

By RLB/Ru NARA, Date 5/25/89HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Operations OfficerA P O 634,
6 April 1943.

SUBJECT: Operations Report.

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

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

1. Narrative of Mission.

Twenty (20) A/C of the 306th Bombardment Group (H) began taking off at 1245 hours. The group assembled over base in our usual formation of "V's" and departed for Massinbourne. At 1320 hours rendezvous was made there the 91st Bombardment Group (H) and the 101st Combat Wing proceeded to Spaulding, ascending to 17,000 feet with the 306th Bombardment Group (H) leading. From there, still climbing, the formation flew to Splasher No. 10 where rendezvous was accomplished with the 102nd Combat Wing at 1417 hours. With the 101st Combat Wing leading, the formation proceeded to Splasher No. 9, at 23,000 feet and from there crossed the English Coast out at Dungeness at 1436 hours. In a space of 3 minutes at this point A/C No. 42-4560 was abortive followed by A/C No. 42-29524. Proceeding to North Foreland, the formation again crossed the English Coast out at 1500 hours. Crossing the channel, the Belgium Coast was crossed at 5 miles southwest of Ostend at 1515 1/2 hours. At this point A/C No. 41-24465, pilot 1st Lt. Robert W. Sealos, was shot down by enemy interceptors at 1514 hours. The formation arrived at the I.P., Lokeron, at 1525 1/2 hours. The bombing run was made at 22,900 feet and bombs were released over the target, Antwerp, at 1530. Five minutes after leaving the target A/C No. 42-5072, pilot William H. Parker, was shot down, followed a few minutes later by his two wingmen, A/C No. 42-5431, pilot 2nd Lt. Clarence Fischer, and A/C No. 42-29680, pilot 1st Lt. Kelly C. Ross. The formation passed over Woensdrecht at 1537 hours and crossed the Belgium Coast out 5 miles southwest of Showen at 1547 hours. Slow descent was begun at the Coast and having crossed the Channel, they recrossed the English Coast at 1622 hours at Harwich. The Group proceeded to base, landing at 1658 hours.

2. Bombing.

Bombs were released over the primary target at Antwerp, Belgium from an altitude of 22,900 feet at 1531 hours. 96 X 1000 lb. G.P. bombs were dropped on an axis of attack of 80°. Wind over the target was 237° at 51 miles per hour. Bombing results were not too good due to evasive action taken to counteract violent and determined interception by numerous enemy aircraft. However bombing could have been much worse under the circumstances. Hits were observed on the target area and two bursts made on the A.P. itself. Two Abortive A/C brought back their bombs, one A/C was shot down before dropping bombs, one

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jeopardized his life after leaving the target due to malfunction of bomb racks.

3. Abortives.

The following aircraft were abortive on the mission of this date due to the listed reasons.

A/C No. 42-29524 of the 423rd Bombardment Squadron (H) was abortive due to No. 3 cylinder head of No. 4 engine blowing out. An engine change is necessary and the plane will be out of status approximately three (3) days.

A/C No. 42-4560 of the 369th Bombardment Squadron (B) flown by the 369th Bombardment Squadron (B) returned early due to No. 4 supercharger running away. A new supercharger is necessary and the plane will be out approximately 24 hours.

4. Air Combats.

a. Enemy Tactics.

Our Group was first intercepted just after crossing the Belgium Coast by a approximately 40 to 60 enemy fighters, mostly FW 190's with yellow noses. A fierce running fight continued from there over the target and out to the coast again where escorting Spitfires took up the brunt of the battle. This fight was probably the "hottest" our Group has encountered in this theatre. The enemy attacked in groups of six or seven mostly head on nose attacks. They would swing off after a determined attack and turn right back in from a new direction. Four of our aircraft were lost due to fighters, one before reaching the target and three between the target and the coast. Again the FW 190's attempted to bomb the formation. Several crews saw both the bombs and the explosions, with one reporting the bomb carried externally between the folded wheels and another stating that he could see fins on the bombs, as well as the explosions.

b. Own Tactics.

The clock method of calling out attacks was employed as usual and our same defensive formation flown. Gunnery today was not up to our usual standard, due to the number of enemy fighters encountered and the determined and reckless tactics they employed. A great deal of ammunition was expended on this mission, with many gun positions running out of ammunition prior to arrival over the target. We claim 5 destroyed, 3 probably destroyed and 2 damaged.

c. Armament Failures.

Failures on this mission were surprisingly limited considering the fierce opposition encountered and the ammunition expended. One upper turret sight bulb burned out and another had no movement in elevation. One tail gun reported a worn breech block lock cam. Two nose guns had a slow rate of fire due to weak driving springs. One ball turret ceased firing due to ammunition jammed by baffle plates. Several positions on one aircraft had momentary stoppages due to freezing. However a last minute change in airplanes did not permit the gun crew sufficient time to wipe these guns dry prior to take-off.

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4. Numerous stoppages have been reported lately due to faulty ammunition. Newly opened boxes have broken rounds every fiftieth round or so and frequent long and short rounds. It is to be assumed that we can expect a poor grade of combat ammunition in the future and that ammunition will have to be re-primed and checked before use on combat operations. It has been suggested that, due to the shortage of armament personnel, the individual gunners check their own ammunition and make necessary adjustments to be certain that it will fire when they want it to fire.

5. Flak.

There was relatively little flak encountered. However what there was, was accurate both for height and direction. There were bursts observed at the Coast coming in, over the target, and upon recrossing the Belgium Coast.

6. Communications.

a. Prescribed, correct procedure was employed throughout. The lead airplane could not contact base, so another aircraft took over for signalling on the return trip.

b. Navigational Aids.

Splasher buoys numbers 9 and 10 were used for rendezvousing and number 7 for homing, all with good results. One aircraft received a Q D M from the base O/P Station.

c. Radio Discipline.

No breaches of radio discipline occurred on this mission.

d. Equipment Failures.

Malfunctions were limited to three faulty interphones systems and one radio shot up.

e. Remarks.

Radio reception was good throughout the mission.

7. Other Equipment Failures.

Although lagging and erratic superchargers were predominant as usual, they were less than on previous missions. One case of faulty operation of bomb-bay doors was reported. Stiff controls, engine vibration, excessive oil temperature and a burned out generator completed the malfunctions of equipment.

8. Battle damage.

There was considerable battle damage on this mission, primarily due to enemy aircraft fire. One plane will have to change a main fuel tank and another a feeder tank before being in condition for combat. Another will be out for 36 hours to change a rudder cable and patch a damaged bulkhead. Skin repairs necessitating about 24 hours time will keep another ship out.

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A/C No. 42-29504 will be out for 3 days to change an outer wing panel and No. 3 on line. A/C No. 42-29503 was badly damaged and requires a maintenance unit for repairs.

9. Aircraft Down away from Home.

A/C Nos. 42-29500, 42-29072, 42-29431 and 42-29405 were lost in combat over enemy held territory. Outside of these all our aircraft returned to home base.

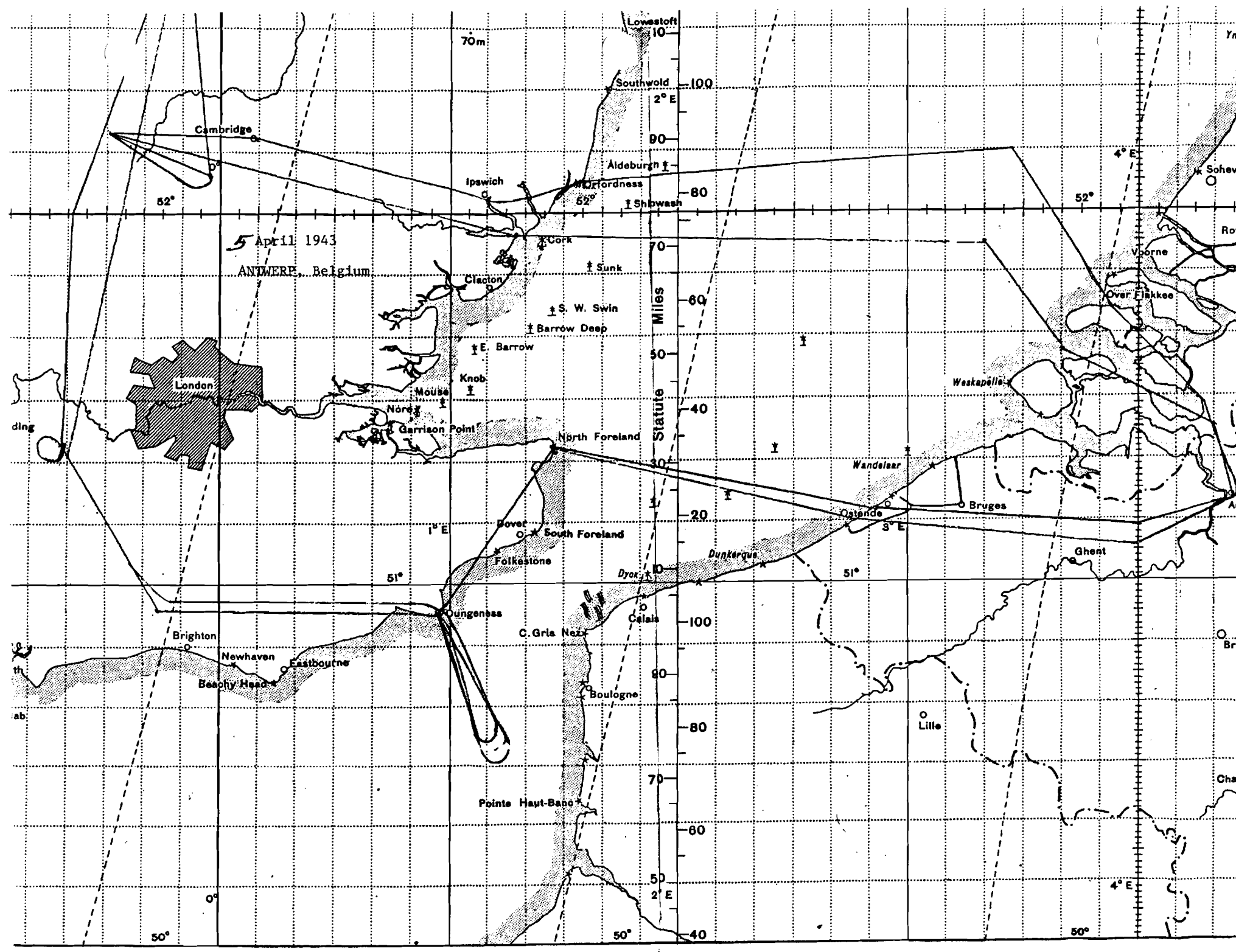
10. Recommendations.

It is recommended that the Groups following the Lead Group fly their formations closer to the Lead Group, due to the amount of supporting fire which came down from these following Groups. It is possible that aircraft might have been saved today by proper supporting fire from following groups.

CLAYTON E. BROWN,
Lt. Col., AC,
Commanding.

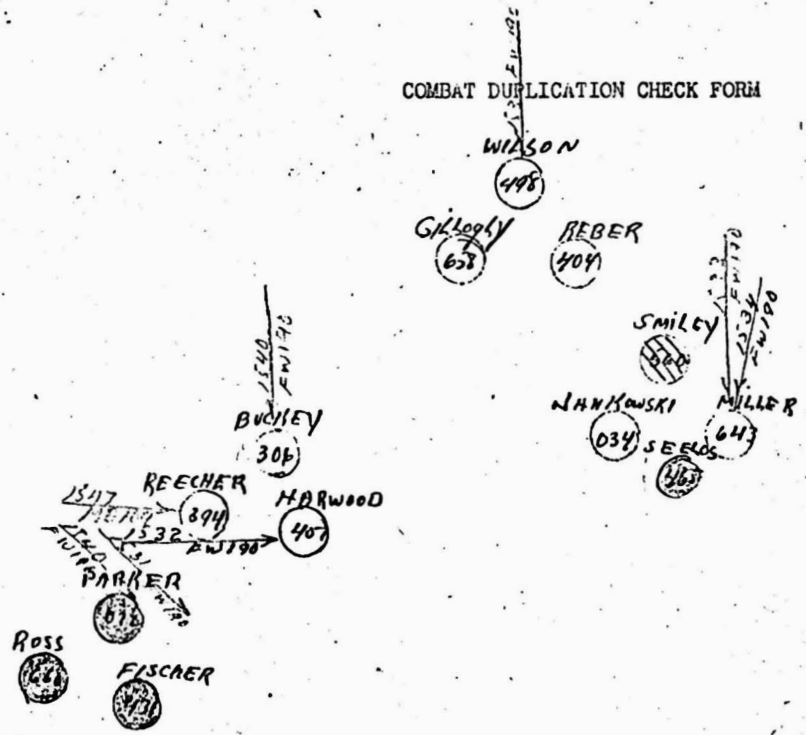
- Incl 1 - Group Bombing Chart. ✓
- Incl 2 - Group Formation. ✓
- Incl 3 - Raid Track Chart. ✓
- Incl 4 - Bombing Flight Record. ✓
- Incl 5 - Group Armament Report. ✓
- Incl 6 - Abortive Aircraft Report. ✓
- Incl 7 - Battle Damage Report. ✓
- Incl 8 - Engineering Interrogation Report.

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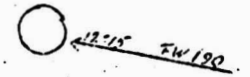


GROUP 306
DATE 5/4/43

COMBAT DUPLICATION CHECK FORM

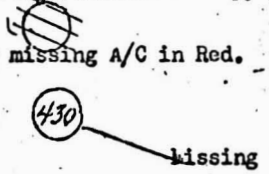
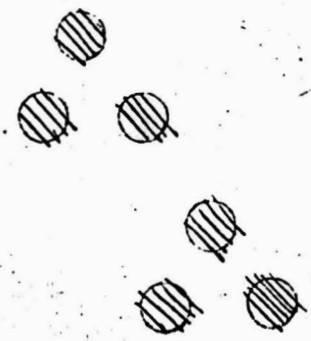


Show direction, approx. time and type E/A of each attack with arrow.
A/C with red arrow - Below with green - Level with box red.



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

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

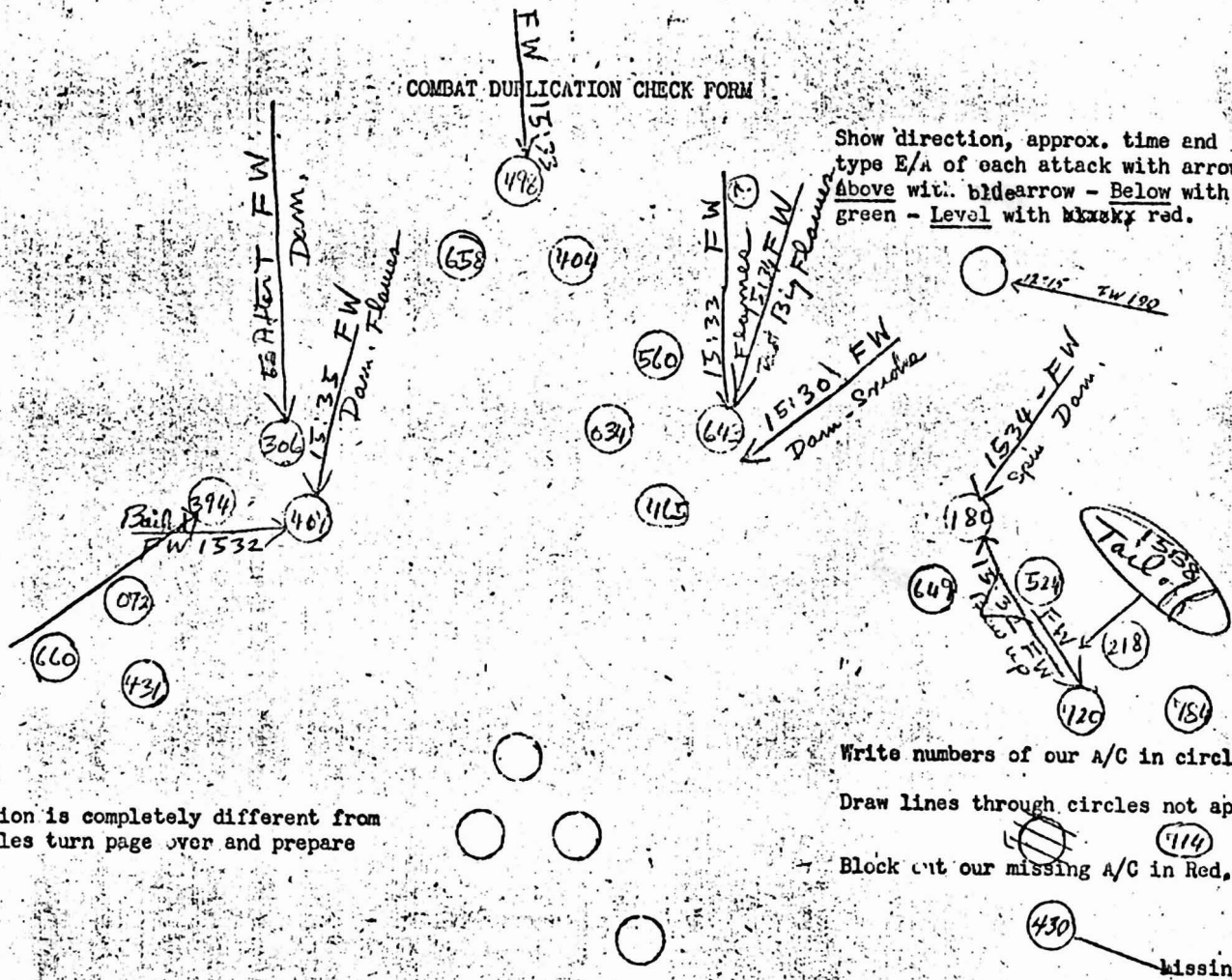


GROUP 206

DATE 5/4/43

COMBAT DUPLICATION CHECK FORM

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



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

Write numbers of our A/C in circles.

Draw lines through circles not applying.

Block out our missing A/C in Red.

517713

R. A. F.
THURLEIGH

5-4-43

To: C. G. First Bomb Wing,
Attention A-2

5 Apr 43

TELETYPE REPORT

- (A) 1. 20 A/C of 367, 368, and 423 squadrons took off at 1245 to bomb the Erla Works at Antwerp. Two returned early. Seventeen were over the target but one was unable to bomb and jettisoned later. Four failed to return. 14 landed safely at 1658.
2. Bombing was probably poor. ~~formation~~ formation was under terrific attack and it was impossible for lead bombardier to synchronize sight due to violent evasive action.
3. One A/C turned back at 1435 just before reaching English Coast. Cylinder Head broke, and supercharger buckets blew off.
- One A/C turned back at English Coast at 1438 because ~~the~~ Engine went out and A/C could not keep up.
4. ~~Successful enemy interception just after crossing coast~~ Successful enemy interception just after crossing Belgian Coast, attack continuing over target and ~~formation~~ out to Coast where Spit escort took over brunt of battle. E/A concentrated head on attacks on lead group evidently under orders to break up attack at all costs before bombs were away. Probably most determined attack and hottest fight seen by our forces in this theatre. Lead group reports 40 to 60 E/A mostly yellow nose F. W. 190's. We claim 5-2-2.
5. Relatively little flak, but accurate. Flak observed at coast, over target, and on coast going out.
6. Four of our A/C observed in distress over enemy territory, all losses ~~seem~~ seeming to be due to fighters. One before target, three between target and coast. One ~~hit~~ A/C at 1514 was hit by first enemy attack ~~coming~~ coming over Belgian Coast. Was observed losing altitude, turning out of formation and heading back for England. After target at 15:35, 5 miles N.W. of Antwerp, one A/C was seen going down. One chute. Five miles further, another A/C dropped under control with #2 and #3 engines on fire. Four or five chutes. Between target and Coast, a fourth A/C in distress. Seven or eight chutes.
7. Seven of our A/C seriously damaged in addition to four lost.
8. Our crews feel enemy is desperate and that enemy proves his desperation by variety and intensity of his efforts to stop accurate bombing of American forces. Yellow Nose F. W.'s closed time after time in head on nose attacks, coming back immediately to attack formation from any direction. ~~Attacked in groups of six or seven, effort~~ Attacked in groups of six or seven, effort seeming to be to break up fire power of formation by continuous attack by numbers of E/A attacking in rapid succession from every angle. There now seems to be no question that F. W. is being used to drop bombs on formation. Many crews report seeing both bombs and explosions. One bombardier says bombs are carried externally ~~between~~ between folded wheels. Another officer states he saw bomb clearly enough to say it has fins.

RECEIVED

5 APRIL 1943

DATE

USAAF 111

STATION

368TH BOMB GO (H)

GROUP NO. AND TYPE

B - 17 F

AIRPLANE MODEL

368TH BOMB SQ (H)

SQUADRON NO. AND TYPE

42-24465

AIRPLANE SERIAL NO.

