

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

A P O 634,  
7 March 1943.

SUBJECT: Operations Report.

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

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

1. Narrative of Mission.

On mission of 6 March 1943, 21 A/C of 306th Bombardment Group (H) began taking off at 0945 hours. The Group was air-borne at 0955½ and assembled in formation over base. Formation flown was two Squadrons of seven in "V's" echeloned to the right and one Squadron of seven in "V's" echeloned to the left. Lead Squadron was at base altitude with right Squadron high and left Squadron low. The Group proceeded to Bassingbourne and rendezvoused with the 91st Bombardment Group (H) forming the 101st Provisional Combat Wing. The Combat Wing proceeded to Thurleigh arriving at 1027 hours. Four minutes later rendezvous was made with the 102nd Provisional Combat Wing at Rushden and the First Bombardment Wing proceeded to Frome with the 306th Bombardment Group (H) leading, arriving there at 1109 hours at an altitude of 500 feet. The formation flew on from Frome, crossing the English Coast out at 1145 hours, maintaining the same altitude of 500 feet. The formation arrived at the Scilly Islands at 1220 and made a left turn at 1000 feet. Proceeding on course, another left turn was made at a point 47-14 N, 06-12 W, maintaining the same altitude. At a point 46-38 N, 05-43 W, a sharp left turn was executed at 9000 feet. Arriving at a point 47-28 N, 04-33 W, a slight right turn was made at 22,500 feet and formation proceeded to the I.P. where a slight left turn was made. The bomb run was made at 22,000 feet and bombs were dropped from this altitude at 1440½ on the primary target at Lorient, France. Results were good with hits in the target area. Flak was heavy and there was some fighter opposition. A wide left semi-circular turn was executed and two aircraft were lost due to flak, at this point, namely No. 42-5378 and No. 42-5130. Formation crossed French Coast out at 1447 and proceeded to a point 47-05 N, 06-27 W, descending to an altitude of 4500 feet. A sharp right turn was executed and the formation proceeded to a point 48-15 N, 07-00 W, at 1548 descending to 1000 feet and making a slight right turn. Another right turn was made at 1624 hours at 49-45 N, 06-20 W, maintaining the same altitude. The formation crossed the English Coast in at 2000 feet at 1650 hours and our Group split. Eight aircraft proceeded to Chivenor and landed there at 1735. One aircraft, due to its being low on fuel landed at Davidstowe. The remaining ten aircraft proceeded direct to Exeter landing at 1726 hours. On 7 March our aircraft at Exeter took off at 1350 and proceeded to base, landing at 1526. Aircraft No. 42-2978 which

was badly damaged was left at Exeter. Aircraft No. 41-24507 with a broken expander tube and aircraft No. 41-24487, which was bogged down at it's dispersal were also left there. The eight aircraft at Chivenor took off at 1400 hours, landing at base at 1546 hours. Aircraft No. 42-5729 took off from Davidstowe at 1400 hours and landed at Thurleigh at 1604 hours.

Tract Chart. Enclosed.

Tactical Doctrine. It is extremely bad to make up-wind bombing runs. It is realized that this problem was so laid out that any other axis of attack was impossible, but up-wind bombing is definitely more dangerous than down-wind runs. The turn back to the water proved to be a good deferment to the fighters, who left our Group almost alone after leaving the target.

## 2. Bombing.

Bombs were released at 1440 $\frac{1}{2}$  over the primary target, the Naval Power Station at Lorient, France at an altitude of 22,000 feet. Formation bombing was conducted on a heading of 550 with wind of 25 degrees at 65 miles per hour. 105 GP 1000 pound bombs were dropped on the target area, with some direct hits observed and some bombs scattered slightly to the right.

Bombing Plot. Enclosed.

Annotated Photographs. Forwarded to First Bombardment Wing.

The bombing of this Group was thought to be very good and the bombs which were to the right landed there due to the evasive action of tail end aircrafts of the formation.

## 3. Abortives.

There were no abortions by aircraft of this Group on this mission.

## 4. Air Combats.

### a. Enemy Tactics.

Twelve to fourteen FW 190's and one ME 109 were first seen over the target. Several attacks were made, most of which were feeble and not pressed home. Frontal attacks were most numerous, but they came from all positions. The FW 190's were camouflaged various pastel colors and the ME 109's were black. The duration of the attack was comparatively short and fighters did not follow the formation out to sea. However the gunnery on this mission was exceptional. We claim five destroyed, three probably destroyed and two damaged. In addition several crew members saw one FW 190 shot down by aircraft No. 42-5130, which itself was lost over the target due to flak.

b. Our Tactics.

The gunnery on this mission was very good, with many attacks repulsed and few failures of equipment. The usual method of fire control was employed with gunners being assigned an area of fire to cover prior to take off. The positions of attack were called out by the clock method. The same defensive formation was flown as on previous missions.

c. Armament Failures.

(1) Aircraft Nos 42-2978, 42-5422 and 42-5714 reported the following failures in the Lower Ball Turrets. Turret had a loose plug resulting in an oil leakage, a blown fuse caused one solenoid to stop and another solenoid went out, with cause unknown at this time.

(2) The only Upper Turret failure was a broken solenoid wire on aircraft No. 42-5422.

(3) A weak or bent driving spring caused the left hand tail gun on aircraft No. 42-5218 to feed improperly.

d. Suggested Changes in our Tactics or Equipment.

The operation and function of armament equipment was very efficient on this mission and there are no recommended changes in doctrine.

5. Flak.

Flak from flak ships and the island of Groix was very light and inaccurate. However at the target it was intense and accurate as to both height and direction especially in the low Squadron of the formation. Over the target aircraft No. 42-2978 was shot down by flak with two parachutes seen to open. Directly after leaving the target aircraft No. 42-5130 was badly damaged and when last seen was heading inland under control, with two engines on right side out. The flak was white, black and red in color.

6. Communications.

a. Procedure employed.

Generally correct procedure was followed during the mission. Radio silence was maintained prior to and during take off.

b. Navigational Aids.

Eight aircraft used F, D or B multi-group beacons with good results up to 100-120 miles. Three aircraft reported erratic results, thought due to meaconing.

Ten aircraft used Splasher Beacons Nos 12, 13, 14 and 15 and reported good results up to 120 miles. Three aircraft reported possible meaconing on these.

One aircraft contacted Exeter and two homed on base station. No. "J" Beams were used.

c. Radio Discipline.

No breaches of radio discipline occurred on this mission.

d. Failure of equipment.

Aircraft No. 41-24467 reported IFF out due to a blown fuse which has been replaced. Aircraft No. 42-5171 reported interphone in upper turret out due to slip rings, which is being checked. The trailing antenna motor burned up on aircraft No. 42-5431 due to a short circuit. This is being replaced. Pilot's interphone on aircraft No. 42-5072 cuts out, with brushes in wheel not contacting the plate. This also is being checked. The liarson receiver on aircraft No. 42-2978 went out, the trouble being in the band-change switch. The VHF was reported noisy in most cases and the dynamotors are being checked and cleaned.

e. Suggestions.

The fact that some navigators report meaconing of beacons and that others do not is confusing. It has been suggested that the former check their radio compasses over England to see if similar results are obtained.

7. Other equipment failures.

There were no serious equipment failures, but many minor things were reported. One supercharger was erratic and another ran away. One aircraft reported No. 3 engine tachometer fluctuating. Scratched nose glass on aircraft NO. 42-5072 reflects the sun badly.

8. Battle Damage.

With a few exceptions the battle damage on this mission was very moderate. One aircraft No. 42-2978 was badly damaged, but returned to Exeter. The left outboard wing was severely damaged and also No. 1 fuel tank. The No. 1 propellor will have to be changed and electrical wiring in navigator's compartment, cut by flak must be repaired. This ship has been transferred to the VIII Air Force Service Command. The right main landing strut on aircraft No. 41-24467 was hit and the ship will be out of status until this has been repaired. Flak holes in skin surfaces on two aircraft put them out of status for a few hours, but they will be repaired and back in morning 8 March.

9. Aircraft down away from home base.

The nineteen returning aircraft of this Group all landed at bases other than their home station. Eight landed at Chivenor remained over night and proceeded to base 7 March 1943. One landed at Davidstowe because of fuel shortage, remained over night, and proceeded to base 7 March 1943. The other ten landed at Exeter. One was transferred to VIII AFSC due to battle damage, one because stuck in the mud and one blew an expander tube, necessitating these aircrafts to remain there. The other seven aircraft returned to base 7 March.

