George Spellman Nav.

1st Lt. Gerald Rotter Bomb.

2. TARGET ATTACKED: NO

S/pt D.B. Schultz Radio

Primary Time: no

S/pt A. Santoro Top T.

alternate Height: 23,000

S/pt CM Davis Ball T.

Last Resort Heading:  
 (check)

S/pt R.D. Wiggren R. Mail

S/pt R.D. May L. Mail

S/pt A.N. McManahan Tail G.

3. Number of BOMBS dropped on target: none Jettisoned: Returned: all

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

5. Any PHOTOGRAPHS taken: Yes? No? no

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: no

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) 1st leg - yes; 2nd leg 30 miles S. of course when hit continent

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
None on our group but very heavy 102 CW behind our coast about 10 miles west of Ralderon						
Black (could not determine further data)						

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 45005  
 BY RIB/JAC NARA Date 1/8/91

17  
 171042a

18

INTERROGATION FORM

Yours

COAST W 423 GROUP \_\_\_\_\_ A/C Number 4714 Date \_\_\_\_\_

Position in formation no 3 in lead Bomb load 6 x 1000

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

None

Friehily A/C in any kind of distress? Yours Pilot

None

W. Piotrowski

2nd Lt. Jerry Sugg Co-P

S/Sgt. [unclear] Nav. Gunner

2nd G.S. Horner Bomb.

T/S M. Raskovitch Radio

S/Sgt. Wm. Wilkinson Top T.

S/Sgt. K.M. McClure Ball T.

S/S [unclear] Durham R. Waist

S/Sgt F.L. Colvard L. Waist

S/Sgt. W.V. Baker Tail G.

2. TO GET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:  
(check)

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

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

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as planned roughly to turn back

8. FLAK: Encountered on way out; at target; and on way home approx at Coast

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

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By RLB/DAC MAA Date 1/8/91

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By RLB/JAC MAA Date 1/8/91

45005

(19)

INTERROGATION

SQUADRON 367 GROUP 306 W/3 No. 1072 Date Mar. 31

Position in formation No 2 R. Wing Bomb load (x1000)

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

CREW

Friently A/C in any kind of distress? W.H. Parker Pilot

1st. C. Thelem Co-P

2nd. J.E. Cozens Magna Nav.

2nd. W. Moses Bomb.

T/S J.W. Creatore Radio

T/S J.E. Gross Top T

S/S J.S. Clark Ball T.

S/S R.E. Haefl R. Waist

S/S S.E. Dairs L. Waist

S/S L.H. O'Brien Tail G.

2. TARGET ATTACKED:

Primary Time:

alternate Height:

Last Resort Heading:  
(check)

3. Number of BOMBS dropped on target: Jettisoned: all brought back turned:

4. Observed RESULTS OF BOEING: (for this plane or others)

5. Any PHOTOGRAPHS taken: Yes? No? Yes

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light: heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
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12:20 Near Target approx. 40 bursts like barrage - acc. altitude but way behind  
(Groups had turned back before it came up)

45005  
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,  
By RLB/DAC NARA Date 1/8/99

Group 306

Date 3/31/43

Squadron 369

Place where attacked over North Sea.

A/C No. 560

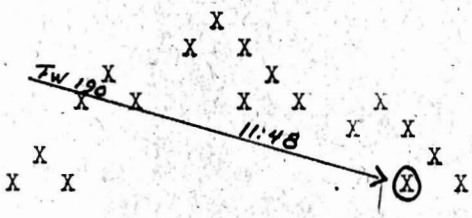
Time 1148 Height 23,000

Story of the attack-- While on diversion, coming back toward England, an FW 190 came in just under the formation from about ten o'clock. When at 400 yards distance, Lt. G.F. Jones, navigator on Lt. Hennessy's plane opened fire and saw E/A enter his stream of bullets. Jones saw his tracers hit first the motor and then back through the fuselage. Lt. Fallock on plane 649 followed this E/A as it passed under Hennessy's plane at which point he saw it first start to smoke and then burst into such intense flames that they could not possibly be put, at which point this E/A plummeted straight down still fiercely blazing until out of sight in the clouds.

PROBABLE  
A-2. I.B.W.  
*[Signature]*

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

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

3. Our Gun Positions Firing on E/A

Names: Lt. G.F. Jones.

Positions Navigator.

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

Corroborated by Lt. Fallock, Lt Johnson, Lt. Callantoni.  
Position in A/C Navigator Pilot, Bombadier,  
Plane 649 Plane 649 Plane 560.  
Other A/C firing at the same time? (no other plane makes claim)

5. Comment of the interrogator: Other gunners shot at this E/A but their bullets were seen to go low or wide of the mark.

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

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