CREW CHIEF OR AERIAL ENGINEER

'ERS. LASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION		USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLI- CABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA		
	1	2		3	DUTY N OR I		DUTY N OR I		DUTY N OR I		DUTY N OR I		TERMINALS AND MISSION	
					4	5	6	7	8	9				
	SEELOS, R. W.	1st Lt. <i>PW</i>		P								FROM:	STA. 111	12 51
	KRAMARINKO, A.	2nd Lt. <i>PW</i>		CP								TO:		
	MURRAY, J. E.	2nd Lt.		N								MISSION:	COMBAT	
	SAUNDERS, W. W.	2nd Lt. <i>PW</i>		R								FROM:		
	STEMKOSKI, S. P.	T/Sgt.		E								TO:		
	KESKY, W. H.	T/Sgt.		R								MISSION:		
	WAGEE, R.	S/Sgt. <i>PW</i>		G								FROM:		
	BAKER, W. E.	S/Sgt.		G								TO:		
	HAMPTON, F. R.	S/Sgt.		G								MISSION:		
	WALLS, R. E.	Sgt. <i>Es</i>		G								FROM:		
												TO:		
												MISSION:		
												FROM:		
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												MISSION:		
												FROM:		
												TO:		
												MISSION:		

WAR DEPARTMENT
FORM NO. 1
12-18-41

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER.
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW
CHIEF

TOTAL
FLIGHT
TIME

:

59

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005

By RLB/ew NARA, Date 5/25/89

5 APRIL 1943

DATE

USAAF 111

STATION

306TH BOMB GP (H)

GROUP NO. AND TYPE

B - 17 F

AIRPLANE MODEL

367TH BOMB SQ (H)

SQUADRON NO. AND TYPE

42-5072

AIRPLANE SERIAL NO.

CREW CHIEF OR AERIAL ENGINEER

PERS. CLASS	— PRINT PLAINLY —		USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA	
	NAME — RANK — ORGANIZATION			DUTY N OR I		DUTY N OR I		DUTY N OR I		DUTY N OR I		TERMINALS AND MISSION	
	1	2		3	4	5	6	7	8	9			
	PARKER, W. H.	1st Lt.		P							FROM: STA. 111	12 : 56	
	THELEN, C. J.	1st Lt.		CP							TO: COMBAT	:	
	SPADUZZI, P. A.	2nd Lt.		N							MISSION:	NO. OF LANDINGS	
	MILBOURN, A. L.	1st Lt.		B							FROM:	:	
	CREATORE, J. M.	T/Sgt.		E							TO:	:	
	GROSS, J. E.	T/Sgt.		R							MISSION:	NO. OF LANDINGS	
	CLARK, J. S.	S/Sgt.		G							FROM:	:	
	HAEFT, R. E.	S/Sgt.		G							TO:	:	
	DAVIS, S. E.	S/Sgt.		G							MISSION:	NO. OF LANDINGS	
	O'BRIEN, L. H.	S/Sgt.		G							FROM:	:	
											TO:	:	
											MISSION:	NO. OF LANDINGS	
											FROM:	:	
											TO:	:	
											MISSION:	NO. OF LANDINGS	

WAR DEPARTMENT
A. A. F.
FORM NO. 1
TENTATIVE-12-18-41

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER.
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW
CHIEF

TOTAL
FLIGHT
TIME

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, A.N.D. 745005
By RLB/ku NARA, Date 5/25/89

60

APRIL 1943

USAAF 111

306TH BOMB GP (H)

B - 17 F

DATE

STATION

GROUP NO. AND TYPE

AIRPLANE MODEL

CREW CHIEF OR AERIAL ENGINEER

367TH BOMB SQ (H)

42-5431

SQUADRON NO. AND TYPE

AIRPLANE SERIAL NO.

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N-NIGHT OR I-INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA	
			DUTY N OR I	DUTY N OR I	DUTY N OR I	DUTY N OR I	TERMINALS AND MISSION	
			4	5	6	7	8	9
1	2	3						
	FISCHER, C. E. 1st Lt.		B					FROM: STA. 111 12:54
	CROUCH, J. W. 2nd Lt.		CP					TO: COMBAT
	CONSOLMAGNO, J. E. 1st Lt.		N					MISSION: NO. OF LANDINGS
	MOSES, W. A. 2nd Lt.		B					FROM:
	KUCZYNSKI, W. R. S/Sgt.		E					TO:
	EASTHAM, F. L. T/Sgt.		R					MISSION: NO. OF LANDINGS
	COMPTON, H. B. S/Sgt.		G					FROM:
	RHODES, W. C. Sgt.		G					TO:
	PHIFER, N. H. S/Sgt.		G					MISSION: NO. OF LANDINGS
	SANDERS, LEE S/Sgt.		G					FROM:
								TO:
								MISSION: NO. OF LANDINGS
								FROM:
								TO:
								MISSION: NO. OF LANDINGS

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND-745005
By RLB/RW NARA, Date 5/25/89

WAR DEPARTMENT
A. A. F.
FORM NO. 1
TENTATIVE-12-18-41

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER. CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW CHIEF

TOTAL
FLIGHT
TIME

5 APRIL 1943

USAAF 111

306TH BOMB GP (H)

B - 17 F

DATE

STATION

GROUP NO. AND TYPE

AIRPLANE MODEL

CREW CHIEF OR AERIAL ENGINEER

367TH BOMB SQ (H)

42-29660

SQUADRON NO. AND TYPE

AIRPLANE SERIAL NO.

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA		
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION
1	2	3	4	5	6	7	8	9	
	ROSS K. G. 1st Lt.		P					FROM: STA. 111	12 : 54
	GATES, R. E. 2nd Lt.		CP					TO:	:
	MILLER, S. S. 2nd Lt.		N					MISSION: COMBAT	NO. OF LANDINGS : :
	LEWIS, G. L. 2nd Lt.		B					FROM:	:
	HOVEKAMP, W. A. T/Sgt.		E					TO:	:
	BOWLES, F. D. T/Sgt.		R					MISSION: NO. OF LANDINGS : :	
	BENSON, E. S/Sgt.		G					FROM:	:
	BIRD, A. S/Sgt.		G					TO:	:
	SMITH, C. S/Sgt.		G					MISSION: NO. OF LANDINGS : :	
	HYMAN, A. E. T/Sgt.		G					FROM:	:
								TO:	:
								MISSION: NO. OF LANDINGS : :	
								FROM:	:
								TO:	:
								MISSION: NO. OF LANDINGS : :	

WAR DEPARTMENT
A. A. F.
FORM NO. 1
TENTATIVE-12-18-41

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER.
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW
CHIEF

TOTAL
FLIGHT
TIME

WAR DEPARTMENT
Air Corps
Form No. 21 A
Revised March 9, 1939

LOG SHEET-NAVIGATOR

4
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DEPARTURE _____ BASE _____ DESTINATION NATWERP
 DATE 5 APRIL 1943 PILOT MAJ. JAMES W. WILSON
 AIRPLANE TYPE AND No. B-17F 42-29498 NAVIGATOR CAPT. R. J. SALITRNIK
 MISSION COMBAT ENGINE SHOPS

POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.	DEV.	COMP. HEAD.	RUN		G. S.	TO RUN		E. T. A.	E. T. A. DEST.	ALTITUDE
									DIST.	TIME		DIST.	TIME			
TAKE-OFF	1245															
BASSINGBORNE	1308	118														3000
BASSINGBORNE	1316	357		REND.	91											5000
SPALDING	1337	200														18000
BLETCHLEY		181														23000
SPLASHER #10	1411	150		REND.	102											"
SPLASHER #9	1428	092														"
DUNGENESS	1439	152														"
DR. 50 35 N, 01 15 S	1446	345														"
EMESS	1451	035														"
N. FORELAND	1500	103														"
COAST IN	1513	097														"
L. P.	1525	076														"
TARGET	1529	340		BOBS AWAY	1529 1/2	085°										"
COAST OUT	1545	296		1540 SPITS												"
5 S. OVER FLAKEE		328														"
52 10 03 27	1555	266														"

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, AIND 745005
 By R.B./Rw NARA, Date 5/25/89

LOG SHEET-NAVIGATOR

800

DEPARTURE _____ BASE _____ DESTINATION NATWERP
 DATE 5 APRIL 1943 PILOT MAJ. JAMES O. WILSON
 AIRPLANE TYPE AND No. B-17F 42-29498 NAVIGATOR CAPT. R. J. SALITRNIK
 MISSION COMBAT ENGINE SHOPS

POSITION	TIME 1245	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.	DEV.	COMP. HEAD.	RUN		G. S.	TO RUN		E. T. A.	E. T. A. DEST.	ALTITUDE	
									DIST.	TIME		DIST.	TIME				
TAKE-OFF																	
BASE	1308	118															3000
BASSINGBORNE	1316	357		REND.	91												5000
SPALDING	1337	200															18000
BLETCHLEY		181															23000
SPLASHER #10	1411	150		REND.	102												2
SPLASHER #9	1428	092															"
DINGENESS	1439	152															"
DR. 50 35 N, 01 15 S	1446	345															"
EMESS	1451	035															"
N. FORELAND	1500	103															"
COAST IN	1513	097															"
L. P.	1525	076															"
TARGET	1529	340		BOMBS AWAY	1529 1/2	085°											"
COAST OUT	1545	296		1540 SPITS													"
5 S. OVER FLAKEE		328															"
52 LC 03 27	1555	266															"

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, AAND 745005
 By RUB/Ru NARA, Date 5/25/89

By RUB/Ru NARA, Date 5/25/89

R.A.F. Form 96A.
S.575A. (Naval).

MESSAGE FORM

Office Serial No.

Call IN		No. of Groups GR	Office Date Stamp
and :—			
Preface OUT			

(Above this line is for Signals use only.)

TO*

COMBOMBWIG ONE ATT. LT. FRENCH WC. BOMBARDIER

FROM*

COMBOMB 306

Originator's Number Date Your/Mr Number and Date

(Write horizontally)

FOLLOWING IS PRELIMINARY REPORT OF BOMBING ON MISSION OF 5 APRIL

1943.

1. DIRECTION 60°

2. ALTITUDE 22000

3. TIME 1631

4. NO. OF BOMBS 96

5. WIND 287° 51 MPH

37

PUTNAM

This message must be sent AS WRITTEN and may be sent by W/T. Signature		This message must be sent IN CYPHER and may be sent by W/T. Signature		Originator's Instructions* Degree of Priority* IMMEDIATE				TIME OF ORIGIN.				
‡ Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)										T.O.R.		
System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	T.H.I.

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.
682503. Wt. 46234/3271. 120m. pads. 4/41. Manifoldia. 51-8935.

HEADQUARTERS
VIII BOMBER COMMAND
A.P.O. 634

Bomber Command Narrative of Operations
Day Operation - 5 April, (1942) 43/
Mission No. 50

TARGET - Erla Aircraft and Aero-Engine Repair Works, Near Antwerp.

The target was attacked by 64 B-17s and 18 B-24s with fair results. E/A opposition was strong and flak was slight and inaccurate. 4 B-17s were lost. Fighter escort was provided by 13 squadrons of Spitfires.

Group	Number of Aircraft				Claims	Personnel Casualties		
	(Airborne)	Attacking	Abortive	Lost		(Killed)	Wounded	Missing
<u>1st Wing</u>								
91	20	16	4	0	6-1-1	0	1	0
303	21	17	4	0	3-1-0	0	0	0
305	18	15	3	0	0-1-0	0	0	0
306	20	16	4	4	5-2-3	0	2	40
	79	64	15	4	14-5-4	0	3	40
<u>2nd Wing</u>								
44	14	11	3	0	7-3-0	0	0	0
93	11	7	4	0	2-0-0	0	0	0
	25	18	7	0	9-3-0	0	0	0
Total:	104	82	22	4	23-8-4	0	3	40

BOMBING RESULTS: 64 B-17s dropped 383 x 1000 G.P. at 1530 hrs. from 23,000 - 26,000 ft., and 18 B-24s dropped 216 x 500 G.P. at 1534-1537 hrs., from 22500-23000 ft. in and around the target area with fair results. PR photographs taken the same day as the raid show severe damage to the Erla Aircraft and Aero-Engine Repair Works Aircraft Assembly Shop and Dismantling and Wing Repair Shops, which were still burning. 3 buildings of the S.A. Photo Produits Gevaert were seriously damaged and left burning. In what is probably a hutted camp at a nearby fort 1 building is seen to be partially destroyed by a direct hit on the SW end and 4 others probably destroyed by blast. 4 direct hits are seen on the railway line, and approximately 50 houses and small buildings are destroyed or severely damaged in the district E and NE of the Erla Works.

REASONS FOR FAILURE TO BOMB: 22 a/c were abortive - 15 due to mechanical failure, 4 because of personnel failure, 2 because of damage from flak and e/a before reaching the target, and 1 because the bombs were not released for fear of striking one of our own a/c which was out of formation below it.

ENCOUNTERS: E/a attacks seemed to be concentrated on breaking up the formation. 1st Wing report attacks by 50-75 FW 190s, Me 109s, JU 88s, and Me 110s, beginning near the Dutch Coast, continuing over the target, and not stopping until the formation picked up the withdrawal escort near the Dutch Coast. These attacks came from 10-2 o'clock, simultaneously from both sides, the e/a diving underneath after the attack on leading groups and attacking following groups from below. Attacks on the 2nd Wing started at Ghent and lasted about 7 minutes after which intermittent attacks were made until about half way across the Channel, on the way back by 15-20 FW 190s and Me 109s. FW 190s were seen with yellow noses and bellies and silver wings, pale blue all over, or silver bellies with yellow noses and wing tips. Me 109s were mostly all black with some having silver trimmings. A variety of other markings include white and red noses, yellow tails, orange

CONFIDENTIAL

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

stripes on tail, yellow scallops on leading edge of wings, and silver, black, and blue fuselages. Some e/a were observed to have same general colorings as Spitfires. The 91st Group reports that FW 190s dropped bombs on the formation and groups of the 2nd Wing report that 5 aerial mines were dropped from e/a across the path of the formation and exploded quite far out in front of it with heavy black bursts.

PERSONNEL CASUALTIES: All casualties were in the 1st Wing and consist of 2 seriously wounded, 1 slightly wounded, and 40 missing. 5-8 chutes were observed from the B-17 that went down near Lokeren, 13-17 chutes slightly north of the target, and 11 chutes from the a/c down near Roosendaal.

EQUIPMENT CASUALTIES Lost: 4 B-17s were lost. 1 of these was hit near Ghent and went down at Lokeren, 2 went down slightly N. of the target, and the 4th went down near Roosendaal.

Battle Damage: Category A 10 B-17s and 1 B-24. Category AC - 2 B-17s.

FLAK: Slight inaccurate flak was encountered at Ostend, Bruges, Ghent, Antwerp and Schouwen Island. Bursts were black with one report of small white puffs at Ghent. 2 Groups reported large black burst at Ghent, Ostend and Antwerp which may have been from bombs dropped by e/a. One Group reported a single large burst halfway across the Channel but neither surface vessels nor a/c could be seen.

FIGHTER SUPPORT: A total of 13 squadrons of Spitfires cooperated in this mission, 2 squadrons providing cover on each of the two diversionary sweeps, 5 providing cover before the attack, and 4 providing withdrawal cover.

ROUTE: 1st Wing: Bases to Dungeness, to 50°35'N-01°15'E, turn right and return to Dungeness, to North Foreland, to a point 5 mi. SW of Ostend, to I.P. at Lokeren, to target; turn left to Weensdrecht to 5 mi. S of West Schouwen to 51°55'N-03°20'E to Hardwick to bases.

2nd Wing: Bases to North Foreland, to 51°15'N-02°05'E, turn left to 51°25'N-02°25'E, to North Foreland, follow 1st Wing to target and thence to 51°55'N-03°20'E, to Harwich, to bases.

WEATHER: At the take-off there was no low or medium cloud, but there was 1/10-6/10 cirrus at 24-25,000 ft., and visibility of 6-12 mi. En route to the target there were only traces of low cloud with 6/10 - 8/10 cirrus above the a/c and visibility of 30-40 mi. in slight haze. At the target there was no low or medium cloud but there was 6/10-8/10 cirrus above our a/c. Contrails were made at an estimated 30000 ft., by fighters. Conditions on the return trip were similar except that at bases there was 2/10-6/10 cloud at 3000-6000 ft., 4/10-6/10 high cirrus with 6-12 miles visibility.

OBSERVATIONS: A smoke screen was seen at Bruges. A searchlight battery was observed at Schouwen, and an airdrome 2 mi. N. of Furnes. A large camouflaged building was reported at Sint Niklaas. There were 60-70 balloons at Ostend. Shipping observed includes 7 ships in the harbor at Calais, 2 large ships in Dunkirk Harbor and 1 large vessel heading W 5 mi. off Dunkirk, 2 tankers near the Belgian coast heading for the canal to Rotterdam, 3-6 ships in Ooster Schelde, and 20-30 small boats in the neck of Honte (Wester Schelde). One crew saw an e/a that resembled our P47.

SORTIE: D/383

Scale: 1/9,400 (F.L.36")

LOCALITY: ANTWERP/MORSTEL.

DAMAGE ASSESSMENT

COVER AND QUALITY

The whole of the ERLA Works, the S.A. Photo. PRODUITS GEVAERT and the district of MORSTEL are covered on prints of excellent scale and quality. Detailed assessment of damage to the ERLA works is made difficult however by smoke from fires still burning.

PERIOD UNDER REVIEW

No previous report on damage to these targets has been issued. These photographs were taken after the daylight attack by the U.S.A.A.F on 5.4.43. by 64 B.17's and 18 B 24's.

DETAILS OF DAMAGE

Numbers in brackets refer to annotations on the distributed print 5051, neg No.21238.

ERLA AIRCRAFT AND AERO-ENGINE REPAIR WORKS.

The Aircraft Assembly Shop (300' x 380') has been partially destroyed and is still on fire. 5051 - (1)

The Aircraft Dismantling and Wing Repairs Shop (500' x 125') has been severely damaged by several direct hits and the N.E. end is still on fire. 5051 - (2).

S.A. PHOTO PRODUITS GEVAERT

3 buildings adjacent to each other (total area 375' x 130') have been seriously damaged and are still seen to be burning. 5051 - (3)

FORT NO.4 (probably Huttet Camp).

1 building 220' partially destroyed by direct hit on S.W. end.
4 other buildings damaged by blast.

5051 - (4)

RESIDENTIAL AND COMMERCIAL

N.E. of the ERLA Works 8-10 houses are seen to be still on fire. 5051 - (5)

Approx. 50 houses and small buildings are seen to be destroyed or severely damaged throughout the district E. and N.E. of the ERLA Works. 5051 - (6)

At least 4 direct hits are seen on the railway line.

/CRATERS

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H)

A/C Number 42-5394

Total time for complete mission 4:15

Date April 5, 1943

<u>P. Reecher, K.A.</u>	<u>1st. Lt.</u>	<u>R. Brown, H.M.</u>	<u>T/Sgt.</u>
<u>CP. O'Brien, E.J.</u>	<u>2nd. Lt.</u>	<u>G. Standish, W.J.</u>	<u>S/Sgt.</u>
<u>N. Bennett, G.D.</u>	<u>1st. Lt.</u>	<u>C. Hicks, W.G.</u>	<u>S/Sgt.</u>
<u>B. Pederson, G.W.</u>	<u>S/Sgt.</u>	<u>G. Kennedy, E.E.</u>	<u>S/Sgt.</u>
<u>E. Klucick, G.</u>	<u>T/Sgt.</u>	<u>G. Miller, E.J.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H)

A/C Number 42-29660

Total time for complete mission _____

Date April 5, 1943

<u>P. Ross, K.G.</u>	<u>1st. Lt.</u>	<u>R. Bowles, F.D.</u>	<u>T/Sgt.</u>
<u>CP. Gates, R.E.</u>	<u>2nd. Lt.</u>	<u>G. Benson, E.</u>	<u>S/Sgt.</u>
<u>N. Miller, S.S.</u>	<u>2nd. Lt.</u>	<u>G. Bird, A.</u>	<u>S/Sgt.</u>
<u>B. Lewis, G.L.</u>	<u>2nd. Lt.</u>	<u>G. Smith, C.</u>	<u>S/Sgt.</u>
<u>E. Hovekamp, W.A.</u>	<u>T/Sgt.</u>	<u>G. Hyman, A.E.</u>	<u>T/Sgt.</u>

X- MISSING IN ACTION

Squadron 367th. Bomb. Sq. (H) A/C Number 25-306

Total time for complete mission 5:00 Date April 5, 1943

P. <u>Buckey, G.R.</u>	<u>Captain</u>	R. <u>Gecowets, M.J.</u>	<u>T/Sgt.</u>
CP. <u>Casey, W.J.</u>	<u>1st. Lt.</u>	G. <u>Small, P.D.</u>	<u>S/Sgt.</u>
N. <u>Coons, W.H.</u>	<u>1st. Lt.</u>	G. <u>Harris, R.G.</u>	<u>S/Sgt.</u>
B. <u>Dexter, J.H.</u>	<u>1st. Lt.</u>	G. <u>Borzyn, J.R.</u>	<u>S/Sgt.</u>
E. <u>Elliott, W.C.</u>	<u>T/Sgt.</u>	G. <u>Raidline, C.W.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 42-5431

Total time for complete mission _____ Date April 5, 1943.