10. General Recommendations and Corrective action adopted.

It is recommended that the First Bombardment Wing be joined up at a low altitude whenever possible. The assembly with the 102 Combat Wing was accomplished with no trouble and it is felt that this was due largely to its being done at low altitude.

The general impression on the Wing formation on this mission is that it was flown over too deep an altitude. The lead Group stayed at or below 500 feet over the land and water. The second Group was well down, but the other two Groups flew too high to accomplish the desired results. This was especially true on the trip back to the emergency bases when the chances of interception were high.

This Group used five double nose gun installations on this mission, and it is felt that this arrangement is highly satisfactory. It is known that these installations definitely turned several attacks due to their volume of fire, and it is to be regretted that the Groups are limited as to the numbers of these installations available. If each Group had eight or nine of these installations it would be possible to keep six of them in combat commission at all times, thereby giving the Group the fire power it needs in the nose. Of the ships without this installation, it is impossible to deal adequately with nose attacks.

4 Incls:

- Incl 1 - Bomb Chart.
- Incl 2 - Formation Diagram.
- Incl 3 - Radio Tract Chart.
- Incl 4 - Bombing Flight Record.
- Incl 5 - Recommendation.

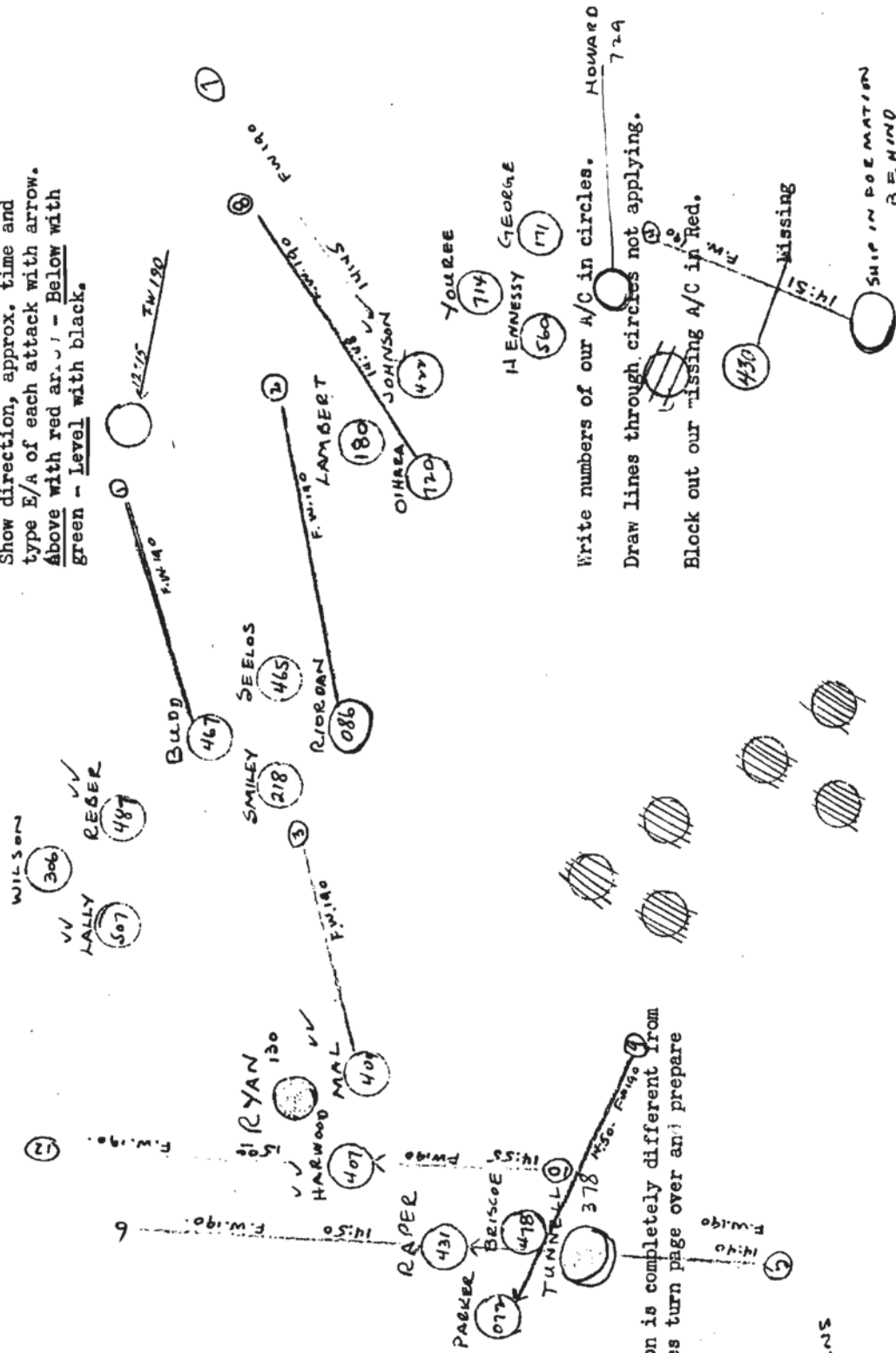
*Claude E. Putnam*  
CLAUDE E. PUTNAM,  
Lt. Col., AC,  
Commanding.

SECRET

COMBAT DUPLICATION CHECK FORM

GROUP 306<sup>th</sup>  
 DATE 6-3-43

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



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

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

✓  
 Double Nose Guns

TYPE NUMBER:

FIELD ORDER NO. 100

060343

1. A. ONE WING DIVERSION ON 7-530 AT APPROXIMATELY ZERO PLUS 50.
2. A. PRIMARY: 7-543 AP 236555493/5  
B. SECONDARY: 7-539 AP 797885489/5  
C. LAST RESORT: NONE
3. A. 101 CW WILL LEAD 102 CW WITH ALL AVAILABLE A/C. 101 CW AND 102 CW JOIN IN BASE AREA ON AGREEMENT BETWEEN CW COMMANDERS IF WEATHER AND VISIBILITY PERMIT AND IF NOT POSSIBLE 101 CW PROCEED TO TAUNTON AT ZERO MINUS 118 MIN AT BELOW 2000 FT. TO BLOFORD AT ZERO MINUS 102 MIN. 102 CW JOIN 101 CW ON CW ABOVE LINE AT BELOW 4,000 FT.  
B. ROUTE OUT: DEPART SOLILY ISLANDS AT ZERO MINUS 65 MIN WITH NO AIRCRAFT ABOVE 4,000 FT. TO 47 DEG 14 MIN N. - 06 DEG. 12 MIN. W. WITH NO A/C ABOVE 4000 FT. TO 46 DEG 30 MIN N. - 05 DEG. 20 MIN W. WITH TOP A/C LESS THAN 10,000 FT. TO TARGET. BEGIN CLIMB TO BOMBING ALTITUDE AFTER LAST TURNING POINT.  
C. AXIS OF ATTACK: GENERALLY 35 DEGS OR AS DETERMINED BY LEAD GROUP. LEAD GROUP TO FIRE FLARE WHEN APPROACH TO TARGET IS STARTED.  
D. RALLY: LEAD GROUP TURN LEFT AFTER BOMBING AND MAKE 8 TURNS ON WESTERLY COURSE UNTIL WING IS REFORMED INTO DEFENSIVE FORMATION.  
E. ROUTE BACK: TARGET TO 47 DEGS 00 MIN WYX88 N - 05 DEGS. 53 MIN W., TO 48 DEGS 13 MIN N - 06 DEG 28 MIN W, TO 49 DEGS 28 MIN N - 05 DEGS. 55 MIN W, TO EMERGENCY BASES, RETURN TO BASES AT MINIMUM ALTITUDE. DESCENT TO BEGIN AFTER WING HAS REFORMED.  
F. BOMBING ALTITUDE: 101 CW - 22,000 FT.  
102 CW - 24,000 FT.  
G. EMERGENCY BASES: 101 CW - DAVIDSTON MOOR  
102 CW - BROOKHOCK  
H. BOMB LOADING: 5 - 1000 LB. GP. 1/10 SEC NOSE 1/40 SEC TAIL.

53 MIN W., TO 48 DEG 13 MIN N - 06 DEG 28 MIN W, TO 49  
DEG 29 MIN N - 05 DEG. 55 MIN W., TO EMERGENCY BASES, RETURN  
TO BASES AT MINIMUM ALTITUDE. DESCENT TO BEGIN AFTER  
WING HAS REFORMED.

F. BOMBING ALTITUDE: 101 CW - 22,000 FT.  
102 CW - 24,000 FT.

060343

G. EMERGENCY BASES: 101 CW - DAVIDSTON HOOK  
102 CW - PREDAWYCK

H. BOMB LOADING: 5 - 1000 LB. GP. 1/40 SEC NOSE 1/40 SEC  
TAIL.

- Y. 1. ZERO HOUR: 1330 EST BYX 6 MARCH 43.  
2. ALL ALTIMETERS SET ON 20,00.  
3. COURSE ROUTE OUT 160 IAS, CLIMB 150 IAS, DESCEND 170 IAS,  
150 IAS ROUTE BACK.  
4. TIME SCHEDULE:

SCILLY ISLANDS - ZERO MINUS 65

47 DEG 14 MIN - ZERO PLUS 14

06 DEG 12

XXXXXXXXXX

46 DEG 30 MIN - ZERO PLUS 35

05 DEG 28Y 20 MIN

TARGET - XXXXX ZERO PLUS 80

47 DEG 00

05 DEG 53 - ZERO PLUS 110

48 DEG 10

06 DEG 28 - ZERO PLUS 157

XXXXXXXXXXXXXXXXXX

49 DEG 29

05 DEG 55 - ZERO PLUS 195

COAST - ZERO PLUS 215

4. NORMAL

5. A. HE/DE SECTION 'E'.

B. VHF CHANNEL 'A' AND 5010 - BOMBER TO BOMBER, RADIO

XX

BYX SILENCE MUST BE MAINTAINED UNTIL AFTER ATTACK.

C. 'E' BEANS: ONE F-185 FROM ETA TARGET.

D. SPLASHER BEACONS NO 12 AND 14 FROM ZERO MINUS 180 MIN

TO ZERO MINUS 60 MIN NO 15 ON FROM ZERO PLUS 90 MIN



E. CALL SIGNS 306 WITCHCRAFT ONE  
91 WITCHCRAFT TWO  
305 WITCHCRAFT THREE  
303 WITCHCRAFT FOUR

060343

F. GROUP IDENTIFICATION:

306 ~~XXXX~~ RED - GREEN  
91 GREEN  
305 RED - YELLOW  
303 YELLOW

G. IF ABANDONING MISSION USE PHONETIC ALPHABET OF BOMBER  
CODE IN EFFECT TRANSMITTED ON 5010 KCS. SPARE GROUP  
NO. 60 BOMBER CODE WILL BE USED BY 1ST KING GROUND  
STATION AS THE FIRST GROUPS IN THE BODY OF THE  
MESSAGE. CHECK ALL MESSAGES FOR THIS AUTHENTICATING  
GROUP.

CC ADD IN SECRET URGENT

HOLD

P F. UNDER 3. WA DEGS XXXXX SHOULD READ , TARGET TO 47 DEGS OXXX  
OO MIN ETC.

CC 4. UNDER X. TIME SCHEDULE 3RD LINE WA 12 INSERT MIN  
XXXXXXMMNFRYMBYNYXXXXXX

CC A. UNDER NO. 2. SHOULD READ PRIMARY: Z-44/XXXXXX

Z-543 CP 2365S5493/5

CC A. UNDER NO. 2. SHOULD READ PRIMARY: Z-543 AP 2365S5493/5

CC INSERT COMBOMVIG ONE

SS VA

Q WITH DK FOR R

THU K WITH R

GPH R.....060320.....~~DDMMSS~~.....VA

*Handwritten notes:*  
2365S5493/5  
11/16/43

TELEPHONE REPORT *from Exeter 060343*

- 1. Name of primary target *Prigent* Number of A/C attacking *10*
- 2. Name of secondary target *Brest* Number of A/C attacking *0*
- 3. Name of L.R. target *none* Number of A/C attacking *0*
- 4. Target of opportunity *none* Number of A/C attacking *0*
- 5. Unit participating *368, 369.*
- 6. Number of A/C taking off ~~*7*~~ *10*
- 7. Number of A/C returning early *0*
- 8. Number of A/C lost or missing so far as known *0*
- 9. Results of bombing: good  fair  poor  nil
- 10. Number of casualties: killed *none*; wounded *none*; missing *none*.
- 11. Heavy air opposition: considerable  moderate  slight  nil
- 12. Flak: intense  moderate  slight  nil
- 13. Observed fighter support: *none*

14. Weather as it affected the mission: *Good*

15. Flash observations of outstanding importance  
*Man in life raft off. Treva Head and Newquay Airport*  
*at heading of 90°*

Telephoned to *1st Bomb Wing* by *Captain Jerry O'Sullivan*

Timed \_\_\_\_\_; Date \_\_\_\_\_.

1. Brief descriptive summary of mission

Reporting for 11 AC only of 368, 369 squadrons, 306 Curtiss. Landing at Exeter. Target Avon Station, which was bombed effectively

2. General results of bombing attack

Night's good. Bombs seen to hit for about 1500 yards between power house and bridge

3. Abortives: points of turn-back and reasons for each

4. Enemy air opposition (in brief, no individual encounters):

General description of fighter opposition encountered; types of E/A encountered; tactics employed by enemy and ourselves; as to enemy destroyed state whether many, few or nil; distinguishing markings, color, characteristics or behavior of E/A.

Encountered approximately 15 E/A at target of which two are claimed destroyed

5. Flak: where encountered, appearance of bursts, intensity, accuracy as to deflection and height, anything new or unusual

Intense and accurate as to deflection and height over target

6. Friendly A/C lost or in distress (elaboration of hot news report) Where last seen, time, altitude, estimated cause, personnel seen baling out, appearance of A/C

2 B-17s hit by flak at target. Both seen going down. Two chutes seen

7. A/C crashed in England or seriously damaged.

None

8. Observations: Detail any items of interest seen by crews concerning the enemy or our own forces (Balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at air-dromes, ports, waterways, roads, railway yards; concentrations of vehicles, troops vessels; landmarks, new enemy installations).

1 A/C mine from field in vicinity of target

1. Number of A/C taking off 10
2. Number of A/C which failed to bomb a target 0
3. Name of primary target and number of A/C attacking it  
Forest 10
4. Name of secondary target and number of A/C attacking it  
Burt 0
5. Name of last resort target and number of A/C attacking it  
0
6. Description of target of opportunity and number of A/C attacking it  
0
7. Total number of A/C lost or missing 0
8. Number of A/C lost to flak 0
9. Number of A/C lost to E/A action 0
10. Number of A/C lost by accident 0
11. Number of A/C lost, cause unknown 0
12. Bomb loadings, number, size and type 50X4000
13. Bombs dropped at each target, number, size and type  
50X1000
14. Bombs jettisoned, number, size and type  
0
15. Bombs brought back, number, size and type  
0
16. Bombs unaccounted for, number, size and type  
0
17. Casualties, number killed 0
18. Casualties, number wounded 0
19. Casualties, number missing 0
20. Time and altitude over each target  
1441 22000

Jeremiah F O Sullivan  
Capt AO

La Mairie de L'ABBEZELLE communique :

Alerte du 6 Mars 1943 - de 13 H. 20 à 15 H. 40 :

Bombardement de 6 minutes. Avions dispersés.  
Nombre : une vingtaine. Altitude : 3 à 4.000 mètres. Nombre de bombes : 25. - Poids : 600 à 1.000 Kilogs. Dispositifs pour éclateurs instantanés.

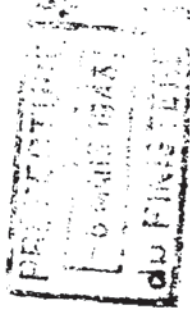
Nombre de tués : 32 dont 17 ensevelis.

- - blessés : 9 -

Maisons détruites : 15

partiellement détruites : 6.

endommagées : 25.



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La Gendarmerie de QUIMPER communique :

à PONT-L'ABBE : un parachutiste américain tué hier dans la soirée à ST-JEAN-TROLIMON. Sera inhumé ce jour à 9 H. Les gendarmes sont sur place.