P. <u>Fischer, C.E.</u>	<u>1st. Lt.</u>	R. <u>Eastham, F.L.</u>	<u>T/Sgt.</u>
CP. <u>Crouch, J.W.</u>	<u>2nd. Lt.</u>	G. <u>Compton, H.B.</u>	<u>S/Sgt.</u>
N. <u>Consolmagno, J.E.</u>	<u>1st. Lt.</u>	G. <u>Rhodes, W.C.</u>	<u>Sgt.</u>
B. <u>Moske, W.A.</u>	<u>2nd. Lt.</u>	G. <u>Phifer, N.H.</u>	<u>S/Sgt.</u>
E. <u>Kuczynski, W.R.</u>	<u>S/Sgt.</u>	G. <u>Sanders, Lee.</u>	<u>S/Sgt.</u>

X- MISSING IN ACTION

4

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H)

A/C Number 42-5407

Total time for complete mission 4:30

Date April 5, 1943

<u>P. Harwood, C.J.</u>	<u>1st. Lt.</u>	<u>R. Robel, R.G.</u>	<u>T/Sgt.</u>
<u>CP. Clymer, G.F.</u>	<u>2nd. Lt.</u>	<u>G. Collette, J.E.</u>	<u>S/Sgt.</u>
<u>N. Whiteman, W.H.</u>	<u>2nd. Lt.</u>	<u>G. Buchanan, W.S.</u>	<u>S/Sgt.</u>
<u>B. Zabawa, E.J.</u>	<u>S/Sgt.</u>	<u>G. Collins, C.C.</u>	<u>S/Sgt.</u>
<u>E. Enloe, L.J.</u>	<u>T/Sgt.</u>	<u>G. Erisken, R.H.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H)

A/C Number 42-5072

Total time for complete mission _____

Date April 5, 1943

<u>P. Parker, W.H.</u>	<u>1st. Lt.</u>	<u>R. Gross, J.E.</u>	<u>T/Sgt.</u>
<u>CP. Thelen, C.J.</u>	<u>1st. Lt.</u>	<u>G. Clark, J.S.</u>	<u>S/Sgt.</u>
<u>N. Spaduzzi, P.A.</u>	<u>2nd. Lt.</u>	<u>G. Haeft, R.E.</u>	<u>S/Sgt.</u>
<u>B. Milbourn, A.L.</u>	<u>1st. Lt.</u>	<u>G. Davis, S.E.</u>	<u>S/Sgt.</u>
<u>E. Creatore, J.M.</u>	<u>T/Sgt.</u>	<u>G. O'Brien, L.H.</u>	<u>S/Sgt.</u>

X- MISSING IN ACTION

MISSION LOADING LIST

Squadron 368th A/C Number 42-29658

Total time for complete mission 4:50 Date April 5, 1943

P. 1st Lt. Gillogly, F.D. R. T/Sgt. Fehr, C.F.

CP. 1st Lt. Fryer, R.R. G. S/Sgt. Allan, W.

N. 2nd Lt. Jones, C.G. G. S/Sgt. Warren, H.E.

G B. S/Sgt. Baker, A.M. G. S/Sgt. Dyke, R.W.

E. T/Sgt. Edwards, L.V. G. Sgt. Dolinka, D.

13

MISSION LOADING LIST

Squadron 368th A/C Number 42-3034

Total time for complete mission 4:40 Date April 5, 1943

P. 1st Lt. Jankowski, T.A. R. T/Sgt. Benigno, B.J.

CP. 1st Lt. Scheil, W.H. G. S/Sgt. Bell, C.R.

N. 2nd Lt. Wigham, R.E. G. S/Sgt. Gelnett, W.G.

B. 2nd Lt. Brown, J.A. G. S/Sgt. McDonnell, T.P.

E. T/Sgt. Stelzer, J.B. G. S/Sgt. Chinlund, J.E.

12

Squadron 368th

A/C Number 42-29643

Total time for complete mission 4:30

Date April 5, 1943

P. <u>1st Lt. Miller, R.C.</u>	R. <u>T/Sgt. Spiro, J.M.</u>
CP. <u>2nd Lt. Teare, J.D.</u>	G. <u>S/Sgt. Phillips, W.J.</u>
N. <u>2nd Lt. Strauss, M.M.</u>	G. <u>S/Sgt. Truscott, E.A.</u>
B. <u>2nd Lt. Shaaber, J.D.</u>	G. <u>S/Sgt. Wade, J.E.</u>
E. <u>T/Sgt. Small, E.H.</u>	G. <u>T/Sgt. Griggs, D.A.</u>

MISSION LOADING LIST

Squadron 368th

A/C Number 25404

Total time for complete mission 5:00

Date April 5, 1943

P. <u>1st Lt. Reber, M.E.</u>	R. <u>T/Sgt. Ormond, W.C.</u>
CP. <u>2nd Lt. Barnes, H.H.</u>	G. <u>S/Sgt. Kemberling, C.C.</u>
N. <u>2nd Lt. Bergen, L.</u>	G. <u>S/Sgt. Bohland, R.L.</u>
B. <u>1st Lt. Daniels, F.G.</u>	G. <u>S/Sgt. Lemmerhirt, L.C.</u>
E. <u>T/Sgt. Christian, C.A.</u>	G. <u>S/Sgt. Brotzman, E.H.</u>

14

MISSION LOADING LIST

Squadron 368th A/C Number 42-24498

Total time for complete mission 5:00 Date April 5, 1943

CP. Capt. Regan, J.M. R. T/Sgt. Hoffman, W.F.
P Major Wilson, J.W. G. S/Sgt. Pugh, C.L.
N. Capt. Saltirnik, R.J. G. S/Sgt. Krajcik, A.J.
B. Capt. Yausi, F.D. G. S/Sgt. Retcofsky, A.
E. T/Sgt. Crowther, J.K. G. S/Sgt. LeBlanche, R.
C. General Armstrong, F.

MISSION LOADING LIST

Squadron 368th A/C Number 42-24465

Total time for complete mission _____ Date April 5, 1943

P. 1st Lt. Saelos, R.W. R. T/Sgt. Keskey, W.H.
CP. 2nd Lt. Kramarinko, A. G. S/Sgt. Magee, R.
N. 2nd Lt. Murray, J.E. G. S/Sgt. Baker, W.E.
B. 2nd Lt. Saunders, W.W. G. S/Sgt. Hampton, F.R.
E. T/Sgt. Stenkoski, S.P. G. Sgt. Walls, R.E.

MISSING IN ACTION

6

MISSION LOADING LIST

Squadron 368th A/C Number 41-24560

Total time for complete mission 3:30 Date April 5, 1943

P. <u>Capt. Smiley, W.N.</u>	R. <u>T/Sgt. Hepler, D.B.</u>
CP. <u>2nd Lt. Ewan, A.L.</u>	G. <u>S/Sgt. Payne, W.R.</u>
N. <u>2nd Lt. Arrison, F.R.</u>	G. <u>S/Sgt. Sliff, L.J.</u>
B. <u>2nd Lt. Breunig, W.W.</u>	G. <u>S/Sgt. Staiff, R.K.</u>
E. <u>T/Sgt. Clifton, R.C.</u>	G. <u>T/Sgt. Graziano, J.R.</u>

TURNED BACK

15

MISSION LOADING LIST

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

Total time for complete mission 4:45 Date April 5, 1943

P. <u>Check, R. J. Capt.</u>	R. <u>Wallace, R. W. Sgt.</u>
CP. <u>Cassedy, W. P. 2nd Lt.</u>	G. <u>Bieloga, W. J. S/Sgt.</u>
N. <u>Blanchett, M. P. 2nd Lt.</u>	G. <u>Bobbett, J. A. S/Sgt.</u>
B. <u>Lucas, J. S. 2nd Lt.</u>	G. <u>Edwards, M. B. S/Sgt.</u>
E. <u>Sawicke, N. M. T/Sgt.</u>	G. <u>Webb, J. C. S/Sgt.</u>

21

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-29477

Total time for complete mission 4:45 Date April 5, 1943

- | | | | |
|--------------------------|----------------|---------------------------|---------------|
| P. <u>Hopkins, J. E.</u> | <u>1st Lt.</u> | R. <u>Williams, B. C.</u> | <u>T/Sgt.</u> |
| CP. <u>Pipp, E. G</u> | <u>1st Lt.</u> | G. <u>Zaban, E.</u> | <u>Sgt.</u> |
| N. <u>Flower, L. J.</u> | <u>2nd Lt.</u> | G. <u>Lundé, F. T.</u> | <u>S/Sgt.</u> |
| B. <u>Farmer, R. C.</u> | <u>2nd Lt.</u> | G. <u>Gray, W. J.</u> | <u>S/Sgt.</u> |
| E. <u>Rogers, E. C.</u> | <u>T/Sgt.</u> | G. <u>Babba, J. L.</u> | <u>Sgt.</u> |

MISSION LOADING LIST

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

Total time for complete mission 4:40 Date April 5, 1943

- | | | | |
|-----------------------------|----------------|-------------------------|---------------|
| P. <u>Johnson, L. P.</u> | <u>1st Lt.</u> | R. <u>Bean, H. R.</u> | <u>T/Sgt.</u> |
| CP. <u>McCallum, R.</u> | <u>2nd Lt.</u> | G. <u>Hobbs, J. M.</u> | <u>S/Sgt.</u> |
| N. <u>Pollock, E. J.</u> | <u>1st Lt.</u> | G. <u>Smith, R. J.</u> | <u>S/Sgt.</u> |
| B. <u>Drew, L. E.</u> | <u>1st Lt.</u> | G. <u>Bukacek, J.</u> | <u>S/Sgt.</u> |
| E. <u>Fahrenhold, W. W.</u> | <u>S/Sgt.</u> | G. <u>Gibson, R. E.</u> | <u>S/Sgt.</u> |

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 25180

Total time for complete mission 4:40 Date April 5, 1943

P. <u>Lambert, J. L.</u>	<u>Major</u>	R. <u>Thornton, J. H.</u>	<u>T/Sgt.</u>
CP. <u>George, W. Jr.</u>	<u>1st Lt.</u>	G. <u>McClellan, G. J.</u>	<u>S/Sgt.</u>
N. <u>Simmons, A. V.</u>	<u>2nd Lt.</u>	G. <u>Bevan, D. J.</u>	<u>S/Sgt.</u>
B. <u>Ford, E. W.</u>	<u>1st Lt.</u>	G. <u>Dyakovich, W. J.</u>	<u>Sgt.</u>
E. <u>MacGregor, W. A.</u>	<u>T/Sgt.</u>	G. <u>Lamb, B. J.</u>	<u>S/Sgt.</u>

18

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-5720

Total time for complete mission 4:35 Date April 5, 1943

P. <u>O'Hara, R. K.</u>	<u>1st Lt.</u>	R. <u>Lang, F. E.</u>	<u>T/Sgt.</u>
CP. <u>Smith, R. H.</u>	<u>2nd Lt.</u>	G. <u>Fetkiw, P.</u>	<u>S/Sgt.</u>
N. <u>Cheney, J. S.</u>	<u>1st Lt.</u>	G. <u>Nelson, M. E.</u>	<u>S/Sgt.</u>
B. <u>Phelan, H. E.</u>	<u>2nd Lt.</u>	G. <u>Garris, J. J.</u>	<u>Sgt.</u>
E. <u>Sheffield, C. A.</u>	<u>T/Sgt.</u>	G. <u>Strom, H. F.</u>	<u>S/Sgt.</u>

Wright, J. B. Major X

16

MISSION LOADING LISTSquadron 423rd Bomb Sq (H) A/C Number 42-29524Total time for complete mission 2:40 Date April 5, 1943

<u>P. Steele, D. A.</u>	<u>1st Lt.</u>	<u>R. Stymacks, R. T.</u>	<u>T/Sgt.</u>
<u>CP. Jones, R. W.</u>	<u>1st Lt.</u>	<u>G. Piotrowski, W.</u>	<u>S/Sgt.</u>
<u>N. Nordberg, D. J.</u>	<u>2nd Lt.</u>	<u>G. Smoot, J. E.</u>	<u>S/Sgt.</u>
<u>B. Hull, W. H.</u>	<u>S/Sgt.</u>	<u>G. Stokoski, E. J.</u>	<u>Sgt.</u>
<u>E. Bamforth, L. L.</u>	<u>T/Sgt.</u>	<u>G. Porcelli, F. N.</u>	<u>Sgt.</u>

NON-OPERATIONAL--ABORTIVE

MISSION LOADING LISTSquadron 423rd Bomb Sq (H) A/C Number 42-5714Total time for complete mission 4:45 Date April 5, 1943

<u>P. Youree, P. E.</u>	<u>Capt.</u>	<u>R. Roskovich, M.</u>	<u>T/Sgt.</u>
<u>CP. Sugg, L. C.</u>	<u>2nd Lt.</u>	<u>G. McClure, K. N.</u>	<u>S/Sgt.</u>
<u>N. Gaslin, H. E.</u>	<u>Capt.</u>	<u>G. Colvard, F. L.</u>	<u>Sgt.</u>
<u>B. Horner, G. S.</u>	<u>2nd Lt.</u>	<u>G. Baker, W. V.</u>	<u>Sgt.</u>
<u>E. Wilkinson, W. R.</u>	<u>S/Sgt.</u>	<u>G. Randall, C. E.</u>	<u>S/Sgt.</u>
		<u>X Waugh, F. L.</u>	<u>Cpl.</u>

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 560 Letter _____ Date 5/4/42

Bomb Load 6x1000 H.E. Incendi

Position in Formation

Time Took Off 1245 Time Landed 1615

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

HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

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

- Capt. W.N. Smiley Pilot
- Lt. A.L. Ewan CO-P
- Lt. F.R. Arison Nav.
- Lt. W.W. Breunig Bomb.
- T/S D.B. Hepler Radio
- T/S P.C. Clifton Top T.
- S/S L. Sliff Ball T.
- S/S R.K. Staiff R. Waist
- S/S J. Graziano L. Waist
- S/S W.R. Paine Tail G.

ABORTIVE

TARGET ATTACKED:

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

Number of BOMBS dropped on target: Jettisoned: Returned: 6x1000 Abortive: before

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

Own Bombs:

Other Bombing:

Any PHOTOGRAPHS taken: Yes? No?

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

WEATHER: (If it affected mission)

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

Time	Place	Height	Type (L. H.)	Color	Location	Accuracy
------	-------	--------	--------------	-------	----------	----------

Turned back at coast before the first division as the #4 engine went out and we could not keep up with formation. We were at 23500'. We turned back at 1438

16

INTERROGATION FORM

574
Date 9/5/43

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

Bomb Load _____ H.E. Incendi _____ Posi _____ Formation _____

Time Took Off _____ Time Landed _____ X X X X

1. HOT NEWS to Be phoned in? Yes No
Detail X X X X X X

CREW: Give Rank and Initials

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

Turned back. 1435 just as
reached coast to go on diversion
Busted Cylinder Head + Supercharger Induct blowing off
Brought Bombs back

Steel Pilot
CO-P
Nav.
Bomb.
Radio
Top T.
Ball T.
R. Waist
L. Waist
Tail G.

2. TARGET ATTACKED:

Primary Time: Fly at 23000
Alternate Height:
Last Resort Heading:
(circle)
Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

INTERROGATION FORM

SQUADRON 367 (368) 369 423 A/C Number 498 Lett. H Date 5-4-43

Bomb Load 6x1000 H.E. Incend.
 Time Took off 1745 Time Landed 455

Position in Formation

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

HOT NEWS to be phoned in? Yes No
 Details:
 ① after target B17 - 4 chutes

CREW: Give Rank and Initials

- Maj. Wilson Pilot *See Armstrong*
- Capt. Dean CO-P
- Alternick Nav.
- Trusee Bomb.
- 1/5 WF Hoffmann Radio
- 1/5 J. Conacher Top T.
- S/Sgt C. R. Pugh Ball T.
- S/S R. Le. Blanche R. Waist
- S/S A. Retkofsky L. Waist
- S/S A. J. Krepik Tail G.

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)
 1- Before target - 1 chute
 1- 10 minutes after target -

TARGET ATTACKED:

Primary Time: 15:31
 Alternate Height: 71900'
 Last Resort Heading: 25300°?
 Duration Bomb Run: 6x1000

Not AFCE

Number of BOMBS dropped on target: 6x1000 Jettisoned: Returned: Abortive:
 Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Rem of bombs scattered and all bombs over

Other Bombing:

Any PHOTOGRAPHS taken: Yes? No?
GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:
ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

WEATHER: (If it affected mission) Clear - very slight haze

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

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

Very little flak accurate -
Patch going in some around target some going out
Coast most

Other observations about Flak: _____

10. ENEMY FIGHTER OPPOSITION:

At the Coast, F.W.

4 low nose
(Types)

(Estimated total number of E/A seen)

50 at target

Force as many as

Paris

(Location and length of fight)

In to target and out to Coast

Low and even head on - Six at a time

200 to 100

on them

(Ratio of E/A)

NO JAW Attacks -

Yellow noses

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

*Yoursell
will give more
on any mission*

Target mission
defensive action
(Our defensive action)

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

11. FIGHTER SUPPORT At Coast on

way back

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

Saw 3 bombs dropped by fighters after target 2 going in and one out - Saw bomb - tremendous explosion

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

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

Regan - Head not inspected

15. DAMAGE TO A/C: (Briefly)

Hydraulic system shot out - Radio out - OX system out - Right wing

16. TECHNICAL FAILURES:

Stabilizer out } Fire in cockpit when hydraulic system out } Engineer Curran
Regan put fire out

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

S-2 OFFICER

Brunswick

TIME CO.

5:30

(1)

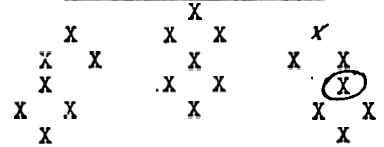
INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number R18 Letter _____ Date 5/4/43

Bomb Load 6X1000 H.E. Incendi

Position in Formation

Time Took Off 1245 Time Landed 1715



HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

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

Capt R.J. Chick Pilot

Lt. W. Cassidy CO-P

Lt. M.P. Blanelette Nav.

Lt. J.S. Lucas Bomb.

S/S. R.W. Wallace Radio

S/S. M.H. Sawicki Top T.

S/S. W.T. Buckley Ball T.

S/S. J.A. Boffett R. Waist

S/S. J.B. Edwards L. Waist

S/S. J.C. West Tail G.

TARGET ATTACKED:

(Primary) Time: 1530

alternate Height: 23000'

Last Resort Heading: 50° mag.
(circle)

Duration Bomb Run: 40 sec.

Number of bombs dropped on target: 6. Jeetisoned: 1000. Returned: Abortive:

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

Own Bombs: Not observed

Other Bombing: good hits on target area

Any PHOTOGRAPHS taken: Yes? (No?)

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: ✓

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

As ordered.

WEATHER: (If it affected mission) O.K

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

Time	Place	Height of A/C	Type (light, heavy). intense or slight.	Color of Bursts	Accuracy
1514	Over	23000'	H-2	lt. brown	behind
1530	Target	23000'	H-11	B+White	Height per-direction

Observations about Flak: An FW 190 peeled off ahead of us and dropped a bomb. It exploded just ahead of map marker along T. track at one height.

10. ENEMY FIGHTER OPPOSITION:

100 FW 190's Mustang, ME 109F

(Estimated total number of E/A seen)

Picked us up just after we crossed the coast into the target - running fight to 20 miles off the coast.

Came from all directions.

Yellow noses - also silver.

(Our defensive action)

C L A I M S	
DESTROYED	No claims
PROBABLY	
DAMAGED	
(Fall of gear, etc. for each claim)	

11. FIGHTER SUPPORT Were there any in but we had none for withdrawal support.

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

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or undetermined cause) 1-B-17 went down just before the target at 1545 - 5 shutes. Fighter as the cause. #2 engine on fire - he crashed into the ground.

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how) 1-B-17 went down - after the target at 1545 - was in distress and finally dropped way back under fighter attack.

15. DAMAGE TO A/C: (Briefly) Small hole in tail from flak or 20mm. fragment

16. TECHNICAL FAILURES: Oil pressure + temp out on one engine for awhile

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

S-2 OFFICER [Signature] FILE COMPLETED

2

INTERROGATION REPORT

SQUADRON 367 368 369 (423) A/C Number 720 Letter _____ Date 5/4/43

Bomb Load 6x1000 F.E. Incendi.

Position in Formation

Time Took Off 1245 Time Landed 1730

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

HOT NEWS to be phoned in? Yes (No)
Details: _____

CREW: Give Rank and Initials

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

- Lt. R.K. O'Hara Pilot
- Lt. P.H. Smith CO-P
- Lt. J.S. Cheney Nav.
- Lt. H.E. Phalan Bomb.

TARGET ATTACKED:

Primary Time: 1529
 Alternate Height: 23000'
 Last Resort Heading: 45° mag.
 (circle)
 Duration Bomb Run: 15 sec.

- Cpt. F.E. Hargy Radio
- T/S C.A. Sheffield Top T.
- S/S P. Feltner Ball T.
- S/S M.E. Nelson R. Waist
- S/S J.J. Garris L. Waist
- S/S H.F. Strong Tail G.
- Wright - Ass. Gun

Number of BOMBS dropped on target: 6x1000 Jettisoned: _____ Returned: _____ Abortive: _____

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

Own Bombs: Not observed.

Other Bombing: ✓

Any PHOTOGRAPHS taken: Yes? (No?)

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: ✓

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

As ordered

WEATHER: (If it affected mission) ✓

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

1514 Obsd. 23000' H-S B Smacc.

None observed over target

From flight crew observations about ~~the~~ Saw a time bomb dropped which was very acc. for alt. but was ahead. Another was off to our right

30 + 11190's
(Estimated total number of E/A seen)

11 109E 109F
(Types)

Picked us up near Bhent - to target - then
(Location and length of fight)
to coast going out.