GPS  
CVR NR OPS 114 SECRET URGENT  
PASS TO

060343

TO CG 1ST BOMBER WING A.A.F. ATTENTION A2. BRAMPTON  
FROM CHIVENOR

TELETYPE REPORT

1. 21 AC ~~XXXX~~ TOOK OFF AT 0945 HOURS TO BOMB POWER STATION AT LORIENT. 8 AC LANDED AT RAF STATION CHIVENOR 10 LANDED AT EXETER. 2 FAILED TO RETURN. 1 AC IS REPORTED SAFE OVER ENGLISH COAST BUT ITS PRESENT WHEREABOUTS UNKNOWN. WEATHER WAS GOOD AND TARGET VISIBILITY ~~EXCELLENT~~ EXCELLENT. ROUTE WAS AS ORDERED EXCEPT THAT FORMATION WAS ABOUT 25 MILES N.W. OF COURSE ON LAST LEG. UPON MAKING LAND FALL AT POINT PENMARCH COAST LINE WAS FOLLOWED TO TARGET
  2. GOOD RUN WAS MADE ON HEADING OF 35 DEGS TO 70 DEGS MAG. 22000 FEET ALT. AND BOMBS LOOKED LIKE THEY WALKED RIGHT THROUGH TARGET AREA. MUCH SMOKE AND FIRE WAS OBSERVED
  3. NONE
  4. 12 TO 14 FW190'S AND 1 ME109 WERE FIRST SEEN OVER TARGET SEVERAL ATTACKS WERE MADE MOST OF WHICH WERE FEEBLE AND OCCURED AFTER BOMB RUN. ATTACKS WERE PRINCIPALLY FRONTAL BUT SOME WERE FROM BEAM AND TAIL FW'S SEEMED CAMOUFLAGED IN VARIOUS PASTIL COLOURS 1 ME WAS ENTIRELY BLACK
  5. FLAK VERY MODERATE AND INACCURATE WAS ENCOUNTERED FROM SHIPS AT LORIENT HARBOUR AND ISLAND OF GROIX. AT THE TARGET IT WAS MODERATE TO INTENSE AND VERY ACCURATE PARTICULARLY ON THE LOW SQUADRON FROM WHICH 2 AC WERE LOST. BLACK , WHITE AND SOME RED BURSTS OBSERVED
  6. 1 B17 HIT BY FLAK JUST BFFORE TARGET AT 1438 HOURS AND 22000 FEET SEEN GOING STRAIGHT DOWN AND EVIDENTLY OUT OF CONTROL . 2 CHUTES REPORTED
    1. B17 (AC130) HIT BY FLAK JUST AFTER ~~TRXXXX~~ TARGET AT 1450 LEFT FORMATION UNDER CONTROL AND ~~HEDXXXX~~ HEADED BACK OVER FRANCE
  7. NIL
  8. FIGHTER AC REPORTED COMING UP FROM AD ON GROIX ISLAND
    1. FW REPORTED SHOT DOWN BY GUNNER FROM DISABLED AC130 T.H.I. 1030. SIGNED JOHN ~~XXW~~ B WRIGHT MAJ.S2.
- ~~e WA 2. GOOD~~  
~~G IN 1. EXCELLENT~~  
~~G IN 4. PRINCIPALLY~~  
C IN 8. DISABLED  
JRE VA

CVR GPS R 1056 I KITCHEN VA+

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 25-180 Date 6 Mar

Position in formation 1st d-No 2 sqd. Bomb load 5 X 1000

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

Friehily A/C in any kind of distress?  
2 B 17's hit by flak  
and went down just  
after target

CREW

Capt. Lambert, J.H. Pilot  
Capt. Smith, P.W. Co-P  
Capt. Eds/ik, H.E. Nav.  
Capt. Mdy, C.H. Bomb.  
T/Sgt. Stymac Ks, R.T. Radio  
T/Sgt. Bczak, A. Top T.  
S/Sgt. Piotrowski, W. Ball T.  
S/Sgt. Wentworth, S.M. Wain.  
S/Sgt. Hart, W.W. L. Wain.  
S/Sgt. Counts, C.M. Tail G.

2. TARGET ATTACKED:

Primary Time: 1441  
 alternate Height: 22,400'  
 Last Resort Heading: 70°  
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: Returned:

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

Burst appeared good -- right on target and  
near bridge.

5. Any PHOTOGRAPHS taken:  Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: about 25 mi N of  
Course at least.

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
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Intense over target - left & behind the sqd  
Low sqdn. catching hell at target.  
Some white bursts.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 10-12 FW's Place Near target.  
Time 1435 Height 22000.

060343

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

Number	Time	Place	Height
<u>2 attacks but not pressed home.</u>			

Notes:

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

d. ENEMY PRACTICES OBSERVED: nil.

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

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

nil.

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

nil.

12. DAMAGE to A/C: (Briefly)

nil.

13. TECHNICAL FAILURES:

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

5 - 2 OFFICER Wright.

FILE COMPLETED \_\_\_\_\_



INTER-OPTION FORM

SQUADRON 423 GROUP 306 A/C Number 422 Date 6/3/43

Position in formation in lead element Bomb load 5 x 1000

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

CREW

Friehily A/C in any kind of distress?

Lt A.P. Johnson Pilot

Lt. E.G. Pipp Co-P

E.J. Pollack Nav.

Sgt. W.E. Hull Bomb.

T/Sgt. H.R. Bean Radio

T/Sgt. L.L. Bamforth Top T.

S/Sgt. J.M. Hobbs Ball T.

S/Sgt. R.J. Smith R. Waist

S/Sgt. R.G. Hann L. Waist

S/Sgt. R.H. Gibson Tail G.

~~R.B.~~  
R-13-17's shot down over target area.

2. TARGET ATTACKED:

Primary Time: 1430

alternate Height: ~~7500~~ 23600

Last Resort Heading: 750  
 (check)

3. Number of BOMBS dropped on target: 5 x 1000 Jettisoned: Returned:

4. Observed RESULTS OF BOMBING: (For <sup>Solved.</sup> this plane or others)

General Results of group - about 10 bombs were not on the target - all the others were right in there.

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: NO.

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) Except he turned about 7 min. too soon before the initial point.

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

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

<u>1438</u>	<u>Target area</u>	<u>23600'</u>	<u>H-M.</u>	<u>Black</u>	<u>Very inacc. as to height direction.</u>	<u>ak.</u>
				<u>FLAK ships were white.</u>		

7. ENEMY AIRCRAFT

a. Total E/A seen: Number 70 Place Near target  
Time 1440 Height 23600

060343

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

Number	Time	Place	Height
<u>3 good nose attacks —</u>			

Notes:

c. Casualties: DESTROYED 1 PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

12. DAMAGE to A/C: (Briefly) Nil

13. TECHNICAL FAILURES: Oxygen system at waist - poor  
alarm. caus. at waist - no good.

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

S - 2 OFFICER [Signature] FILE COMPLETED \_\_\_\_\_

SQUADRON 423 GROUP 306 A/C Number 25720 Date 6/3/43

Position in formation N<sup>o</sup> 3 1<sup>st</sup> Element Bomb load 5x1000

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

*Mayer*  
*Mayer*  
CREW  
*-penny*

Friehily A/C in any kind of distress? Lt. R.K. O'HARA Pilot

R.H. Smith Co-P

O.B. Tillery Nav.

J.S. Lucas Bomb.

2. TARGET ATTACKED:

✓ Primary Time: 1441

Alternate Height: 23000'

Last Resort Heading: 35°  
(check)

S/Sgt W.H. Mountain Radio

T/Sgt C.A. Sheppard Top T.

S/Sgt P. Feltner Ball T.

S/Sgt M.E. Nelson R. Waist

S/Sgt J.J. Garis L. Waist

S/Sgt H.F. Strom Tail G.

3. Number of BOMBS dropped on target: 5x1000 Jettisoned: 0 Returned: 0

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

Right down thru the center of the target.

5. Any PHOTOGRAPHS taken: Yes? (No)

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: ✓

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

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

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

1440-50	Target.	23000'	H-M	Black a few white.	Below - acc for deflection	
---------	---------	--------	-----	-----------------------	----------------------------	--

a. Total E/A seen: Number 12 Place Near target  
Time \_\_\_\_\_ Height 23000

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

060343

Number	Time	Place	Height
<u>3 frontal attacks - near target.</u>			

Notes:

c. C. LAs: DESTROYED 1 PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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



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

2. DAMAGE to A/C: (Briefly) ~~None~~ 1 small hole - 30 cal. in small bombardier window.

3. TECHNIC I FAILURES: None.

4. CREW COMMENTS: (Any unusual incidents? any suggestions?)  
good trip - needed some food for a trip of this length.

1 - 2 OFFICER S/Owen TIME COMPLETED \_\_\_\_\_

SQUADRON 423 GROUP 302 A/C Number 171 Date 8 Mar

Position in formation #2 Sec. El. 473<sup>29</sup> Bomb load 5x1000

1. Hot news to be phoned in? Yes No

Details:

nil

Friehily A/C in any kind of distress?

~~None~~ Ryan hit just  
2000 yds. after target

CREW

George Pilot  
Malin Co-P  
Simmons Nav.  
Warner Bomb.  
Thornton Radio  
Mac Geyor Top T.  
McClennan Ball T.  
Bevan R. Wai.  
Goat L. Wai.  
Lamb Tail w.

2. TARGET ATTACKED:

Primary  Time: 1441  
alternate Height: 22500'  
Last Resort Heading: 60°  
(check)

3. Number of BOMBS dropped on target: 5x1000 Jettisoned: Returned:

4. Observed RESULTS OF BOMBING: (For this plane or others)  
Target completely enveloped with smoke indicating  
direct hits.

5. Any PHOTOGRAPHS taken: Yes?  No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE: RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) As ordered - until turn and were  
West NW of course about 25  
Penmarch Point  
to target

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

Heavy over target - Inaccurate for  
altitude but fairly acc. for direction.

9. ENEMY AIRCRAFT

FW's 9 1 060343

a. Total E/A seen: Number 14 Place Target  
 Time 1405 Height 23000

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

Number	Time	Place	Height
<u>2</u>	<u>direct nose attacks</u>		
<u>1</u>	<u>attack at tail</u>		
<u>1</u>	<u>"</u>	<u>from 3 o'clock.</u>	

Notes: E/A waited until formation was leaving target before attacking.

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

d. ENEMY TACTICS OBSERVED: Mostly nose attacks looked camouflaged - Partial.

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

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

Nil.  
4 Flak ships near entrance to target - Fired but were shot.

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

Nil.

12. DAMAGE to A/C: (Briefly)

3 30 cal in stabilizer

13. TECHNICAL FAILURES:

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

Nil.

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

SQUADRON 423 GROUP 306 A/C Number 714 Date 6 Mar

Position in formation 1-2nd fl. 423sq. Bomb load 5x1000

1. Hot news to be phoned in? Yes No

Details:

1317 hit miss after target and went straight down. 2 chutes reported. CREW

Frighly A/C in any kind of distress? No Pilot

Spr... Co-P

... Nav.

... Bomb.

2. TARGET ATTACKED: ... Radio

Primary Time: 14 45 Top T.

Alternate Height: ... Ball T.

Last Resort Heading: 520 R. Waist

... L. Waist

... Tail G.

3. Number of BOMBS dropped on target: 5 Detonated: Returned:

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

Some bursts on target area & in water.

5. Any PHOTOGRAPHS taken: Yes? No? 1620.

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: No

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

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

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

2:45 target 2300 Heavy Black & white. All around accurate for altitude but not for direction.

9. ENEMY AIRCRAFT

060343

- a. Total E/A seen: Number 14 Place                       
 Time 14:45 - 15:00 Height
- b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>6</u>	<u>                    </u>	<u>Target</u>	<u>                    </u>
<u>made rather feeble attacks.</u>			

Notes:

- c. Claims: DESTROYED None PROBABLY                      DAMAGED
- d. ENEMY PRACTICES OBSERVED: Mostly frontal - level.  
some underneath.
10. Observations (Always give TIME, PLACE, HEIGHT)  
 (Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Nil.

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

Nil.

- 12.
- DAMAGE
- to A/C: (Briefly)

Few small holes in fuselage from flak.

- 13.
- TECHNICAL FAILURES
- :

See supp. report.

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

S - 2 OFFICER

WrightTIME COMPLETED



SQUADRON 769 GROUP 306 A/C Number 124 Date 3/6/43

Position in formation #7 in High Squadron Bomb load 5-1000

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

Friehly A/C in any kind of distress?

<sup>CREW</sup>  
Capt Howard Pilot  
Lt Halstrom Co-P  
Lt Brown Jr. Nav.  
Lt Ginkovich Bomb.  
Sgt Lightbown Radio  
Wade Gordon Top T.  
S Pappas. Ball T.  
Higham R. Waist  
Smith, C.B. L. Waist  
T/S Cox Tail G.

2. TARGET ATTACKED:

Primary Time: About 1500 hours  
Alternate Height: 2000, (approx)  
Last Resort Heading:  
(check)

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

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

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS

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

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

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

7. ENEMY AIRCRAFT

a. Total E/A seen: Number 12 to 13 Place W. target area  
Time \_\_\_\_\_ Height 060343

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

Number	Time	Place	Height
4 or 5 attacks		mostly from	2 to 5 o'clock
low.			

Notes: - This investigation taken from  
Co. Pilot Lt. Holmstrom's Cox (tail gunner)

c. C. A/s: DESTROYED 1 PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

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

12. DAMAGE to A/C: (Briefly) none

13. TECHNICAL FAILURES: none

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

8 - 2 OFFICER

Capt. W. O. Mass.

TIME COMPLETED

5 minutes

Position in formation #2 lead sq. 1st element. Bomb load 5X1000

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

Friehily A/C in any kind of distress?  
*Repair #3 engine hit by flak. Total like impending.*

- CHEW
- Malyki Pilot
  - Watson Co-P
  - Schelstad Nav.
  - Mc Donald Bomb.
  - Greene Radio
  - Fatigati Top T.
  - Ray Ball T.
  - Williams F.K. R. Wai
  - Komo L. Wai
  - Borszyni Tail G.

2. TARGET ATTACKED:

Primary Time: 14.42  
 alternate Height: 22,000  
 Last Resort Heading: 85-90°  
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_

4. Observed RESULTS OF BOMBING: (For this plane or others)  
*None observed near midday again.*

5. Any PHOTOGRAPHS taken:  Yes  No ?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<i>Moderate accurate at target.</i>						

*? holes from flak.*

7. ENEMY AIRCRAFT

a. Total E/A seen: Number 10-15 Place Lineal 000343  
Time 1440-50 Height 22000

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

Number	Time	Place	Height

Notes:

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

d. ENEMY TACTICS OBSERVED:

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

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

11. INJURIES to crew: (name, injury, how received.) none.

12. DAMAGE to A/C: (Briefly)

13. TECHNICAL FAILURES: none.

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

none.  
1st Lt. Baldwin

SQUADRON 369 GROUP 306 A/C Number 086. Date 5/6/43

Position in formation #4 in 2nd d of 4 air sq. Bomb load 581000

060343

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

Friehly A/C in any kind of distress?

- CREW
- Birdan Pilot
  - Chris Co-P
  - Speltman Nav.
  - Rotten Bomb.
  - Schulz Ashultz Radio
  - Antora Top T.
  - CM Davis Ball T.
  - May R. Wait
  - Duggins L. Wait
  - Mc Mahan Tail G.

2. TARGET ATTACKED:

Primary Time: 1440  
Alternate Height: 22000  
Last Resort Heading: 60° 20' mag.  
(check)

3. Number of BOMBS dropped on target: 5 Jettisoned: Returned:

4. Observed RESULTS OF BOMBING: (For this plane or others)  
Bombing good. Hit on general. Hit both sides of river but also the target itself.

5. Any PHOTOGRAPHS taken: Yes?  No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>As above + intense over target.</u>						
<u>few holes in nose + wing.</u>						

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 18-20 Place Yvent.  
Time \_\_\_\_\_ Height \_\_\_\_\_

b. E/A which fired at, or were fired upon by this plane: **060343**

Number	Time	Place	Height

Notes:

*Explosion  
1. none split.  
None.*

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

d. ENEMY TACTICS OBSERVED:

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

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

11. INJURIES to crew: (name, injury, how received.) *none.*

12. DAMAGE to A/C: (Briefly)

13. TECHNICAL FAILURES: *none*

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

*none.*

INTRODUCTION FORM

SQUADRON 369 GROUP 306 A/C Number 560 Date 3/6/43 060343

Position in formation 3rd element Bomb load 5-1000

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

Friehily A/C in any kind of distress?

2. ATTACKED:

Primary  Time: 1455  
Alternate Height: 2,000  
Last Resort Heading: 60  
(check)

*about 60" bomb run*

CREW

Sgt Hennessey Pilot  
Sgt Hayes Co-P  
Sgt Jones Nav.  
Sgt Colantoni Bomb.  
Sgt Drennan Radio  
Sgt Wyke Top T.  
Sgt Radline Ball T.  
Sgt Adams R. Waist  
Sgt Spellman L. Waist  
Sgt Bromley Tail G.

3. Number of BOMBS dropped on target: 57-1000 Jettisoned: Returned:  
4. Observed RESULTS OF BOMBING: (For this plane or others)

*Good*

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light: of heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in-re- lation to A/C	Other Data
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*Heavy & accurate.*

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 8 Place target  
 Time \_\_\_\_\_ Height \_\_\_\_\_  
 b. E/A which fired at, or were fired upon by this plane: 060343

Number	Time	Place	Height
<u>4</u>	<u>target</u>		<u>22,000</u>

Notes:

no claims

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

d. ENEMY TACTICS OBSERVED:

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

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

4 ships S.E. of Glenam Islands heading 330 (true): 10 ships in Lorient Harbour.