Flipped wings as the Spitfire -
(Tactics of E/A)

yellow noses - some black

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

Violent
(Our defensive action)

C L A I M S

DESTROYED _____

PROBABLY _____

DAMAGED _____

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

11. FIGHTER SUPPORT As ordered.

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

13. INCIDENTS TO FRIENDLY A/C: (If one friendly A/C lost, state whether by A.A., E/A Action, Accident or indeterminate.)

1-B-17 - hit over the target with #1 motor on fire - fighter - 1 chute.
2-B-17b - midway between target + coast (1545) with 2 subboard

14. INJURIES TO CREW: Give name, position in A/C, type of injury, how incurred on fire - men attack (Specify E/A and TIME.)

1-B-17 was hit by the first fighter attack - (1514) he turned out of formation and (B-17) did back for England. (out of 9/1st group)
nil

16. TECHNICAL FAILURES: nil.

17. "GEE" COMMENTS: (Any unusual incidents? Any suggestions?)

REPORTING OFFICER

Dustin

TIME COMPLETED

(3)

SQUADRON 367 368 369 (423) A/C Number 180 Letter B Date 3/5/42

Bomb Load 6x1000 M.E. Incendi.

Position in Formation

Time Took Off 1250 Time Landed 1650

			X		
		X	X	X	⊙
X	X		X	X	X
X			X	X	X
X	X		X		X
X					X

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

CREW: Give Rank and Initials

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

Maj. Lambert Pilot
 Lt. W. Gense CO-P
 Lt. A.V. Simmons Nav.
 Lt. Emmett Ford Bomb.
 JH. [unclear] Radio
 W.A. [unclear] Top T.
 G.J. McClellan Bal. T.
 D. Boren R. Waist
 W.V. [unclear] L. Waist
 BT. [unclear] Tail G.

2. TARGET ATTACKED:

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

3. Number of BOMBS dropped on target:

Jettisoned: 6 Returned: Abortive:

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

Own Bombs:

Planes under us during bombing run.
No combat loss.

Other Bombing: Bombing run.

5. Any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as ordered

8. WEATHER: (If it affected mission)

Good

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

22500 [unclear] When camera coast some not accurate to us but good for following [unclear]

Crew observations about Flak:

10. ENEMY FIGHTER OPPOSITION: *None*

100-150

F-100

~~*F-105*~~

(Estimated total number of E/A)

(Types)

(Location and length of flight)

*Head on attack from both sides at same time. - At 20000 ft.
- Came on it at this formation*

(Tactics of E/A)

Aggressive. More maneuvering. A few yellow maneuvers.

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

(Our defensive action)

CLAIMS	
DESTROYED	1
PROBABLY	0
DAMAGED	0

Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT

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

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

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

Mr. Clemm lost vision

15. DAMAGE TO A/C: (Briefly) *hole (20mm) in fuselage*

16. TECHNICAL FAILURES: *none*

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

SQUADRON 367 368 369 423 A/C Number 394 Letter 0 Date 3/6

Bomb Load 6x1000 (H.E.) Incendiary Posi. Formation

Time Took Off 12.45 Time Landed 1650

1. HOT NOTIS to be phoned in? Yes No
Detail

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)
*Plane hit fighter after leaving target at Wensdehede.
Epilee very brightly flash before target screen took on
fire. 3 chutes + in spin. (near target) (short)
Prop hit on one engine + dropped back. Dropped flares.
no chutes.*

- Lt. Richer KA Pilot
- St O'Brien, E CO-P
- St Bennet, G Nav.
- Sgt Peterson G.V. Bomb.
- VS Brown HM Radio
- Walt Klucick, G Top T.
- Hicks, W.O. Ball T.
- Standish W.J. R. Waist
- Miller, Ed L. Waist
- Kennedy EE Tail G.

TARGET ATTACKED:

Primary Time: 14.29
 Alternate Height: 22500
 Last Resort Heading: ?
 (circle)
 Duration Bomb Run: 15 seconds.

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

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

Own Bombs: n.w. of target?
mostly unobserved.

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as briefed.

8. WEATHER: (If it affected mission) Beautiful

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
			<u>constant in.</u>	<u>Dark semi-bright</u>	<u>very slight.</u>	<u>22500</u>
			<u>Short at 10.</u>	<u>22500 heavy.</u>	<u>Occasional but moderate.</u>	
			<u>None seen at target.</u>			

Crew observations about Flak: Flak all bunched together.
Dropped bombs behind.

10. ENEMY FIGHTER OPPOSITION:

100+

FWS ME 109s.

(Estimated total number of E/A seen)

From ten minutes before host coming in air 38.

(Location and length of fight)

Came from all over most from front. All in same area.

(Tactics of E/A)

Yellow wing. Stayed winged ME 109s.

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

(Our defensive action)

C L A I M S	
DESTROYED	2
PROBABLY	1
DAMAGED	1
(Fill out completely separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

They were up there at 35000 feet. They were where they were scheduled but we needed them at target.

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

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

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

15.

DAMAGE TO A/C: (Briefly)

none
#3 engine worked out - holes in tank

16. TECHNICAL FAILURES:

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

S-2 OFFICER

TIME COMPLETED

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 658 Letter _____ Date 5 April 43

Bomb Load 0 X 1000 H.E. Incendi

Position in Formation

Time Took Off 1250 Time Landed 1115

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

HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

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

Lt 202 Gallagher Pilot
R. R. Fryer CO-P
C. Jones Nav.
Sgt D. Dolinka Bomb. N.G.
C. Lehr Radio
L. Edwards Top T.
H. Warren Ball T.
R. Dyke R. Waist
N. Allan L. Waist
A. Baker Tail G.

TARGET ATTACKED:

Primary Time: _____
 alternate Height: 22,000
 Last Resort Heading: _____
 (circle)
 Duration Bomb Run:
about 30 seconds

Number of BOMBS dropped on target: 6 Destroyed: _____ Returned: _____ Abortive: _____

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

Own Bombs:

Other Bombing: target area ablaze

Any PHOTOGRAPHS taken: Yes? (No?)

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as ordered

WEATHER: (If it affected mission) good

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

Time	Place	Height of A/C	Type (light, heavy). intense, moderate or slight.	Color of Bursts	Accuracy
<u>not much but accurate. low</u>					

own observations about Flak: _____

10. ENEMY FIGHTER OPPOSITION:

75-100

mostly F-190's

(Estimated total number of E/A seen)

Enemy coast to target & back

(Location and length of fight)

None attacks: aerial bombs

(Tactics of E/A)

silver, black, yellow tails, yellow noses, red

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

(Our defensive action)

C L A I M S	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill in details separately for each)	_____

11. FIGHTER SUPPORT *late*

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

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

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

15. DAMAGE TO A/C: (Briefly) *few small holes*

16. TECHNICAL FAILURES:

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

S-2 CREWER *Jeremiah F. Sullivan* COMPLETED

INVESTIGATION FORM

SQUADRON 367 368 369 (423) A/C Number 714 Letter G Date 5-4-43

Bomb Load 6x1000 H.E. Incendi

Position in Formation

Time Took Off 1745 Time Landed 400

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

HOT NEWS to be phoned in? Yes No

Details: ---

319 B17 down - under control.

CREW: Give Rank and Initials

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

~~Observed~~ 1 chute - Fighters. under control

Observed few 7 chutes out of one

Younce Pilot
 Judd P. Pugg CO-P
 Capt H.E. Gaslin Nav.
 2nd Lt G.F. Horner Bomb.
 (25) Rascoick Radio
 S/S W. Wilkinson Top T.
 S/S K.N. McClure Ball T.
 S/S E.E. Randall R. Waist
 S. F. Culvard L. Waist
 S.W.V. Parker Tail G.

TARGET ATTACKED:

Primary Time: 1530
 Alternate Height: 75000
 Last Resort Heading: 100°
 Duration Bomb Run: none

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

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

Own Bombs: Impossible to synchronize sight due to violent evasive action.

Other Bombing:

Any PHOTOGRAPHS taken: Yes No? K17-
 GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

onc to I.P. evasive action brought them in on different heading (Dont go directly over target).

WEATHER: (If it affected mission)

Clear -

Flak: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type of heav. or moderat. slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
1531 to 1534	(Height)			(Accurate)		moderate

Couple at base coast Brought

Crew observations about Flak:

Capt. F.H. Warrick photo lab

10. ENEMY FIGHTER OPPOSITION:

If as many attacked as did this group

(Estimated total number of E/A seen)

(Types)

there was 100 up. Group saw 40-50

(Location and length of fight)

Come anywhere

1st German pilot bale

(Tactics of E/A)

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

(Our defensive action)

*Spits good - just
Wrenches*

C L A I M S

DESTROYED _____

PROBABLY _____

DAMAGED _____

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

no claim/frames

11. FIGHTER SUPPORT

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

Saw bomb dropped by P.W.

2 exploded.

Everybody agrees - saw it come out & saw it explode

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

External Hooked between wheels

*Got fire on it.
Bomb Hornes*

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

15.

15. DAMAGE TO A/C: (Briefly)

Right elevator and stabilizer

16. TECHNICAL FAILURES:

no

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

English fight as above ok.

*not right for
mail Hornes*

S-2 OFFICER

Burns

FILE COMPLETED

610

INTERROGATION FORM

SQUADRON 367 (368) 369 423 A/C Number 498 Lett. L Date 5-4-48

Bomb Load 6x1000 H.E. Incendi

Position in Formation

Time Took off 1745 Time Landed 455

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

• HOT NEWS to be phoned in? Yes No
Details:

① after target B17 - 4 chutes

CREW: Give Rank and Initials

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

1- Before target - 1 chute

1- 10 minutes after target -

- Maj. Wilson Pilot *See Armstrong*
- Capt. Ryan CO-P
- Palterovich Nav.
- Trusser Bomb.
- 1/s WF Hoffman Radio
- 1/s J. R. ... Top T. *Crowley*
- S/S C. L. Pugh Ball T.
- S/S R. LeBlanche R. Waist
- S/S A. Retkofsky L. Waist
- S/S A. V. Krapik Tail G.

TARGET ATTACKED:

Primary Time: 15:31
alternate Height: 74900
Last Resort Heading: 2530°?
(circle)
Duration Bomb Run: 6x1000

Not AFCE

• Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

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

Own Bombs:

Rot of bombs. Scattered and all bombs over -

Other Bombing:

• Any PHOTOGRAPHS taken: Yes? No?

• GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

WEATHER: (If it affected mission) Clear - very slight haze

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	Direction	Accuracy
------	-------	---------------	---	-----------------	-----------	----------

Very little flack accurate -
Patrol going in (some around target some going out)
Coast most

• New observations about Flak: _____

10. ENEMY FIGHTER OPPOSITION:

Arctic Coast, F.W. Yellow nose
(Estimated total number of E/A seen) (Type)

(50 at target) . Twice as many as (Paris)
(Location and length of fight)

In to target and out to Coast
Low and even head on - Six at a time
200 to 100 yards - Read letters on them
(Far or of E/A)

NO JA n Attacks -

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

*you see
them pass near
on any mission*

Incident mission
thinly
ammunition
(Our defensive action)

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

11. FIGHTER SUPPORT at

way back -

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

Saw 3 bombs dropped by fighters after target 2 going in and one out - Parkbank - tremendous explosion

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

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

Regan - Slack not too seriously

15. DAMAGE TO A/C: (Briefly) Salterick - 20 mm in leg

Hydraulic system shot out - Radio out. 800 ygen system out - Right wing

16. TECHNICAL FAILURES:

1. Ignition Fire in cockpit when hydraulic system } Engineer Curran
out } + Regan put fire out

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

S-2 OFFICER Bainbridge FILE NO. 520

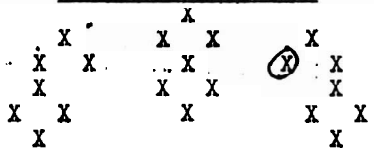
8

SQUADRON. 367 368 369 (423) A/C Number 649 Letter V Date 5/4/43

Bomb Load 6/1000 H.E. Incendi

Position in Formation

Time Took Off 1249 Time Landed 1700



HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials.

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

down
1817 on fire 1 chute on run
1817 7 chutes (maybe same one)
3817 right after target only one chute.

- LT. L.P. JOHNSON Pilot
- " R.M. CALLUMCO-P
- " ENL POLLACK Nav.
- L.E. DREW Bomb.
- 1/5 H.R. BEAN Radio
- 1/5 WULFAHRENHOLD T.
- 5/5 W.M. HOBBS Ball T.
- 5/5 R.L. SMITH R. Waist
- 1/5 J. BURBANK L. Waist
- 1/5 R.H. GIBSON Tail G.

2. TARGET ATTACHED:

Primary Time: too busy
alternate Height: too busy
Best Resort Heading:
(circle)
Duration Bomb Run: 30 sec

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

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

Own Bombs: too d - in busy shootin'

Other Bombing: some seen in target some over

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
<u>just over coast going in slight to mod. behind - black</u>					
<u>Target - slight fore - behind.</u>					
<u>Crew observations about Flak: Target - bombs drop on this formation - not too close</u>					

10. ENEMY FIGHTER OPPOSITION:

100 +

116184 - more than seen before
FW190

(Estimated total number of E/A's)

(Types)

At after crossing coast 1515 until - crossing out 1550
(Location and length of fight)

Came in like Spit escort
Lots of head-on attacks - went after stragglers
(Tactics of E/A)

Yellow nose, silver, white underneath
one all black
(Color, markings, etc. of E/A)

very violent evasive action
(Our defensive action)

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

All out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT

left too soon (as ordered)

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

4 planes down in groups behind us

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

4 B17 by E/A action

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

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

nose guns needed very badly

S-2 OFFICER Skulak HAK TIME COMPLETED 1735

INTERROGATION FORM

9

SQUADRON 367 (368) 369 423 A/C Number 404 Letter B Date 5 April 43

Bomb Load 6 X 1000 H.E. Incendi.

Position in Formation

Time Took Off 1245 Time Landed 1300

	X	X	X ⁺ (X)	X
	X	X		X X
	X		X	X
	X X		X	X X
	X			X

HOT NEWS to be phoned in? Yes (No) Details:

CREW: Give Rank and Initials

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

Saw Suco turn back to France - vapor, smoking between near Westkapelle ship, smoking leaving formation near target saw huge puff of smoke at altitude

Lt Reber Pilot
Lt H. H. Barnes CO-P
Lt L. Bergen Nav.
Lt F. G. Daniels Bomb.
Sgt W. C. Ormond Radio
Sgt C. A. Christian Top T.
Sgt C. C. Kemberling Ball T.
Sgt R. C. Lemmerhirt R. Waist
Sgt R. L. Bohland L. Waist
Sgt E. H. Prohman Tail G.

TARGET ATTACKED:

Primary Time:
 Alternate Height: 27,500
 Last Resort Heading: (circle)
 Duration Bomb Run: 30 seconds

Number of BOMBS dropped on target: 6 Jettisoned: Return: Abortive:

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

Own Bombs: too busy

Other Bombing: Concentrated on target

Any PHOTOGRAPHS taken: Yes? (No)

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as ordered

WEATHER: (If it affected mission) good

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

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

lots of flak, heavy, low at coast on way in - ostend

Crew observations about Flak:

75

Monthly FW 1905: 26me H2 109

(Estimated total number of E/A seen)

(Types)

~~English~~ ^{Flemish} Coast back to ~~English~~ ^{Flemish} coast.

(Location and length of fight)

Mostly nose attacks, very persistent.

used new kind of ammunition, exploding in small ^{white} flash

(Tactics of E/A)

many yellow noses

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

(Our defensive action)

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

11. FIGHTER SUPPORT ^{to good but}
~~not last~~ long enough

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

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

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

15.

15. DAMAGE TO A/C: (Briefly)

one small hole in gas tank

16. TECHNICAL FAILURES:

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

S-2 OFFICER Jeremiah F. Sullivan FILE COMPLETED

13
Buckley

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 306 Letter _____ Date 5/4/47

Bomb Load -1000 H.E. Incendi

Position in Formation

Time Took Off 1240 Time Landed _____

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

NOT NEEDED to be phoned in? Yes No

Details: NO

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? (Give position, time, altitude, full details) Capt Co R. Buckley Pilot

3-B-17 1/2 of our own element went down under control. saw 2 chutes 1st Lt W.J. Casey CO-P from RUSS. 1st Lt J.H. Dexter Nav.

1st Lt W.H. Coons Bomb.
1st Lt M.V. Gecowetz Radio

TARGET ATTACKED:

Primary Time: 15-29
 Alternate Height: 23000
 Last Resort Heading: 80°
 Duration Bomb Run: 3"

1st Lt W.E. Elliott. Top T.
S/Lt C.W. Raidline Ball T.
1st Lt G. Harvill R. Waist
S/Lt F.R. Bongiorno L. Waist
1st Lt P.N. Small Tail G.

Number of BOMBS dropped on target: 6 Jobs Done: _____ Returned: _____ Abusive: _____

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

Own Bombs: NO observation

Other Bombing: NO

Any PHOTOGRAPHS taken: Yes? No? Yes

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: no

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

WEATHER: (If it affected mission) Good

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

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

1550 Bruges. Heavy Black a bit low. Accurate.
no other noticed except aerial

Crew observations about Flak: _____

10. ENEMY FIGHTER OPPOSITION:

About 30-35

FWD of MEA

(Estimated total number of E/A seen)

(Types)

Attached mostly from 11 to 1 o'clock - came in 4 abreast
(Location and length of fight)
usually. Had eight ^{planes} squadrons attacks. Not constant
single attacks and about 4 abreast combination.

They (E/A) pick on low elements for easier break away
(Tactics of E/A)

All colors

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

None down and turned in
to them.
(Our defensive action)

But got more claims but
didn't have time to verify.

C L A I M S

DESTROYED _____

PROBABLY 1

DAMAGED _____

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

11. FIGHTER SUPPORT

Sate on return.

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

NO.

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

Rarker - Fischer, Ross of our element shot down by E/A

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

NO

15. DAMAGE TO A/C: (Briefly) Large hole in gas tank, lost all gas (left feed tank). Caught fire but burnt out

16. TECHNICAL FAILURES: Command set and Radio Compressor not / Defective ammunition short rounds.

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?) Thrust in incoming bullets nuclear. saw aerial bomb burst 4 o'clock high - huge burst.

ENEMY FIGHTER OP. TION: Great number - up to 100
 2/3 F.W.'s 1/3 ME 109's
 (Estimated total number of E/A seen) (Types)

① 15:17 (S. of Ostend) E/A started coming up

(Location and length of fight)

Continuous attack all the way Schoeun Island at about 15:47

ME 109's same tactics -

Came in 3 or 4 in queue at once -

(Tactics of E/A)

F.W.'s circled like Fighter Cover + wagged wings like Spits - then gathered up + came in from all sides, all attacks starting high - then level, then diving down + coming up under to attack

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

F.W.'s - Mostly yellows, nose, wing tips + tail - Some black

ME 109's - Silver Black

(Our defensive action)

across 1st half of channel

Then showed up against

Schoeun Is. + scared F.W.'s off

CLAIMS

DESTROYED ①

PROBABLY ①

DAMAGED

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

11. FIGHTER SUPPORT

→ T.G. Saw another bale between Recher + Parker(?)

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

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

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

No

15. DAMAGE TO A/C:

No

16. TECHNICAL FAILURES:

No. Interphone weak -

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

Feel there was a Leak

5-2 OFFICER

a W. Udd TIME COMPLETED

Top turret saw E/a below Blom up behind + below began to attack S. of Ostend

5

SQUADRON 367 368 369 423 A/C Number 643 Letter V Date 5/4/43

Bomb Load 6/1000 (H.E.) Incendi:

Position in Formation

Time Took Off 1248 Time Landed 1705

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

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

CREW: Give Rank and Initials

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

L. R. C. MILLER Pilot

Salos - losing alt driftin' back 1520 45

" J. D. TEARNE CO-P

2 B17 - one on fire - 1 chute one engine smoking losing

" M. M. STRAUSS Nav.

2. TARGET ATTACKED: alt fast

" J. D. SHABER Bomb

Primary Time: 1529

T/S J. M. SPIRO Radio

Alternate Height: 22500

T/S E. H. SMALL Top T.

Last Resort Heading: 90° abk (circle)

S/S W. I. PHILIPS Ball T. X

Duration Bomb Run: no run.

S/S J. E. WADE R. Waist X

less than 10 sec. straight & level.

T/S B. A. GRIFFS L. Waist

S/S E. A. TRUSCOTT Tail G.

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

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

Own Bombs:

on target - smoke seen

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

OK

8. WEATHER: (If it affected mission)

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

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

Overland - moderate to Ecloo - very
Bungos - moderate inacc. to left
Target - none seen. and low

Crew observations about Flak: Bombs dropt. - one very close to this ship - FA which dropt. flew 50 to 100 ft (?) above this A/C

10. ENEMY FIGHTER OPPOSITION:

VW 109
FW 190 mostly

100 to 150
(Estimated total number of E/A seen)

at least until coast was left again
(Location and length of fight)

attacks right round the clock

(Tactics of E/A)

yellow nose, yellow wings, red nose, checker pattern on fuselage
(Color, markings, etc. of E/A)

extra violent
(Our defensive action)

evasive action

CLAIMS	
DESTROYED	2
PROBABLY	1 plus 3-4 effects
DAMAGE	uncertain due to violent fight
(Full report)	separately
each	JRA for

11. FIGHTER REPORT 2 E/A were in tight spin fight
no where's round when the fight was in progress

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

no. between Dunkirk and extend large barracks type buildings

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

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

15.