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

12. DAMAGE to A/C: (Briefly)

2 small flak

13. TECHNICAL FAILURES:

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

5 - 2 OFFICER

Jeremiah P. Sullivan

TITLE COMPLETED \_\_\_\_\_



SQUADRON 306 GROUP 306 A/C Number 478 Date 3/6/43

Position in formation no 2 sec. cl. Bomb load 5-1000

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

Friehily A/C in any kind of distress?

CREW

- Lt Priscoe Pilot
- Sgt 'O' Co-P
- Lt 'Lee Nav.
- Lt Hickey Bomb.
- Sgt Larmer Radio
- Sgt Wenthworth Top T.
- Sgt Rose Ball T.
- Sgt Deets R. Waist
- Sgt Halloway L. Waist
- Sgt Rozato Tail G.

2. TARGET ATTACKED:

Primary Time: 1440.30  
 Alternate Height: 22,  
 Last Resort Heading: 89.  
 (check)

3. Number of BOMBS dropped on target: 5-1000 Jettisoned: Returned:

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

Good

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULT:

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Other Data
<u>Heavy &amp; accurate</u>						

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 20 Place target

Time \_\_\_\_\_ Height \_\_\_\_\_

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

060343

Number Time Place Height

about 20 attacks at target

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Notes:

no claims

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

d. ENEMY TACTICS OBSERVED:

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

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

balloon over target

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

12. DAMAGE to A/C: (Briefly)

big hole in gas tank: 24 holes in fuselage: big hole in prop.  
24 electric cut; connecting landing out.

13. TECHNICAL FAILURES:

Gears & flaps - whole electric system  
no 3 supercharger hot-out. 2 big holes in  
right.

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

S - 2 OFFICER

Jeremiah F. O'Hullivan

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

SQUADRON 368 GROUP 306 A/C Number \_\_\_\_\_ Date 3/6/40

Position in formation Lead of all Bomb load 5X1000

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

Friendlly A/C in any kind of distress?  
Turned saw 2 chutes. Millboarder  
Control - pulled out of 2 dives -

2. TARGET ATTACKED:

Primary Time: 14:40 1/2  
Alternate Height: 22000  
Last Resort Heading: 55°  
(check)

- Maj Wilson <sup>CREW</sup> Pilot
- Regan Co-P
- Salti Nav.
- Yamsi Bomb.
- Hoffman Radio
- Heltzer Top T.
- Bo Graziano Ball T.
- Gelmett R. Wai.
- Bob Kolesky L. Wai.
- Kradick Tail G.

3. Number of BOMBS dropped on target: 5 Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_

4. Observed RESULTS OF BOMBING: (For this plane or others)  
none seen

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: none

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) Home on brief except hit coast 20 miles to west.  
Turned in OK.

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or light	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>Heavy and Accurate.</u>						
<u>1 small hole by flak.</u>						

a. Total E/A seen: Number 10-20 Place ZAMB.  
Time \_\_\_\_\_ Height 060343

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

Number	Time	Place	Height
<i>Delayed with them 10 minutes.</i>			

Notes:

*None.*

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

d. ENEMY TACTICS OBSERVED:

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

1. INJURIES to crew: (name, injury, how received.) *None.*

2. DAMAGE to A/C: (Briefly)

3. TECHNICAL FAILURES: *None.*

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

- 2 OFFICER *1st Lt Baldwin* TIME COMPLETED \_\_\_\_\_

000540

SQUADRON 308 GROUP 306 A/C Number 487 Date 3/6/43  
 Position in formation 402 Bomb load 5-1000

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

*2nd. life raft near ~~target~~  
 2 miles off ~~target~~ never dead  
 of Nowgway airport - 90°  
 1' 25' bomb run*

CREW

St. Keber Pilot  
St. Jankowski Co-P  
St. Bergen Nav.  
Sgt. Chruslan Bomb.  
Sgt. Diamond Radio  
Sgt. Bohland Top T.  
Sgt. Kimberling Ball T.  
Sgt. Lemerkit R. Waist  
Sgt. Hoff L. Waist  
Sgt. Protyman Tail G.

2. TARGET ATTACKED:

Primary  Time: 1441  
 Alternate Height: 22,000  
 Last Resort Heading: 70°  
 (check)

3. Number of BOMBS dropped on target: 5/1000 Jettisoned: \_\_\_\_\_ Returned: \_\_\_\_\_

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

*very good*

5. Any PHOTOGRAPHS taken: Yes?  No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. FI Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light of moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<i>Medium Heavy, very accurate</i>						

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 5 Place target  
Time \_\_\_\_\_ Height \_\_\_\_\_

b. E/A which fired at, or were fired upon by this plane: 060343

Number	Time	Place	Height
<u>no claims</u>			

Notes:

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

d. ENEMY TACTICS OBSERVED:

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

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



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

12. DAMAGE to A/C: (Briefly)

small hole in left wing

13. TECHNICAL FAILURES:

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

S - 2 OFFICER

Jeremiah F. Sullivan

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

SQUADRON 008 GROUP 200 A/C Number 400 Date 3/6/43

Position in formation WO 2 Bomb load 5-1000

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

Friehily A/C in any kind of distress?

2 ships down over target

CREW

- Lt Smiley Pilot
- Lt Muller Co-Rd
- Lt Straus Nav.
- Lt Breunig Bomb.
- Sgt Hepler Radio
- Sgt Colyton Top T.
- Sgt Clark Ball T.
- Sgt Sprio R. Wai.
- Sgt Wade L. Wai.
- Sgt Payne Tail G.

2. TARGET ATTACKED:

Primary  Time: 1440  
 alternate Height: 22,000  
 Last Resort Heading: 57°  
 (check)

30" bomb run

3. Number of BOMBS dropped on target: 57000 Jettisoned: Returned:

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

250 yds to right of target

5. Any PHOTOGRAPHS taken: Yes?  No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If return, time, place, height of turn.) as ordered

8. FI Encountered on way out; at target; and on way home.

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

a. Total E/A seen: Number 0-8 Place Target  
Time \_\_\_\_\_ Height \_\_\_\_\_

b. E/A which fired at, or were fired upon by this plane: 060343

Number Time Place Height

fired at several over target

Notes:

no claims

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

d. Enemy TACTICS OBSERVED:

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

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

Several belly attacks on group behind

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

12. DAMAGE to A/C: (Briefly)

13. TECHNICAL FAILURES:

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

S - 2 OFFICER

Joseph P. Sullivan

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



SQUADRON 304 GROUP 306 A/C Number 465 Date 3/6/43

Position in formation 2nd right wing Bomb load 5-1000

060343

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

Friehily A/C in any kind of distress?  
*tail gunner saw A/C  
in distress*

- CREW
- Lt Seelos Pilot
  - Lt Kramerikko Co-P
  - Lt Perry Nav.
  - Lt Saunders Bomb.
  - Sgt Kestky Radio
  - Sgt Stankoski Top T.
  - Sgt Magee Ball T.
  - Sgt Small R. Waist
  - Sgt Crowther L. Waist
  - Sgt W. Baker Tail G.

2. TARGET ATTACKED:  
Primary  Time: 1440.45  
Alternate Height: 22,000  
Last Resort Heading: 66 mag  
(check)

3. Number of BOMBS dropped on target: 51000 Jettisoned: Returned:

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

5. Any PHOTOGRAPHS taken: Yes? No?  
(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of planes; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light: heavy), intense, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Other Data
<u>heavy &amp; accurate track</u>						

a. Total E/A seen: Number 15-20 Place target  
Time \_\_\_\_\_ Height \_\_\_\_\_

b. E/A which fired at, or were fired upon by this plane: **060343**

Number	Time	Place	Height
<u>no claims</u>			

Notes:

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

d. ENEMY TACTICS OBSERVED:

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

Had coming off island near target

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

2. DAMAGE to A/C: (Briefly)  
2 small holes

3. TECHNICAL FAILURES:  
two bad superchargers

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

5 - 2 OFFICER Jeremiah F. Sullivan COMPLETED

SQUADRON 368 GROUP 306 A/C Number 507 Date 3/6/43

Position in formation \_\_\_\_\_ Bomb load 5X1000

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

Friehily A/C in any kind of distress?  
none except Zimmel & Pysan.

CREW

Lally Pilot  
Judas Co-P  
Ross FE Nav.  
Daniels Bomb.  
Nelson Radio  
Downard Top T.  
Curry Ball T.  
Off R. Wai  
Williams - ops assistant 368th L. Wai  
Mc.Keage Tail G.