15. DAMAGE TO A/C: (Briefly)
Elev. shot, holes in tail, one in left wing

16. TECHNICAL FAILURES:

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

Present formation impossible with violent evasive action

S-2 OFFICER

TIME COMPLETED

Should slow down for stragglers

~~CONFIDENTIAL~~
Date 5/4/43

Group 306

Squadron 367

Place where attacked just after target

A/C No. 407

Time 1532 Height 23000'

Story of the attack-- FW190 came in from 9 o'clock high, and dove in to about 800 yards - At about 600 Yards he flopped over on his back and fell to the level of ~~the~~ our formation.-- Pilot bailed out!

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

2. Diagram of attack:

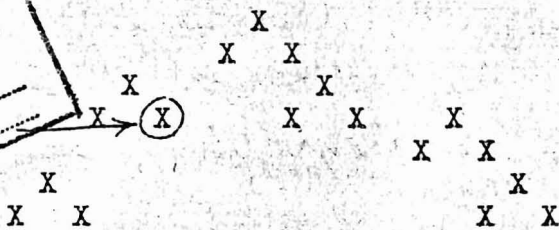
On Diagram, show

- a. which of our A/C was attacked;
- b. direction of E/A attack; 9 o'clock
- c. sun position.

Data on Combat

- a. Our heading Unknown
- b. visibility good
- c. type of E/A FW190
- d. level of attack;
 - From above X
 - (Check level
 - One) below
 - very low

DESTROYED
I.B.W.
[Signature]



3. Our Gun Positions Firing on E/A

Names T/Sgt. L. J. Enloe

Positions Top Turret Gunner

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

Corroborated by T/Sgt. R. G. Robel
Position in A/C Radio Operator

Other A/C firing at the same time? Not Known

5. Comments of the interrogator: Surely destroyed.

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

Time Interrogator

1st Lt. A. W. Fald

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 5(D) or (F)
7/25/05
BY NARS, Date 3/28/07

COMBAT FORM

Group 306

Date 5/1/42

~~CONFIDENTIAL~~
Highway between target
& coast on way out.

Squadron 423

Place where attacked

A/C No. 720

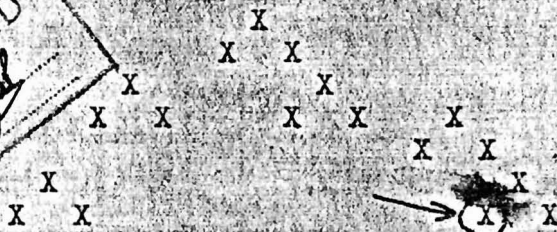
Time 1538 Height 23000'

Story of the attack-- 3 FW190s came in from 10 o'clock in dive. S/Sgt.

J. J. Garris, left waist gunner, sprayed all three of them and at 300
yards the entire tail of the second one fell off. Then the front end
blew up and we were too busy to make further observations.

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

Data on Combat

- a. Our heading 345°
- b. visibility excellent
- c. type of E/A FW190
- d. level of attack;
From high above
(Check level X
One) below
low

3. Our Gun Positions Firing on E/A

Names S/Sgt. J. J. Garris

Position Left Waist Gunner

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

Corroborated by S/Sgt. P. Fetkin
Position in A/C Ball Turret Gunner

Other A/C firing at the same time? We were straggling at the time
and were not near any other A/C.

5. Comments of the interrogator:

This looks like a certain destroyed.

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

Time _____ Interrogator _____

1st Lt. S. J. Owen

DECLASSIFIED
16. Exec. Sec. 313 and 316 of (S)
N. 28 24100f
MARS, Date 2-28-77

COMBAT FORM

Group 306

Date 5/4/43

Squadron 423

Place where attacked Right after target

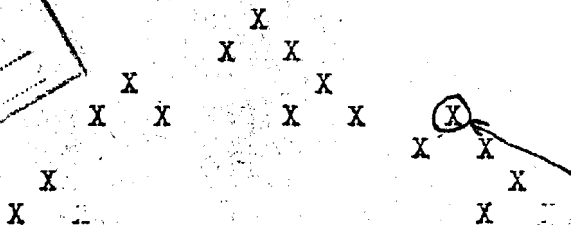
A/C No. 180

Time 1532 Height 22500'

Story of the attack-- Right after formation left the target S/Sgt. G. J. McCleman, Ball turret gunner saw FW190 at 6 o'clock and below. E/A came in, McCleman shooting at him all the way in. When at 200 yards E/A suddenly blew into pieces, completely disintegrating.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. Our heading 320°
- b. visibility excellent
- c. type of E/A FW190
- d. level of attack;
 - From high above _____
 - (Check level _____
 - One) below A
 - very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. G. J. McCleman

Positions Ball turret gunner

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

Corroborated by S/Sgt. W. A. MacGregor
 Position in A/C Top turret gunner

Other A/C firing at the same time? Lead ship in following flight.

5. Comments of the interrogator:

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

Time _____ Interrogator _____

Captain Fred G. Baldwin

DECLASSIFIED

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

741201
 18 NARS, Date 3-28-88

~~CONFIDENTIAL~~

Group 306

Date 5/6/63

Squadron 368

Place where attacked Soon after target

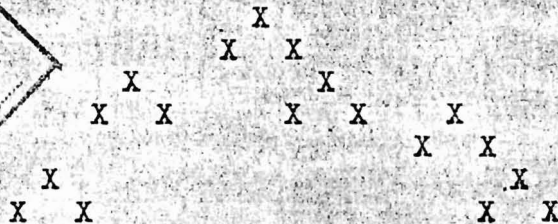
A/C No. 643

Time 1536 Height 22500'

Story of the attack--E/A F7190 came in from 1245 high. Top turret gunner opened fire at extreme range. At 200 yards E/A started smoking, and then engine burst into visible flames. Left wing dropped off. E/A (F7190) was out of control, enveloped in flames. Our A/C was about 1 1/2 miles out of formation, protecting our A/C #465 which was in trouble.

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

2. Diagram of attack:



On Diagram, show

- a. which of our A/C was attacked;
- b. direction of E/A attack;
- c. sun position. (Formation does not apply)

Data on Combat

- a. Our heading 2700
- b. visibility excellent
- c. type of E/A F7190
- d. level of attack;
 - From high above X
 - (Check level _____)
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/A

Names T/Sgt. E. R. Small

Positions Top Turret Gunner

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

Corroborated by S/Sgt. W. J. Phillips S/Sgt. J. E. Fada
 Position in A/C Ball Turret Gunner Right Waist Gunner

Other A/C firing at the same time? None

5. Comments of the interrogator: Looks like a good certain.

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

Time 1810 Interrogator _____

1st Lt. Rudolph Skalsk

DESTROYED
A-2
150

DECLASSIFIED
62 HRZ Sec 249 and 2501 or 15
245005
3-28-77

~~CONFIDENTIAL~~

Date 5/4/43

~~CONFIDENTIAL~~

Group 306

Squadron 367

A/C No. 394

Place where attacked Right after target

Time 1531 Height 22500'

Story of the attack-- There were seven planes circling Lt. Ross, who had been hit and had fallen behind. When at seven o'clock and level and about eight hundred yards, Sgt. W. Hicks, ball turret gunner picked him up. As he came a little nearer E/A burst into flames and he went out of control. Before passing out of sight the pilot was seen to bail out.

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

2. Diagram of attack:



On Diagram:

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

Data on Combat

- a. Our heading 325°
- b. visibility excellent
- c. type of E/A F-190
- d. level of attack;
 - from high above _____
 - (Check level X)
 - One) below _____
 - very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. W. G. Hicks

Positions Ball Turret Gunner

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

Corroborated by Sgt. Standish
 Position in A/C Right Waist Gunner

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

5. Comments of the interrogator: A certain claim.

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

Time _____ Interrogator _____

Captain Fred C. Baldwin.

DESTROYED
A-2
I.B.W.

DECLASSIFIED
246005
DATE 7-2-81

~~CONFIDENTIAL~~

COMBAT FORM

GROUP 306

DATE 5 April, 1943

SQUADRON 368

PLACE WHERE ATTACKED Antwerp, Belg.

A/C NO. _____

TIME 1255 HEIGHT 22,000

1. Story of the attack:

Fired on E/A as it was climbing, it burst into flames and went into spin.

DAMAGED

A-2 LOW

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

2. Diagram of attack

On diagram, show

- a. Which of our A/C was attacked
- b. Direction of E/A attack
- c. Sun position

Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A FW 190
- d. Level of attack _____
- From high above _____ o'clock
- Level _____ o'clock
- Below _____ o'clock
- Very low _____ o'clock



3. Our Gun Positions Firing on E/A

Names S/Sgt. William E. Baker

Positions Tail Gunner

4. If E/A was shot down or damaged:

Corroborated by T/Sgt. W.H. Keskey, S/Sgt. R. Magee

Position in A/C Radio Operator Ball Turret

Other A/C firing at the same time _____

5. Comments of the interrogator: Damaged

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

Time _____ Interrogator _____

Capt. Martha

COMBAT FORM

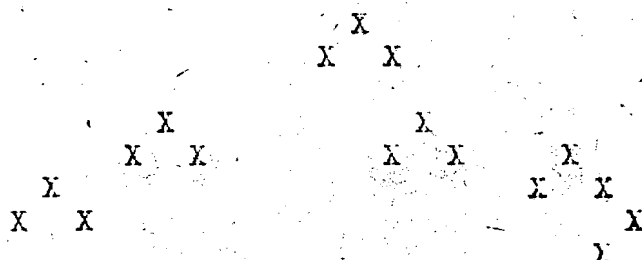
GROUP DATE 5 1943
 SQUADRON PLACE WHERE ATTACKED
 A/C NO. TIME 1300 HEIGHT 12,000

1. Story of the attack: Head on at 100, coming from off end of runway
not aileron credits suggested with winging down (2) enemy A/C after
burning was torn out of his turret track).

NO CLAIM
 A-2. I.B.W.

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

2. Diagram of attack



On diagram, show
 a. Which of our A/C was attacked
 b. Direction of E/A attack
 c. Sun position

Data on Combat
 a. Our heading
 b. Visibility
 c. Type of E/A
 d. Level of attack
 From high above o'clock
 Level o'clock
 Below o'clock
 (Check one) Very low o'clock

3. Our Gun Positions Firing on E/A

Names 1st Lt. J. Fischer 1st Lt. J. E. Crouch
 Positions Top Turret Gunner

4. If E/A was shot down or damaged:

Corroborated by 1st Lt. J. Fischer Pilot
 Position in A/C 1st Lt. J. E. Crouch Co-Pilot
 Other A/C firing at the same time

5. Comments of the interrogator: Destroyed

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

COMBAT FORM

GROUP 304th

DATE 5 April 1943

SQUADRON 304th

PLACE WHERE ATTACKED Germany

A/C NO. _____

TIME 1130 HEIGHT 2000

1. Story of the attack: Flies on 1000 ft. straight down in flocks.

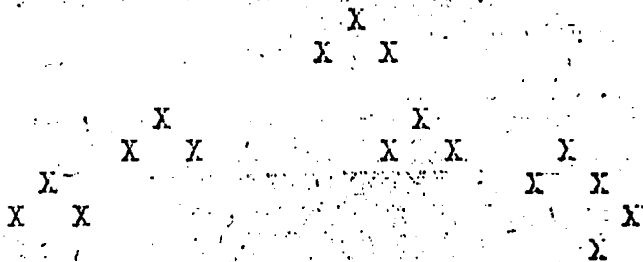
NO CLAIM
A-2. I.B.W.

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

2. Diagram of attack

On diagram, show

- a. Which of our A/C was attacked
- b. Direction of E/A attack
- c. Sun position



Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A 100
- d. Level of attack
- From high above _____ o'clock
- Level _____ o'clock
- Below _____ o'clock
- (Check one) Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names 1st Lt. _____

Positions 1st Gunner _____

4. If E/A was shot down or damaged:

Corroborated by None

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: _____

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

Time _____ Interrogator _____

COMBAT FORM

GROUP 306

DATE 5 April, 1949

SQUADRON 367

PLACE WHERE ATTACKED Near Ghent

A/C NO. _____

TIME 1500 HEIGHT 2000

1. Story of the attack:

Claim submitted by 1st Lt. A.C. Fischer for S/Sgt. Morris R. Phifer -

Phifer stayed by his guns after the bail out order and shot down

FW 190 which was seen to explode.

NO CLAIM
A-2. I.R.W.

Should put in my claim

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

2. Diagram of attack

On diagram, show

- a. Which of our A/C was attacked
- b. Direction of E/A attack
- c. Sun position



Data on Combat

- a. Our heading _____
- b. Visibility _____
- c. Type of E/A FW 190
- d. Level of attack
 - From high above _____ o'clock
 - Level _____ o'clock
 - (Check one) Below _____ o'clock
 - Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt. Morris R. Phifer

Positions gunner

4. If E/A was shot down or damaged:

Corroborated by J.W. Crouch - co-pilot

Position in A/C 1st Lt. A.C. Fischer - pilot

Other A/C firing at the same time _____

5. Comments of the interrogator:

Definitely destroyed

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

Time _____ Interrogator _____

Capt. FULL NAME

it son mobilier
atter le tout
aitement l'alle-
: « Demandez
qu'il a déclaré
ntoyer, des S S.
a Libération —
lans lequel était
e demanda d'y
ec plaisir. Plus
b...a et son
je ne louerais
ndis des États-
l'abord. »
nent en état. »
lant un certain
les Arts furent
industrie Textile

15.

Bombardement
de l'usine ERLA (Ersatz Lager)
à Vieux-Dieu-lez-Anvers.

*The old part of Morsbeel is
called Vieux-Dieu.*

Comme attaché militaire en Angleterre, je vécus un triste incident entre le gouvernement belge et nos amis américains. Lorsque les forteresses volantes bombardèrent l'usine Minerva (Erla, Anvers), où des centaines de civils furent tués, le Premier ministre me donna l'ordre de me rendre à l'état-major de l'aviation américaine pour protester.

Suivant nos arrangements, nous devons être informés des opérations sur la Belgique.

Le général Spaatz qui commandait en chef toutes les forces aériennes américaines en Europe et en Afrique du Nord, avait son quartier général à Wimbledon.

J'allais quelquefois dîner chez lui.

Lorsque je me rendis à son état-major et demandai à être reçu, le général était occupé et un jeune colonel m'interrogea sur l'objet de ma visite. Quand je lui expliquai, il fut presque grossier. C'est tout juste si je ne fus pas mis à la porte. Il prétendait que « Minerva » travaillait pour les Allemands, qu'il était regrettable que des civils aient été tués — il y avait eu 1 400 victimes —, qu'il fallait anéantir « Minerva », que cela avait été pour les Américains une opération extrêmement sanglante.

En effet, ils avaient perdu une quarantaine de bombardiers. Cette conversation se serait probablement mal ter-

He probably meant 40 crew.

minée si le général n'était pas arrivé à propos pour m'introduire dans son bureau. Il fut parfaitement fair-play.

Il m'expliqua qu'un avion avait été envoyé la veille de l'opération pour reconnaître les lieux et que par suite d'une erreur l'équipage avait emporté en vol les documents ayant trait au bombardement du lendemain.

A ce moment, les flyings forteresses avaient un angle mort que les Allemands connaissaient qui fut corrigé plus tard. L'avion de reconnaissance fut abattu, les Allemands étaient donc informés. C'est la raison pour laquelle ce raid fut aussi meurtrier.

Le général me pria de dire au Premier ministre qu'il regrettait que l'on ait omis de l'informer. A l'avenir il veillerait personnellement à ce qu'il en soit ainsi.

Cet engagement fut scrupuleusement respecté.

Lorsqu'il y eut par la suite des raids sur la Belgique, non seulement je pus mettre le Premier ministre au courant, mais j'avais la possibilité d'assister au briefing au départ des aviateurs et à leur retour.

J'étais présent au départ d'un raid effectué par des B26 appartenant à des unités sudistes. Lorsque ceux qui rentrèrent touchèrent le tarmac, chacun des avions hissa un petit drapeau confédéré. Ces hommes étaient cependant de bons patriotes américains.

→ He explained a reconnaissance aircraft had been sent the day before and by mistake the crew ~~was shot down~~ took documents with them concerning the raid for the day after (April 5th '43)

The reconnaissance aircraft was shot down, consequently the Germans were informed. This is the reason why the raid became a disaster.

Je me rappelle
teurs, officier de
Bruxelles, le ca
Allemands en f
à Saint-Gilles.

lui passa une lin
charrette à foins

Lorsqu'il arriva
nouvelles de Ca
et qui, lui aussi

Réponse : «
vu ramener le
état épouvanta
il devait être fu
dérer qu'il est m

Quelques sem
avait été avant
me trouver pou

— Avez-vous

— Il a été fu

— Eh bien,

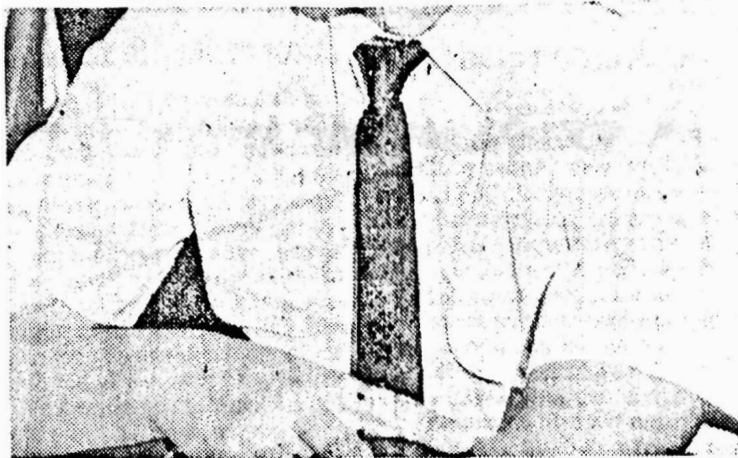
ici. Il est déten
avez communi
que c'est un fa
allemand.

WILHELM GALLAND WAS BROTHER OF GENERAL GALLAND.

Resume of Fw 190 Operations on 5. April 1943

Attn: Mr. A Rely

Operation Ramrod No 52 (Part II), flown by 104 Fortresses and Liberators of US VIII Bomber Command covered by nine squadrons of RAF Spitfire Mk IX fighters, in the afternoon of 5 April 1943 against the Erla GmbH aircraft repair subsidiary at Mortsel, near Antwerp, was heavily engaged by Focke-Wulf Fw 190s drawn from I/JG 2, II/JG 1, Geschwaderstab JG 26, II/JG 26 and parts of III/JG 26. Luftwaffe personnel casualties amounted to the following: Hauptmann Fritz Geisshardt (RK:EL) of Stab III/JG 26 mortally wounded in combat (FW 190A-4 Werk Nummer 7051 coded P4- with 60% damage in a crashlanding near Ghent at 15.15 hours CET), and Leutnant Johannes Wiethoff of 2./JG 2 wounded in the head in combat with Spitfires north of Haamstede (Fw 190A-4, WNr 5679 with 90% damage in crash near Ostend). In addition two other Fw 190As were written-off in landings (damage rated in excess of 60%), and three were damaged in varying degrees. Of the four B-17s lost, one was claimed by Major Josef Friller of Stab/JG 26 at 15.12 hours CET when 20 km west of Ostend (his 84th kill); another by Hptm Wilhelm-Ferdinand Galland of II/JG 26 at 15.25 when south of Antwerp; another by Oblt Otto Stammberger of 4./JG 26 north of Antwerp at 15.40; and a fourth by Oberfeldwebel Adolf Glunz also of 4.Staffel north of the Scheldt at 15.38 CET. RAF fighter cover was restricted to the west of Sas van Ghent.



Fred Entbroux, 15 jaar op de politieke banken en nu de nieuwe burgemeester van Boechout.

Boechout enorm veel bijgeleerd en heel wat ervaring opgedaan op alle vlakken van de gemeentelijke politiek, » vervolgt Fred die verder stelt dat hij de dossiers van openbare werken volgde, heel wat voorbereidingen trof op andere vlakken en werkte in de sectoren die hem van ambtswegen werden toebedeeld. De nieuwe Boechoutse burgemeester Fred Entbroux - een vlotte en welbespraakt verschijning - stelt verder dat hij allergisch is voor prestigieuze projecten die de gemeenschap veel geld kosten. Fred Entbroux die in Boechout-Vremde een populaire figuur is, wordt tijdens de aanstaande parlementsverkiezingen op 13 oktober, lijstduwer op de provinciale lijsten van de VU.

Speuren naar detail van bombardement op Mortsel

Een lezer uit Mortsel doet een beroep op het geheugen van ouderen, meer bepaald mensen die het grote bombardement op Mortsel op 5 april 1943 meemaakten. De h. A. Rely zou namelijk graag meer aan de weet komen over Joseph Consolmagno, destijds luitenant navigator bij de Amerikaanse luchtmacht. Joseph Consol-

oog van vele getuigen vermoedelijk terecht op de binnenkoer van een fabriek in het havengebied. Hij werd krijgsgevangene gemaakt en naar verschillende plaatsen in het Antwerpse getransporteerd. Op de voor Mortsel zo rampzalige dag kwamen meerdere leden van de Amerikaanse luchtmacht rondom Antwerpen terecht. De h. A.