2. TARGET ATTACKED:  
Primary Time: 14:41  
 alternate Height: 22000  
 Last Resort Heading: 90° mag.  
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: Returned:

4. Observed RESULTS OF BOMBING: (For this plane or others)  
not observed.

5. Any PHOTOGRAPHS taken: Yes? No?  
 (Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS.

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>1441</u>	<u>Target.</u>		<u>Moderate Assomate.</u>			
<u>Opp 3 holes in plane.</u>						

9. ENEMY AIRCRAFT

060343

a. Total E/A seen: Number 10 Place \_\_\_\_\_  
 Time \_\_\_\_\_ Height \_\_\_\_\_

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

Number	Time	Place	Height
		<i>Right after attack - Ready before flak.</i>	

Notes:

c. Claims: DESTROYED None PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED: ,

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

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

*None. Airport to north of target. Camouflaged runways.  
 4 large boats going north 5-6 miles off coast at Eniwetok.*

11. INJURIES to crew: (name, injury, how received.) *None.*

12. DAMAGE to A/C: (Briefly)

13. TECHNICAL FAILURES:

*Expander tube broken*

14. COMMENTS: (Any unusual incidents? any suggestions?)

S - 2 OFFICER

*1st Lt Baldwin*

TIME COMPLETED

*6 18.*

SQUADRON 368 GROUP 306 A/C Number 467 Date 3/6/43

Position in formation Lead 2nd el of 1st Sq. Bomb load 5X1000

060343

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

Friehily A/C in any kind of distress?

- CREW
- Sudbin Pilot
  - Roy Kelley (423) Co-P
  - Biggs Nav.
  - Wilkins Bomb.
  - Horstmann Radio
  - Guthrie Top T.
  - Liscavage Ball T.
  - Walls R. Waist
  - Moriarty L. Waist
  - Smith EE Tail G.

2. TARGET ATTACKED:

Primary Time: 14.42  
 Alternate Height: 22000 ind.  
 Last Resort Heading: 80°  
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: Returned:

4. Observed RESULTS OF BOMBING: (For this plane or others)  
not much but in general very good. Smoke going up 4000ft.

5. Any PHOTOGRAPHS taken: Yes? No

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULT. NRE.

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>1442</u>	<u>Enroute</u>	<u>22000</u>	<u>Moderate accurate.</u>	<u>Black.</u>		

a. Total E/A seen: Number 10-15 fighters Place \_\_\_\_\_  
Time \_\_\_\_\_ Height \_\_\_\_\_

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

Number	Time	Place	Height

Notes:

c. Claims: DESTROYED 1 DUBBLY \_\_\_\_\_ DAMAGED \_\_\_\_\_  
d. ENEMY TACTICS OBSERVED:

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

11. INJURIES to crew: (name, injury, how received.)  
none.

12. DAMAGE to A/C: (Briefly) 2 flesh holes. small.

13. TECHNICAL FAILURES: none.

14. CREW COMMENTS: (Any unusual incidents? any suggestions?)  
none.

SQUADRON 67 GROUP 306 A/C Number 072 Date 6 Mar

Position in formation # 2 in 2nd of 3rd sq Bomb load 5 x 1000

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

**060343**

CREW

Friehily A/C in any kind of distress?  
Zunnell hit just before target but dropped bombs - Ryan hit after target - Cowling went off # 3 eng. was still under control when last seen.

1st Lt PARKER, W.H. Pilot

1st Lt FORTIN, R.W. Co-P

2nd Lt SPADUZZI, P.A. Nav.

1st Lt MILBOURN, A.L. Bomb.

T/Sgt GROSS, J.E. Radio

T/Sgt CREATORE, J.M. Top T.

Sgt CLARK, J.S. Ball T.

S/Sgt HAEFT, R.E. R. Wais

S/Sgt COMPTON, H.B. L. Wais

S/Sgt OBRIEN, L.H. Tail G.

2. TARGET ATTACKED:

Primary Time: 14:44

Alternate Height: 22,500 TRSE

Last Resort Heading: 54°  
(check)

3. Number of BOMBS dropped on target: 5 X Jettisoned: 0 Returned: 0

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

BOMBS FELL ON TARGET AND CITY

5. Any PHOTOGRAPHS taken:  No

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



6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: NONE

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

AS ORDERED

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>14:42</u>						
<u>14:47</u>	<u>OVER TARGET</u>	<u>22,000 FT</u>	<u>HEAVY</u>	<u>INTENSE</u>	<u>F</u>	
	<u>BURSTS ON SAME LEVEL AND ON ALL SIDES</u>					

a. Total E/A seen: Number 12 Place LORIENT  
Time 1440 Height 22000

b. E/A which fired at, or were fired upon by this plane: **060343**

Number	Time	Place	Height
<u># from</u>		<u>8 from nose - 3 from tail - 4 from waist</u>	<u>3 below</u>

Notes:

c. Claims: DESTROYED 0 PROBABLY 0 DAMAGED 2-?

d. ENEMY TACTICS OBSERVED:

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

4 WARSHIPS SEEN OFF COAST NEAR TARGET  
HEADING NW. 14:35.  
NEW AIRDROME SEEN 10 MILES NORTH  
OF TARGET BLACK RUNWAYS  
SILVER COLORED PURSUIT

11. INJURIES to crew: (name, injury, how received.)  
NONE

12. DAMAGE to A/C: (Briefly)  
NONE

13. TECHNICAL FAILURES:  
PILOTS INTERPHONE OUT

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

5 - 2 OFFICER J. J. Brown FILE COMPLETED



INTER-OPTION FORM

SQUADRON 367 GROUP 306 A/C Number 431 Date 6/3/43

Position in formation Lead 2nd El. Bomb load 5/1000

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

CREW

Friehily A/C in any kind of distress?

Capt. W. S. RAPER Pilot  
O. E. Luby Co-P  
J. H. Dexter Nav.  
H. J. Toland Bomb.  
T/Sgt. F. L. Eastham Radio  
T/Sgt. C. T. Wendoloki Top T.  
S/Sgt. L. Sanders Ball T.  
S/Sgt. G. W. Pederson R. Waist  
S/Sgt. N. R. Phifer L. Waist  
S/Sgt. W. R. Kuczynski Tail G.

2. TARGET ATTACKED:

Primary Time: 1441  
Alternate Height: 21800'  
Last Resort Heading: as indicated  
(check)

3. Number of BOMBS dropped on target: 21000 Jettisoned: Returned:

4. Observed RESULTS OF BOOMBING: (For this plane or others)  
Right on target - power house hit.

5. Any PHOTOGRAPHS taken: Yes?  No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light, moderate, or slight)	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>1435-1450</u>	<u>Target</u>	<u>21800'</u>	<u>H-Mod.</u>	<u>Black</u>	<u>Acc-very-</u>	

a. Total E/A seen: Number 8 Place houint.  
Time 1428-1510 Height 21900'

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

Number	Time	Place	Height
<u>3 or 4 head on - 2 from side - 2 from belly</u>			

Notes: 1 took off from island near houint.

c. 0 E/A's: DESTROYED 2 PROBABLY   DAMAGED  

d. ENEMY TACTICS OBSERVED:

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

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

Flak Boats near target

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

12. DAMAGE to A/C: (Briefly) Small Flak holes in tail

13. TECHNICAL FAILURES: Super charger on #3 eng. ran away.

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

1 - 2 OFFICER Shirley Owen TIME COMPLETED 1800

Position in formation 3rd left element Bomb load 5 X 1000

1. Hot news to be phoned in? Yes No

Details:  
1 B 17 after target 1450 - 15000 hit by F.W. - silver & blue flame  
1 B 17 hit just before target by flak.

Friehily A/C in any kind of distress?

CREW

Harwood Pilot  
Clymer Co-P  
Whiteman Nav.  
Zabawa Bomb.  
Robel Radio  
Collette Top T.  
Erickson Ball T.  
C.C. Collins R. Waic  
Bowles L. Waic  
Buchanan Tail G.

2. TARGET ATTACKED:

Primary  Time: 1443

alternate Height: 22000

Last Resort Heading: 50  
 (check)

3. Number of BOMBS dropped on target: 5x1000 Jettisoned: Returned:

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

many bursts observed directly over target.

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

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

moderate and low over Groix.

Fairly intense over target - Red bursts.

accurate as to altitude

a. Total E/A seen: Number 1212 Place over target  
Time 1443 Height 22000

b. E/A which fired at, or were fired upon by this plane: **060343**

Number	Time	Place	Height
<u>2-4 attacks - made 2 passes.</u>			
<u>from 1 1/2 o'clock and 8 o'clock.</u>			

Notes:

c. Claims: DESTROYED 2 PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

Nil. One gunner out of Capt Ryan's crew shot down an F.W.