ANTWERP (MORTSEL)

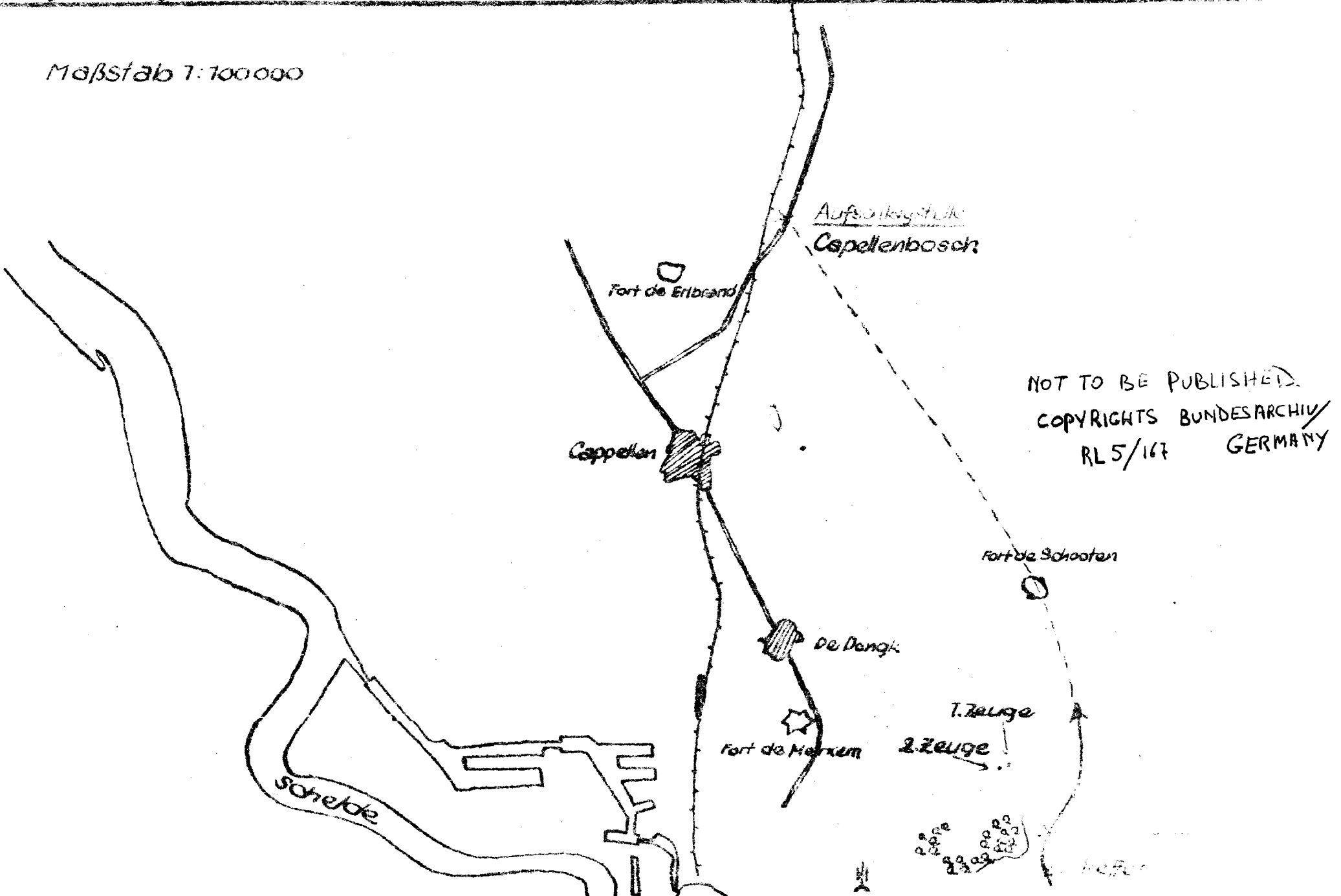
SA 1270

Approved first map

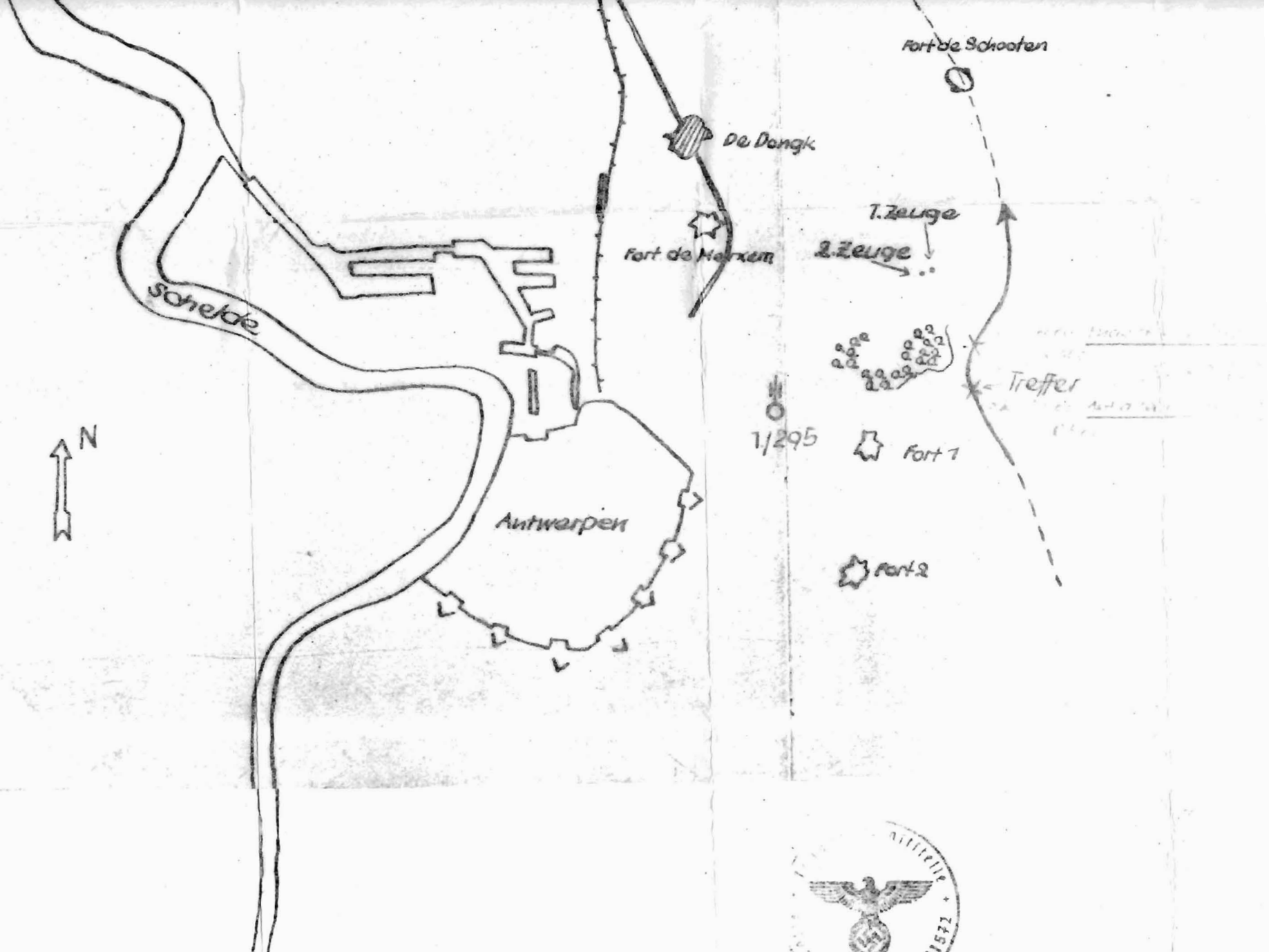
Map No. 2858

Flugwegskizze zur Abschlußmeldung d. T./295 v. 5.4.45

Maßstab 1:100.000



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Fd.R.
 gez. Lt. Kattenbach

Mister Russell Strong
AAF Historian
2041 Hillsdale
Kalamazoo, Mi 49007
U.S.A.

Dear Sir,

I hope you forgive me for taking advantage of being historian of the American Air Force. I'm still working at the reconstruction of the American bombing mission against ERLA on April 5th 1943. It's a slow going venture but results seem to be good, thanks to the help of many. I take liberty asking for your assistance again.

The most important group during the mission was the leading 306th with Brigadier General Armstrong and Major Wilson in the leadplane. I enclose a diagram I composed myself of the 306th formation. I should feel obliged if you could correct the names or positions of each Captain.

I had a meeting with widow Kuypers. In 1943, young Henri Kuypers guided Alex Kramarinko and William Baker all the way through Belgium, France and over the Pyrenees. After their arrest, young Kuypers got the death penalty but the Germans changed this to life imprisonment. Henri Kuypers died in 1975 at the age of 49. His widow told me her husband never understood why he never heard from Kramarinko after the war. I asked the widow Kuypers to inform about what happened to Alex Kramarinko. Perhaps you know where he lived and when he died. In a recent book about the liberation of Wuustwezel (near Seelos came down) and Loenhout, the author writes Kramarinko and Baker were captured by the Germans. According other witnesses, this is not true. I enclose a photograph of young Henri Kuypers when he performed the feat of his life. He received a certificate stating the gratitude and appreciation of the American people for gallant service. Signed Eisenhower.

On page 95 of your most interesting book is a photograph showing Lt. Salitro, navigator who died after the mission. Next to him is Mister Yaussi and I suspect three others, with flying jackets, are from the same lead crew. Is it possible to have a reproduction of that photograph to illustrate my story.

During my research I located the spots of the crashed B17's of Fisher, Seelos, Parker. It's unbelievable, but the pit created by the crash of Fisher's "L'il Bird" is still visible. I could not find the right spot where the aircraft of Kelly crashed. Perhaps you have additional information about the crashsite.

Thank you ever so much.

Yours sincerely,

Mr. Rely A.
Hof van Riethlaan
2510 Mortsel-BELGIUM

19 January 1986

Mr. Rely A.
Hof van Riethlaan 88
2510 Mortsel
Belgium:

Dear Sir:

In reference to your recent letter, concerning the mission 5 April 43, let's first set the cockpit straight: Major James W. Wilson was the pilot; Capt. John C. Regan was the co-pilot; Brig. Gen. Frank Armstrong was an observer, and despite what his citation for the Distinguished Service Cross may state, he did not have the controls at any time during the mission. Wilson and Regan never left their seats.

Alexander Kramarinko died 26 May 1981 in Wisconsin. I saw him twice during the last couple of years of his life, and he appeared to be in good health on those occasions. However, I suspect that his experiences as an evadee and as a prisoner of war took their toll on him physically. I do not believe that Kramarinko was ever shot in his experiences. When he was awakened by the Gestapo just over the Spanish border, a gun was pointed at him, but he was not shot.

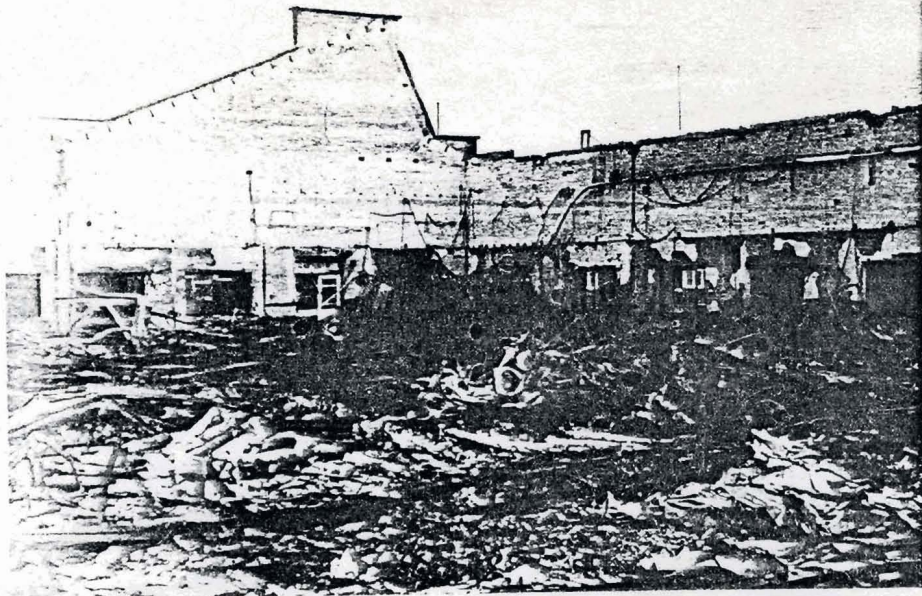
As to the picture of page 95, the men on the left were not crew members, and the three gunners to the right were with the lead crew on 27 January but not on 5 April. The remainder of the lead crew for the 5 April mission were: Wilbur F. Hoffmann, John Crowther, radio and engineer, respectively; Carl L. Pugh, ball turret; Roy LaBlanche, right waist gunner; August J. Retcofsky, left waist gunner; and August J. Krajcik, tail gunner. Retcofsky was killed 21 May 43 on a mission. I believe all other may have completed tours. They were basically the enlisted crew of Capt. Regan. LaBlanche was a newcomer, only having been with the group three weeks at the time of this mission. Krajcik is the only one with whom we have any contact at this time.

I am including a quick sketch of the formation as shown on the fighter contact chart for the mission, which appears somewhat different from yours.

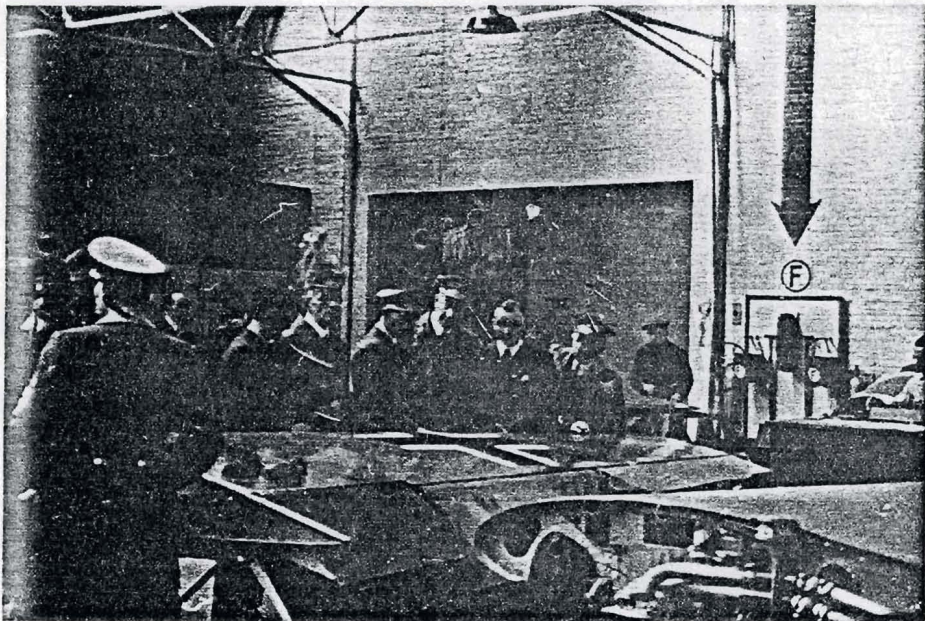
I will have a copy made of the picture you requested and send it along shortly.

Sincerely yours,

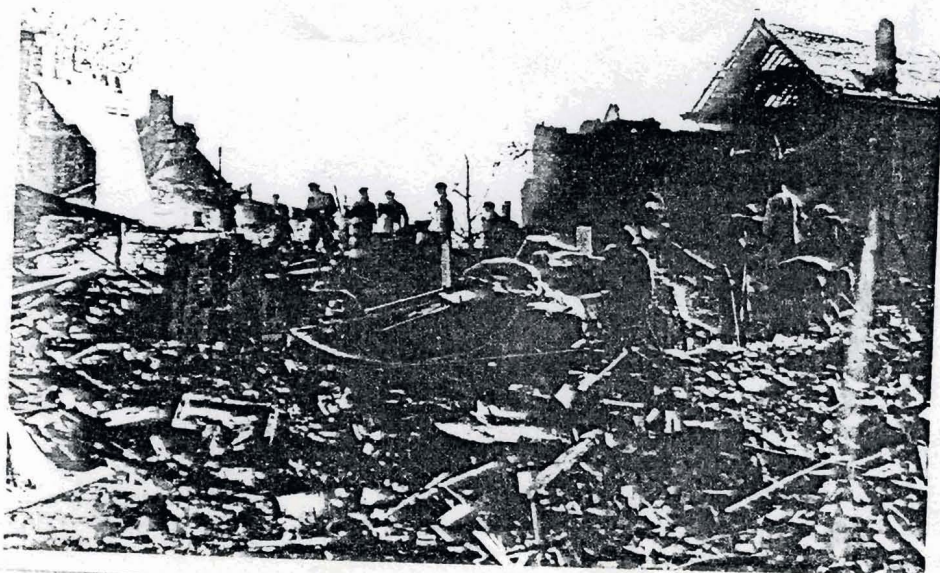
Russell A. Strong



*Er la - works
after the rain*



*Er la
before the rain*



*The message
of Montreal*

15 November, 1979

Russell A. Strong

Dear Russ,

Your letter of 11 November. It was good to hear from you. Congratulations, I assume your move was advantageous to you and your family. Great. If you come out this way please look me up.

I would enjoy seeing you.

The April 5, 1943 ^{raid} to Antwerp. I believe the following is correct - You know how memories can pass --- Jim Wilson was pilot and I was co-pilot. General Armstrong was a passenger and did not fly at all. Near the target we were under attack by ME 109's. One German fighter in a head on attack hit us with 20mm shells. One came in the nose, exploded, shattered the Navigator's leg (I never pronounced his name correctly - Stalnoke???) wounded me (minor but painful) - Smoked out our oxygen system (front only) and set hydraulic system on fire. I got the fire out which was burning near the bomb bay. Wilson

~~Gen~~ Armstrong and I had one working emergency oxygen tank that we passed around and used alternately. Gen. Armstrong went in to the nose and tried to help the

- He did what could for his

leg, even pouring Sulfadiazine in it - He nearly passed out several times from lack of oxygen but managed to get enough whiffs of the emergency stuff to make it. The navigator, although wounded, kept giving us readings to get home. - As you know the navigator eventually died in the hospital. I give the General great credit for trying to save the Navigator's life - All in all it was a h... was a mission - probably one of my longest, and it ~~was~~ was supposed to be a "milk-run".

Hope to see you.

Warm regards,

334 W. Bellevue ave
San Mateo, CA 94402

John Regan

P.S. Hope this answers your questions.

Dear Sir,

I take the liberty of addressing you this letter, asking for some information which is indispensable for me. In compiling the story of MORTSEL during W.W.2. I have started my research several years back and most important sources concerning Mortsel on April 5th 1943 are the books by Freemaans about the 8th A.A.F and especially "Messerschmitt at Wandersman and van Ishoven. The last book I've read is your "First over Germany", a most valuable asset for my research.

According to recent information I was given, it seems the bombsight of the lead bomber did not function properly causing a delay of 4 to 6 seconds in the dropping of the bombs. I wonder if this can be confirmed with your help by Mister Frank Yaussens the lead bombardier, or any other crewmember.

On your list of 306th personnel I read Armstrong Frank (Deceased). Is it possible to give the year of his passing away and circumstances such as age, sickness or accident?

There is yet another book, titled "Souvenirs de Paix et de Guerre", being the memoirs of Leon Kronacker who was Belgium's Military Attaché in London during the war years. It is said that the Germans were informed about the raid. What do you think about this? If enclosed you'll find photocopies extracted from his memoirs concerning the raid on ERLA works at Mortsel (Vieux-Dieu).

Being an ex-navigator with the 306th B.G. I suspect you are well placed to collect important events of April 5th, '43.

I wish particularly to point out I was very delighted with your book and shall consider myself personally indebted to you for any further information you may be able to give me.

With kind regards, I remain, dear Sir

Sincerely yours,

Mr. RELY A.
Hof van Riethlaan 88
2510 Mortsel-Belgium.



Mister Joseph Consolmagno

P.O. BOX 283


Englewood, Florida 33533

U.S.A

Dear Mister Consolmagno,

Enclosed you'll find a summary of Luftwaffe losses during the airbattle over Belgium on April 5th 1943. You'll find also copy of an article published in a wellknown Antwerp newspaper, printed on my request. According to witnesses you dropped into the middle of the COCKERILL Shipbuilding Yards situated at Hoboken nearby the Schelderiver, South-west of Antwerp. One of the managers was a Frisian (Dutchman) called Snethlage. He was the man ~~who~~ communicated with you in English and was therefore arrested and interrogated by the Germans. After the war he returned to his native Holland and I'm still trying to find out via other witnesses if the man is still alive. Another manager was Belgian, called Mister Bosschaert. This possibly was the man speaking French (Etes-vous blessé ?) I don't understand why he or Snethlage asked you in German "Englander ?" instead of saying "Are you English". Meanwhile, I proceed with my search to track down the story. It's no easy job and it really is a pity Mister Crouch is not co-operating. He sent me one letter to tell me he has a lot of interesting information, and that was it. I keep you informed if new facts turn up. Can you tell me why your ship was called "L'il Abner" and where the name comes from. Do you remember how many missions this aircraft was on before it crashed into Belgium ? Chances are that the young teenage girl arrested with Alex Kramarinko was Andrée De Jongh of the famous Comet line. This escape line guided more than 800 Allied airmen to England. She was made prisoner by the Germans in the beginning of 1943 with two American airmen. She survived the war because the Gestapo never knew how important that young girl really was.

Yours sincerely,


RELY A.
Hof van Riethlaan 88
2510 MORTSEL - BELGIUM.

31 May 1983

Dear Sir:

In answer to your letter of 14 May, perhaps the best I can do for you is to send you a copy of the teletyped mission report for the day. Note that the bombardier was unable to synchronize on the target because of violent evasive action.

The fighter attacks were headon and persistent. Remember also that the navigator in the lead ship was hit by fragments from 20 mm cannon shells and critically wounded. This could not have helped but distract the bombardier. Yaussi was usually able to ignore what was going on around him, but I think that this mission may have been different.

Gen. Armstrong went to the nose of the plane and took care of Capt. Salit-rnik, but the navigator died about 10 days later from gangrene. Gen. Armstrong died 20 August 1969. I believe that he died of natural causes.

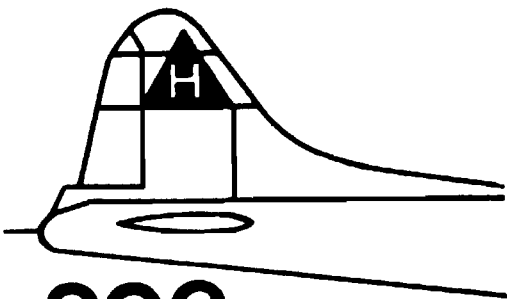
As to the remark that the Germans knew about the raid before hand, I just don't believe that was true. There were frequently rumors of such communications, but they are generally proven to be false. The Germans may have made a good guess as to the general area of the mission, and that is all they needed to do. Their radar defense became quite sophisticated, and on these shortsraids over the coast they were able to defend quite well.

I hope that the above information is of some help to you.

Sincerely yours,

Russell A. Strong

COPY



367th, 368th, 369th, 423rd Squadrons, and service organizations
Thurleigh, Bedfordshire, England – September 1942-April 1945

306TH BOMBARDMENT GROUP ASSOCIATION

Secretary-Treasurer

William M. Collins, Jr.
2973 Heatherbrae Drive
Poland, Ohio 44514

13 March 1980

Phone 216 757 3463

Dear J.L. Verhagen:

Thank you for your interest in our Air Force and the letter. We will do the best we can to find members you name and we have located many as you can see by our roster in the ECHOES.

We list S/Sgt L.H. O'Brien at the Miami address you wrote. We have sent him mail and it has not been returned, we assume he is still there.

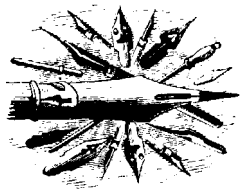
Do not have an address on C.J. Thelen. We have no addresses on the others you name.

I am forwarding your letter to our Historian, Russ Strong. I am certain he will receive your information gladly as he is writing a History of the 306th Bomb Group and will publish in a year or two. The story of the German Ace may be new to us. He had many flights, the German Air Force had many casualties and by D-Day not much left of it.

Thank you for your contribution too. If you will available the 8th Air Force Tour will be in Amsterdam, September 20, 21 and 22, 1980. I may be with that tour, if I can make arrangements. Dutch Military will be involved with the Tour.

Thank you again for your interest and contribution.

Sincerely,



aan u
 aan jou
 aan jullie

Mr. William M. Collins Jr.,
2973 Heatherbrae Drive,
POLAND, Ohio 44514
U.S.A.

Dinteloord, March 4, 1980.

Dear Mr. Collins,

Once more I apply to you re planes of the 306 BG, but first I will thank you very much for your letter of August 10, 1979. In that letter you gave me the address of Mr. O'Brien to whom I wrote three times now, but I am sorry to say that he does not give a sign of life. In the meantime I found some very interesting details about this raid of 5.4.43 by Mr. Dillen, who is living in Antwerp. But as the B 17 concerning crashed at our village I keep trying to contact the survivors or other survivors of the 306 BG. This year it is 35 years after the war and many memorials will be held, also in our village and it will be very good to remember the men who fought for our liberation. I was a boy then, but we all remember very well what it is to be occupied by a foreign power and we have not forgotten what it meant when the planes of the Allies flew over our heads on their way to Germany and other targets in occupied Europe. They were a great part of our hope in those days.

Maybe you can help me further in contacting these men of 306BG by placing some words in your 306th ECHOES of which I received a copy in 1979. Maybe it is not even possible for foreigners to "reach" your magazine, but if there is a chance ? But in this case, please expurgate my English!

For your convenience I give you here all the facts I know :

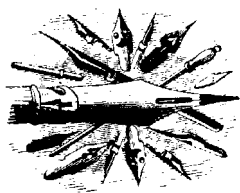
The plane was a B 17F, serial number 42-5072, on plane 25072, code GY, Army model B17F-30-BO (on the nose), colour of plane olive drab, manufactured by Boeing in Seattle.

Based at Thurleigh/England; 306th Bomb Group- 367th Bomb Squadron.

Target: Erla-works at Mortsel near Antwerp (Belgium). Mission Nr. 50. The bombs hit the target, but also the village of Mortsel. 306th BG had bad luck that day, they lost 4 or 5 planes: 1 at Aartselaar (by fighters) 1 at Lokeren by ?, 1 at Hoogboom/Kapelle by Flak, maybe 1 over the Schelde-estuary by FW190 fighter and 1 at Dinteloord by fighters. In this case I was an eye-witness, unable to do anything.

Among others the Germans lost an ace: Hauptmann und Gruppenkommandeur Fritz Richard Geisshardt, born 22.01.1919 at Sonnefeld/Kreis Coburg in Germany. He flew Russia, Bulgaria, Italy, Africa, had 100 victories in the air and 642 flights. He crashed at 5.4.43 at Deurne-airfield (Antwerp) and died on 6.4.43 in Gent-hospital in Belgium, buried at Abbeville in France on 9.4.43, so called "Heldenfriedhof".

Crew B17: 10 persons; 7 were killed when the plane crashed, 3 survived by leaving the plane in time by parachute. They were taken prisoners of war, but survived the war in Germany, returned to the States after the war.



- aan u
- aan jou
- aan jullie

Mr. W.M.Collins

Killed:

1st pilot Capt. W.H.Parker

Army number O-789402, still resting at Netherlands American Cemetery at Margraten, plot B, row 2, grave 7. I visited his grave a few month ago, in due course I shall send you a photo of this grave.

Co-pilot 1st Lt. P.A.Spaduzzi

Army number O-660922. I learned that there might be a photo of this men, taken by the Germans immediately after the crash and on which the dead body is seen near the crashed plane. I shall try to get a copy, but when the picture is too cruel the department will, rightly not release it.

Flight-engineer or radio-operator

T/sgt	J.M.Creatore	12022826
"	J.E.Gross	13038685

Airgunners

S/Sgt	J.S.Clark	16048871
"	S.E.Davis	11029511
"	R.Haeft	15071408

These 6 men are back in the U.S.A. again and maybe they are resting in their home villages or towns.

Survivors:

1st Lt. C.J.Thelen Jr., he must still be living somewhere on the West Coast as Mr. Russell A. Strong told me, but his address was, at that moment, still unknown.

1st Lt. A.L.Milbourn is deceased on 22 November, 1975 in the U.S.A. S/Sgt. L.H.O'Brien whose address was 9100 SW 81st Ave, Miami, Florida 33156.

He does not answer. Maybe he does not want to be remembered to these days, maybe he knows that many civilians have been killed that day or he has removed to a new address.

In the first case I told him that a simple "No" would do as I shall always respect the privacy of these men.

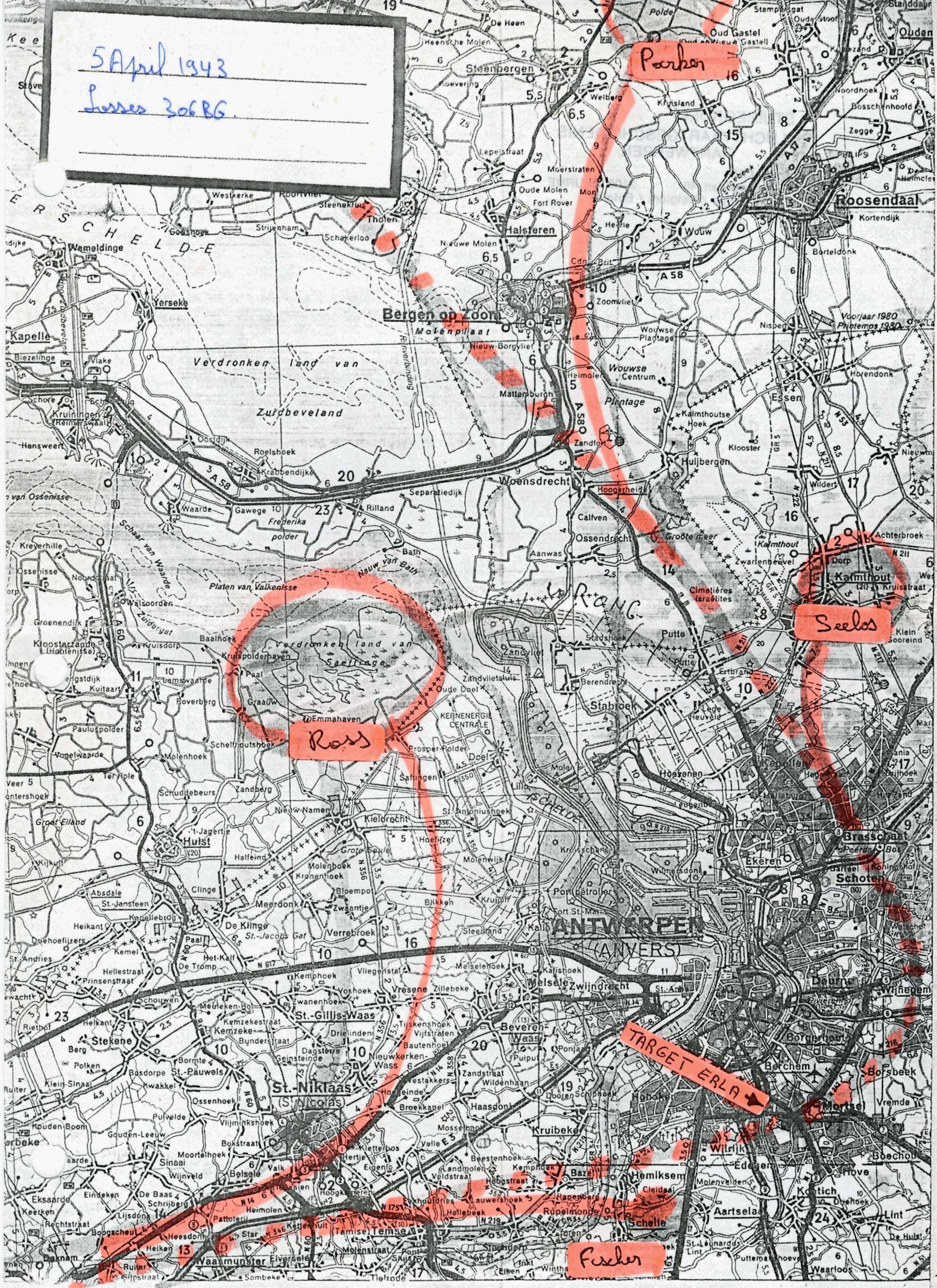
In the second case it will be very difficult to help the man, but he must realise that it was war and death and destruction was our part during those days and not only by bombs, dropped with the best intentions on enemy target. We lost all our property by artillery-fire of the allies and robbery of the Germans. Our stocks of food were taken by German and Canadian troops in the days when we were in the front-line. But you can assure him that there no unkind feelings to all these men who did this, who had to do this.

In the third case you may have a new address and I hope that you will let me have it. I have also written to the town of Miami and asked to check correctness of the address.

Well, Mr. Collins this is all I can tell you at the moment. I can only add that the plane, before it crashed flew at an altitude of about 500 metres, made some circles over this regions, during which 1 man jumped first south of this village and later on 2 persons. One of them left the plane just a few seconds before it crashed. During all the time the burning plane was still flying it was attacked by fighters and the B 17 was firing back till the moment it went down.

5 April 1943

Lussex 306 BG



Parthen

Ros

Seelos

Fuscher

TARGET ERLA

Bergen op Zoon

ANTWERPEN
(ANVERS)

Roosendaal

Verdronken land van
Zuidbeveland

Verdronken land van
Saeltage

ERSCHELDDE

Stekene

St-Niklaas
(St-Nicolas)

Beveren
Waa

Schoten

Wamelde

Kapelle

Kruininge

Huist

Groot Eiland

St-Andries

Gouden Leeuw

Hoedonk

Tholen

Molenpilaat

Wonsdrecht

Emmahaven

Kielrocht

St-Gilljs-Waas

St-Niklaas

Vaanmster

Wouwe

Wouwe Centrum

Wonsdrecht

Stabroek

St-Martinus

Beveren

Kruibeke

Hamiksem

Wouw

Wouwse Plantage

Wonsdrecht

Stabroek

St-Martinus

Beveren

Kruibeke

Hamiksem

Wouw

Wouwse Plantage

Wonsdrecht

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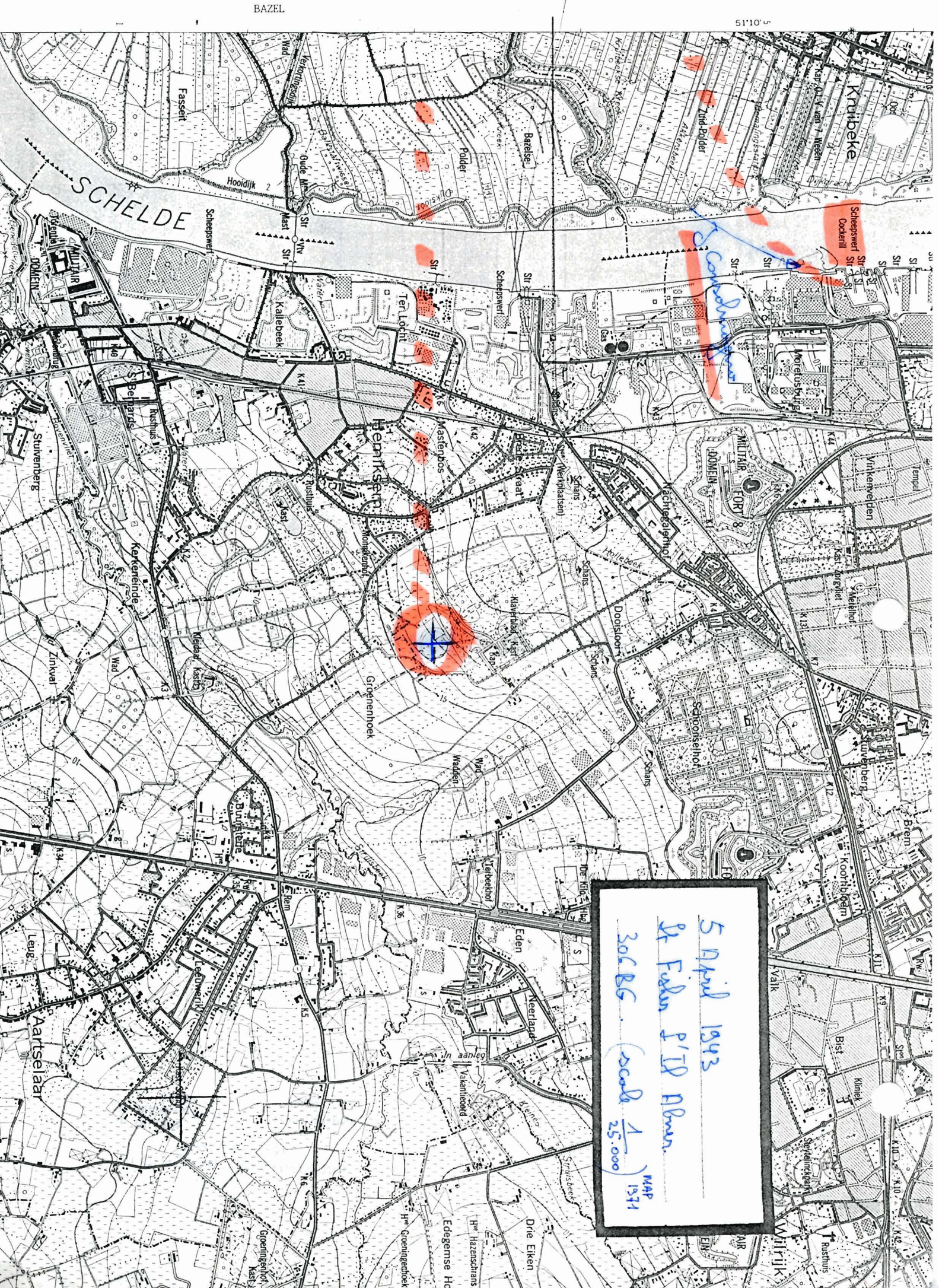
Stabroek

St-Martinus

Beveren

Kruibeke

Hamiksem



5 April 1943
 St. Felix P'ID Albin.
 30CRG (Scale 1/25,000) 1971 MAP

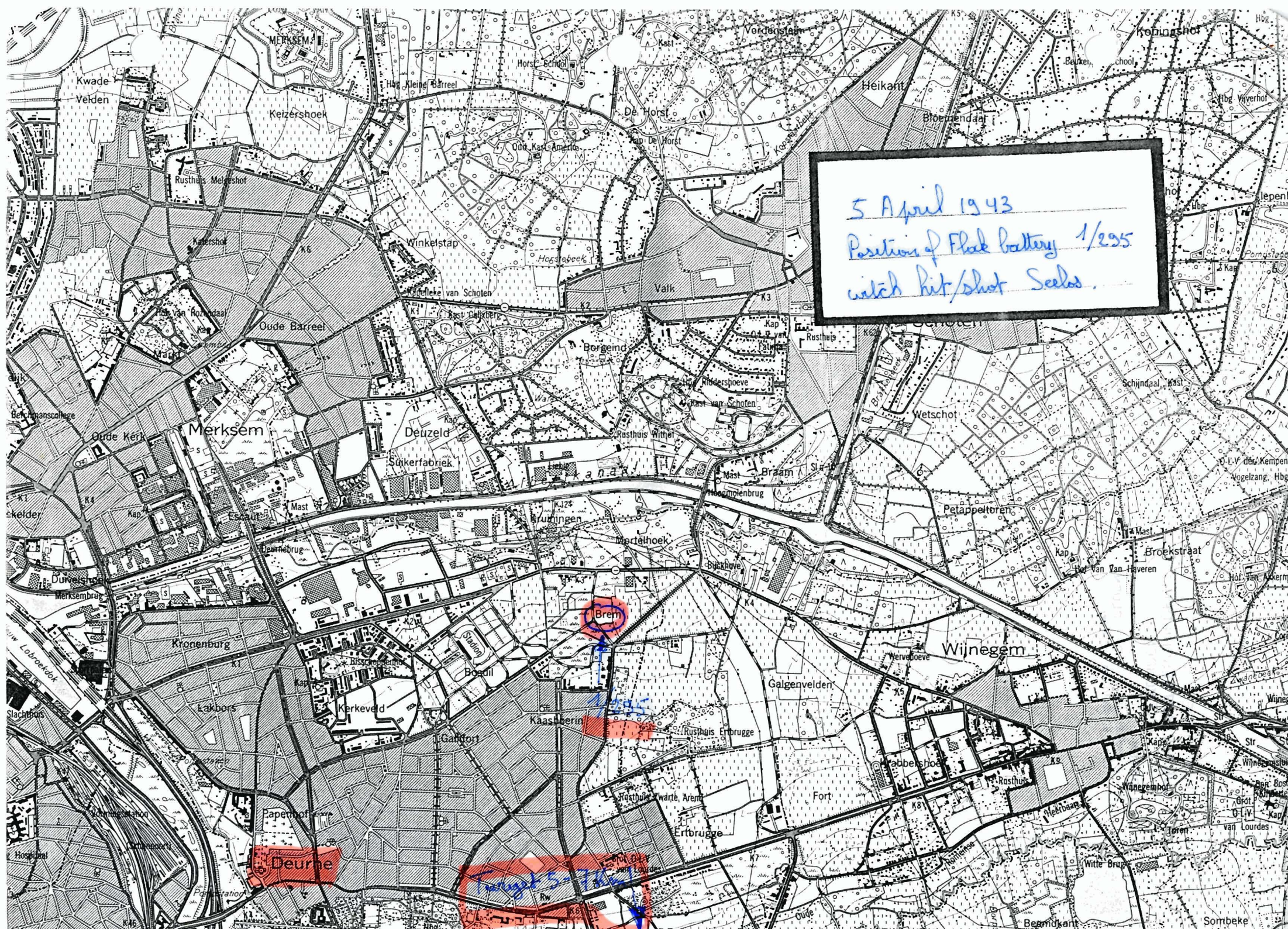
4357

1066 883 15 JUNE 44 F/36/1541 SQDN ←



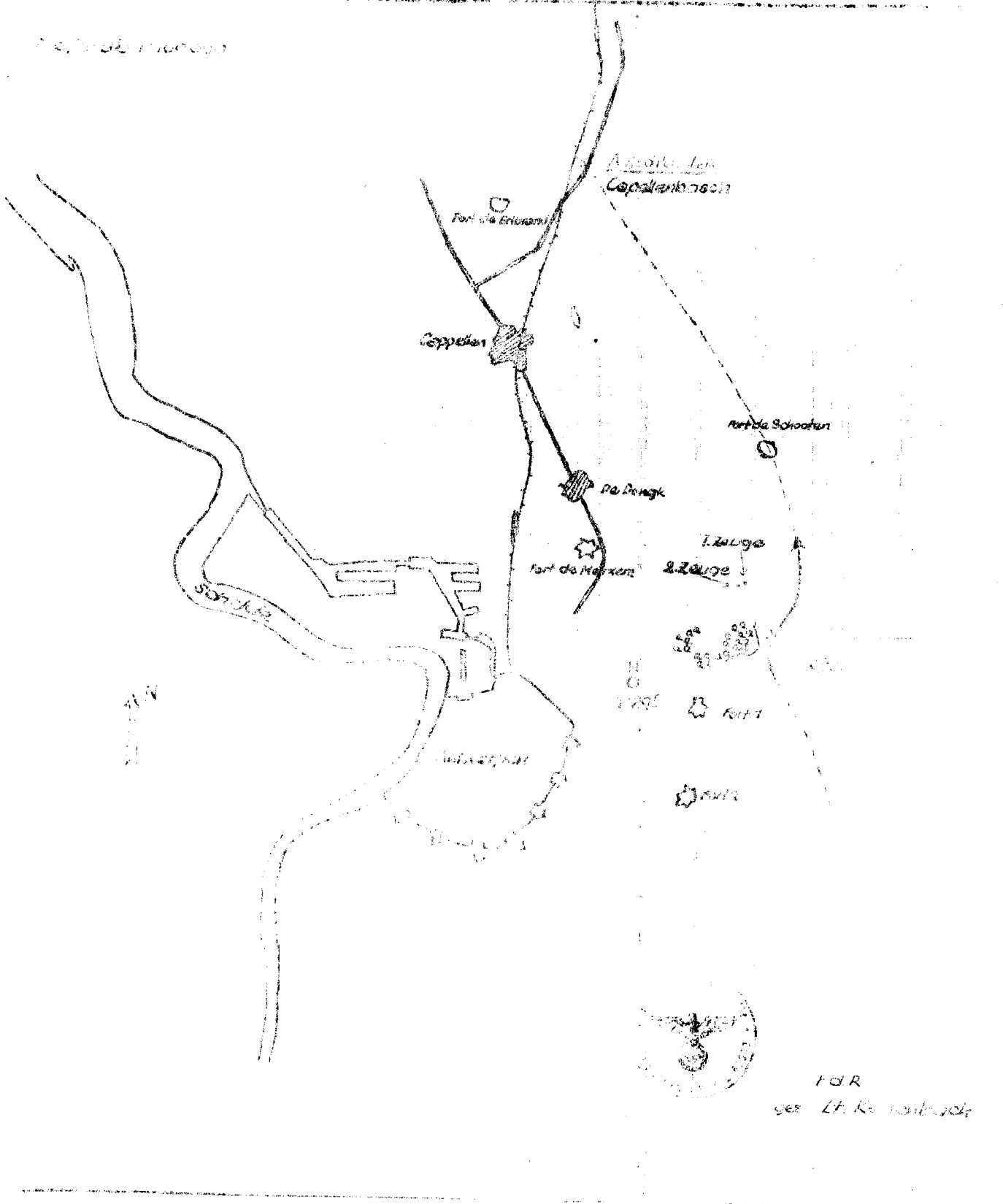
882

5 April 1943
Position of Fleck battery 1/295
watch hit/shot Seals.



Plattegrond van de vesting van Antwerpen voor de afsluiting van de Scheldt d. 1729 v. 5.4.17

Plattegrond van de vesting van Antwerpen

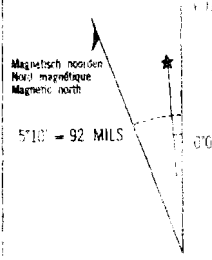
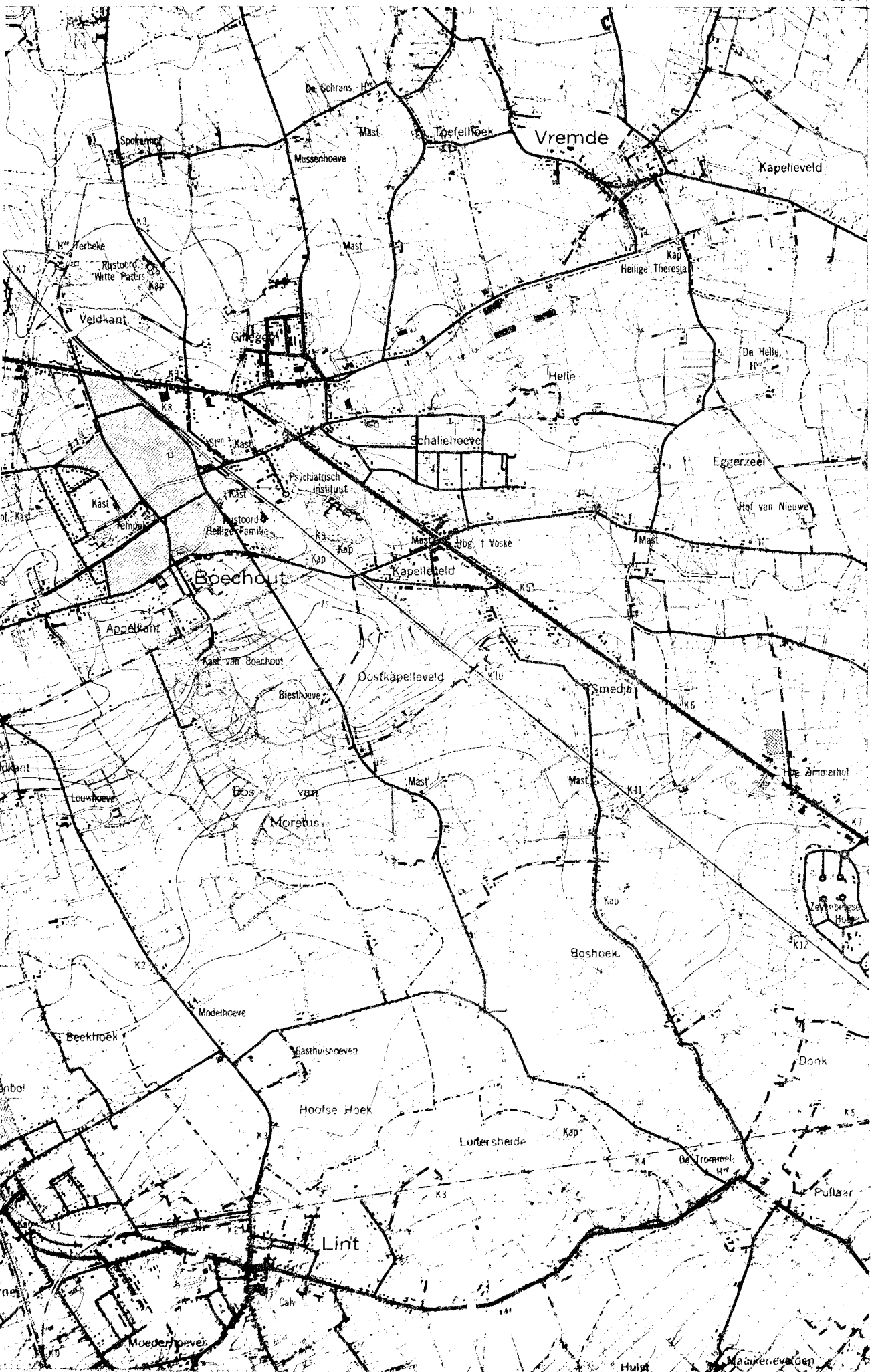


1 d R
ges. LF. K. van der

STUDIEGROEP
LUCHTVAARTGESCHIEDENIS
ANTWERPEN

J. DILLEN
G. Ivanowlaan 46 2100 DEURNE
België / Belgium / Belgien

15/12	15/31
15/56	15/78
23/12	23/34



MAGNETISCHE DECLINATIE op 30 Juni 1971 is 5°07' west van het lood. De hoeken van het schema zijn niet veranderd.

DECLINAISON MAGNETIQUE au 30 Juin 1971 est de 5°07' Ouest par rapport à la feuille. Les angles du schéma ne sont pas changés.

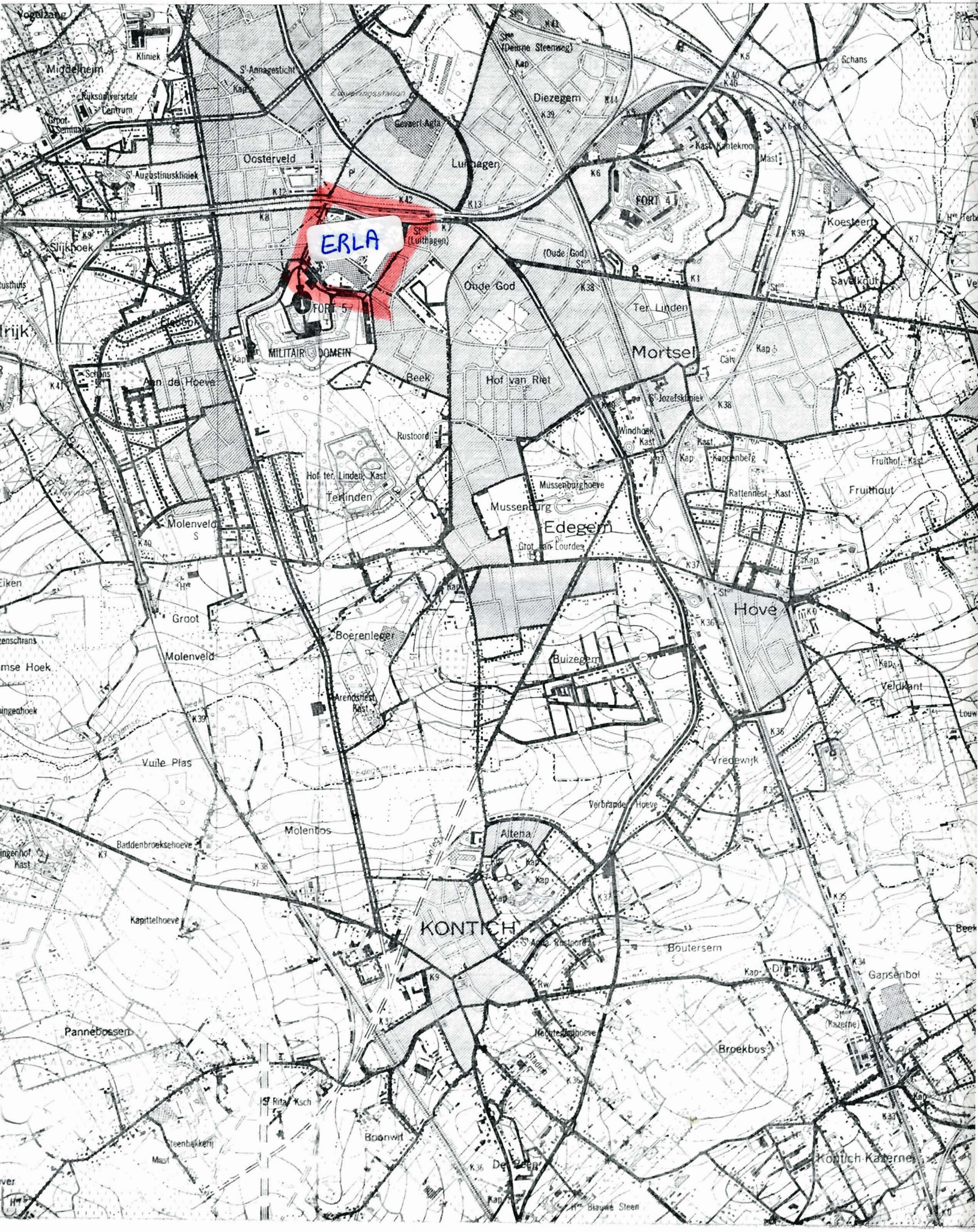
DECLINATION on 30th June 1971 is 5°07' West. Annual magnetic change is 0. The angles of the diagram are not size.

Scale

1/

25.000

Damme Airfield
ANTWERPEN
4°27'30"



ERLA

FORT 5
MILITAIR DOMEIN

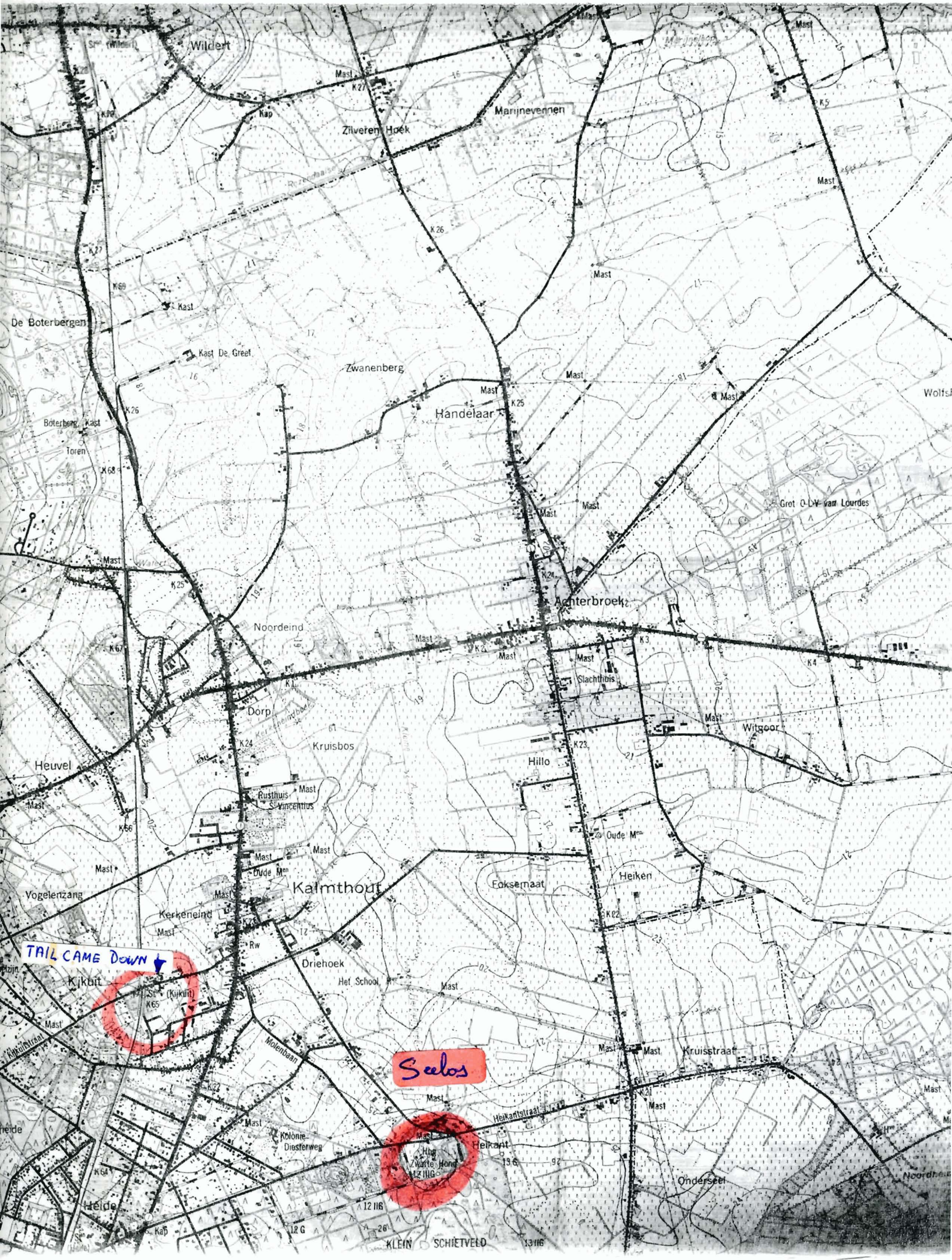
KONTICH

Mortsel

Edegem

Hove

Kontich Kazerne



Wildert

Zilveren Hoek

Marinevennen

De Boterbergen

Zwanenberg

Handelaar

Mast

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Rusthuis S. Vincentus

Oude M.

Kerkeneind

Rw

Kalmthout

Driehoek

Hef. School

Molenbaan

Konnie Diesterweg

Hog. Zwanke Hond 12 III G

12 III G

12 G

Kap

Kap

Hillo

Foksemaat

Heiken

K22

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Witgoor

Oude M.

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Achterbroek

Slachthuis

Oude M.

K22

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TAIL CAME DOWN



Seelos



KLEIN SCHIETVELD



Achterste Hoeve

Groenendries

Steertse Duinen

Mast

Mast

De Nol

Nolse Duinen

Stappersven

De Boterbergen

Steertse Heide

P 251

Wad

Zwarte Heuvel

Keetheuvel

Kriekelaren

Kampbuisdunnen

Wigendunnen

De Ster

Wad

Schuilplaats (RPH)

NATUUR

Vossenbergen

Kast Markgraaf

Kriekeladunnen

Paalberg

Heuvel

Hazendunnen

Hazendunnen

Wad

Mast

Kraanberg

Pavillon

Wad

Oasis

Vogelenzang

Bredunnen

Putse Moer

Wad

TRIL CAM

Verbindingsweg

Wad

RESERVAAT

Kolonie Kinderpeitzin

Laucensche Heide

Gemeentebos

Witte-Hoeseheide

Tussche

Het Dok

De Drie Hoeven

Hoogen

Vijverdree

Molenberg

Hog Waterhoed



Natuurreservaat

Groot Buitenschoor

Lichterstand

Swaibridge

D

Horseshoe

Hedwige polder

P 269°

Prosperhaven

S' Antoniushoeve
S' Jozefshoeve

Oude Doer

P 269°

Prosper

Prosperdorp

Groothoeve

Prosperhoeve

Prosperpolder

Rapenburg

Doelpolder

P 269°

Muggenhoek

Nieuw A. enbergpolder

Dijk

Oude Sluis

Nieuw

Arenbergpolder

Philippus

Olfantshoeve

Saffingen

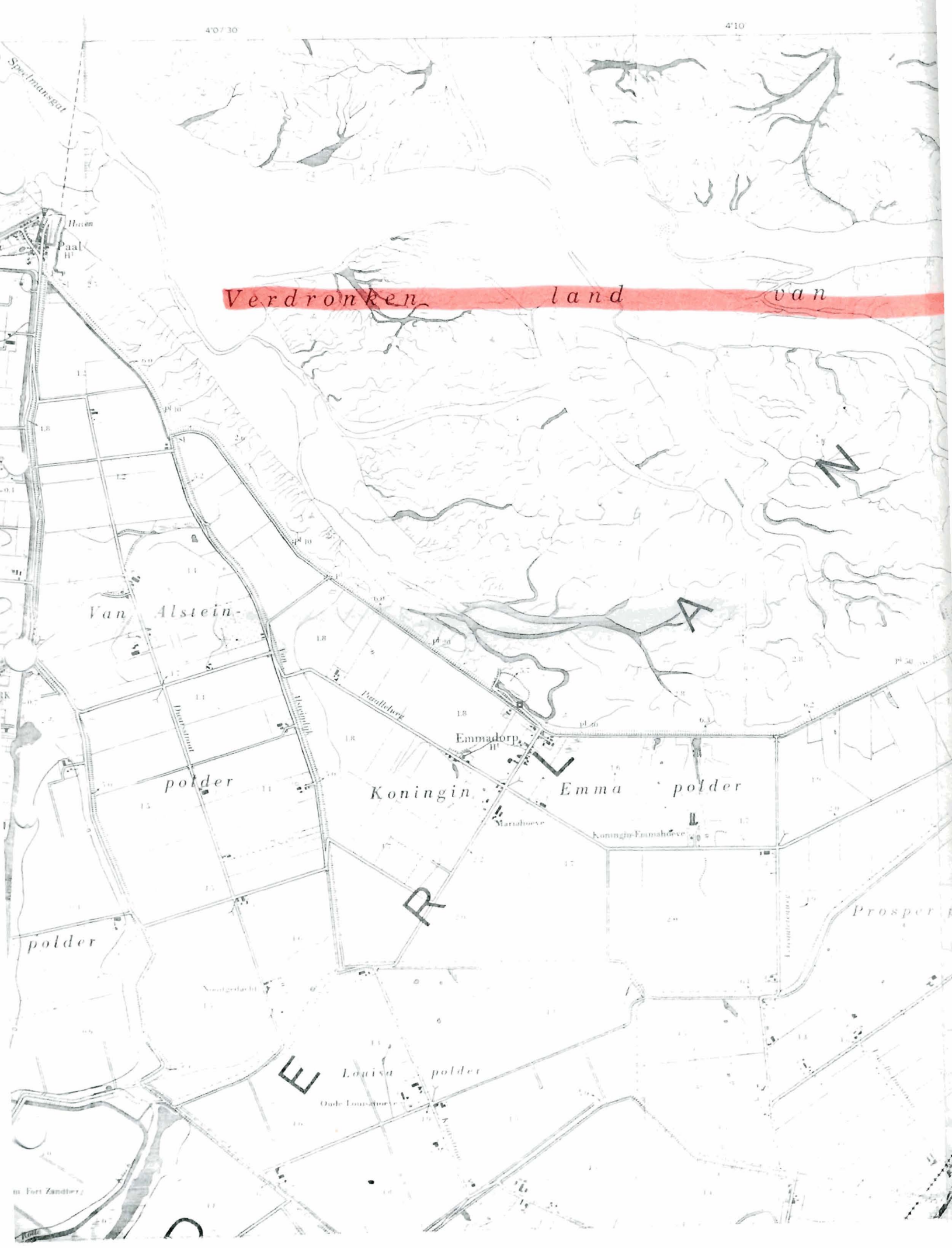
Nieuw

K8

K7

K5

Verdronken land van





22 February 1944

Erika Mary 25788

306 BG(?)

map scale 1/25,000