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

Nil.

12. DAMAGE to A/C: (Briefly)

Nil.

13. TECHNICAL FAILURES:

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

S - 2 OFFICER

Wright

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

~~CONFIDENTIAL~~

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

March 8, 1943.

SUBJECT: Encounter Report,  
Lorient, 6/3/43.

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

DECLASSIFIED  
BY 50 MAR 9 28 71

1. Lt. J. C. Wilkins, bombardier on plane number 467 of 368th Bomb Sq., 306 Bombardment Group (H) piloted by Lt. Buddenbaum claims one F.W. 190. This E/A attacked immediately after the bombing while the formation was making a left turn. The time was 1443 and the height 21,00 ft. Coming in from about level and one o'clock, Lt. Wilkins started firing at 800 yards. When 300 yards away this E/A burst into intense flames, went up on its right wing and then dove earthward. S/Sgt. Lescavage, ball-turret gunner saw this E/A actually hit the water. The pilot was not seen to bail out. Claim confirmed also by Lt. Biggs, navigator on the same plane and Lt. Seelos, pilot of another plane in the same formation.

DESTROYED  
MAR 19 1943  
WJH

2. Sgt. Anthony Santoro, top-turret gunner on plane number 086, of 369th Bomb Sq, 306th Bomb Group (H), piloted by Capt. Riordan, claims one F.W.190 which attacked just after making left turn out of target area while planes were at about 20,500 ft. This E/A came in from about level and two o'clock. As he came in, Capt. Riordan dipped his B 17, thus giving Santoro an excellent shot at the E/A. Santoro did get a good burst at him and saw his bullets hit the motor and the cowling around the motor. When this E/A was about 400 yards away there was a large explosion in the motor nacelle which split the end of the motor open. E/A then flopped over on back and went into a spin. It was not followed down because of other fighters attacking at the time. This claim and the facts here stated are confirmed by Capt. Riordan and Lt. Edris, pilot and Co-pilot of the same plane.

DAMAGED  
MAR 19 1943  
WJH

3. Sgt. Thurman H. Ray, ball-turret gunner on plane number 404 of the 369th Sq, 306 Bomb Group (H) piloted by Lt. Malzewski claims to have damaged one F.W.190. This E/A dove below our plane and then came up from about 2:00 o'clock. Ray started shooting at about 800 yards and the E/A made a left hand turn. As he passed at about 300 yards E/A started smoking heavily and when about at 4:00 o'clock he made a couple of wing-overs and then dove down smoking. This plane was not followed for long because of other attacking planes but when last seen was smoking and spinning. These facts confirmed by Sgt. Borzyon.

No claim  
WJH

4. On 6/3/43, our aircraft number 25729 piloted by Capt. Howard destroyed an E/A ten minutes after leaving target, at a height of 20,000 feet. E/A came up from under our A/C to attack three other ships about 600 yards to rear and right. At approximately 600 yards, with back exposed, T/Sgt. Cox, tail gunner, fired about 150 rounds. E/A was seen to stall and nose over, going straight down with great volume of grey smoke. Ball Turret Gunner, S/Sgt. Peter W. Pappas saw E/A go into spin and followed descent until it crashed into sea. No chutes observed. No other aircraft firing at E/A. Claimed as destroyed by T/Sgt. Harvey L. Cox, ASN 18058006, Tail Gunner.

DESTROYED  
MAR 19 1943  
WJH

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

5. Our aircraft 431, piloted by Capt. Raper, destroyed a F.W. 190, at 14:40 on 6/3/43, at a height of 21,800 feet. S/Sgt. L. Sanders, Ball Turret Gunner, claims this E/A, and states: "The E/A, a black F.W. 190, was attacking Lt. Turnell and came up to attack us from underneath. At 670 yards, I fired about 150 rounds into him. We went on about 100 yards while I was firing, and then he blew up with pieces flying all over the sky." Sun was to right and rear. Our heading 51 degrees. Visibility Good.

DESTROYED  
A-2  
15 JUN 43

6. Our A/C 431, Piloted by Capt. Raper, shot down a F.W. 190, at 14:50 on 6/3/43, at a height of 21,800 feet. E/A is claimed by S/Sgt. L. Sanders, Ball Turret Gunner, who states: "Lt. Toland called on interphones to call my attention to attack from 12 o'clock low by F.W. 190. I saw him for first time inside of 200 yards, and fired about 25 rounds into him. He broke into flames and went straight down in flames." Corroborated by Lt. Toland, Bombardier. Heading 270, visibility good.

PROBABLE  
A-2  
15 JUN 43

7. Our A/C number 422, piloted by Lt. Johnson, encountered a F.W. 190 at 14:45 at a height of 23,000 feet, on 6/3/43. The F.W. came in from one o'clock. The top turret gunner fired at him and then the bombardier picked him up with the twin nose guns. Fired from 1200 to 500 yards, when E/A broke into flames and went down spinning. S/Sgt. W. E. Hull, Bombardier, claims the E/A. Claim is Corroborated by T/Sgt. L. L. Banforth, Top Turret Gunner. Heading 270 degrees. Visibility good.

PROBABLE  
A-2  
15 JUN 43

8. Our aircraft number 25720, piloted by Lt. O'Hara, destroyed a F.W. 190 at 14:48 on 6/3/43. A/C heading 230 degrees, visibility good. Narrative states that after turning away from target, a F.W. 190 came in from one o'clock. It was engaged by Lt. J.S. Lucas, Bombardier and by Major Maury (passenger) from 600 yards to 200 yards when he broke away. E/A by that time was in flames and spinning, and was seen to hit the water by Lt. Lucas. Both Maj. Maury and Lt. Lucas have a joint claim to this E/A but Major Maury wishes Lt. Lucas to have credit.

DESTROYED  
A-2  
15 JUN 43

9. Our A/C Number 072, damaged a F.W. at 14:50, at a height of 21,000 feet on 6/3/43. F.W. came in level at 5 o'clock and tail gunner S/Sgt. L. H. O'Eriean opened fire at 600 yards. Tracers were seen entering fuselage. E/A immediately started smoking (heavy black) and went down apparently out of control. A/C heading 240 degrees. Visibility good. Account corroborated by T/Sgt. J. M. Creatore, Upper Turret Gunner.

no claim  
WGB  
15 JUN 43

10. Our A/C number 407 destroyed a F.W. 190 at 14:55, height 18,000 feet, on 6/3/43. F. W. came in from below at six o'clock and started to fire at 600 yards. E/A is claimed by Tail Gunner, T/Sgt. W. S. Buchanan, who opened up at 400 yards. F. W. started to swerve and exposed belly to another burst which was a direct hit. E/A immediately burst into pieces disintegrating in air. Claim corroborated by Ball Turret Gunner, S/Sgt. Eriksen. No other aircraft firing. Interrogator states: "This looks like a legitimate claim for a destroyed". Our heading 240 degrees. Visibility good.

DESTROYED  
A-2  
15 JUN 43

11. Our A/C Number 407 at 15:00 at a height of 17,000 feet, on 6/3/43, destroyed a F.W. 190. Our heading 240 degrees, visibility good. F.W. came in high at 12 o'clock, and Top Turret Gunner S/Sgt. J. E. Collette (who claims this E/A) opened fire at 600 yards. First bursts appeared effective. E/A poured out black smoke and went into spin. Last seen crashing into group of houses. Corroborated by T/Sgt. R. G. Robel, Radio Operator.

DESTROYED  
A-2  
15 JUN 43

NOTE: Several crews report that Captain Ryan's A/C (missing) shot down a F.W. 190 just before being hit by Flack going away from target.

For the Commanding Officer,

JOHN B WRIGHT  
Major, AC  
Group S-2

~~CONFIDENTIAL~~

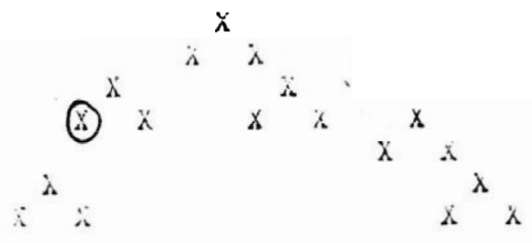
Group 306  
Squadron 367  
A/C No. 407

Date 3/8/43  
Place where attacked Shortly after target  
Time 1440 Height 22,000

Story of attack-- E/A crossing formation in front from left to right and above. S/Sgt E.J.Zabawa, bombardier, fired twin nose guns-40 shots-2 cans- Pilot Harwood saw him shooting-shells low and under- Harwood pulled on stick to give him better shot and then saw bullet hit him. E/A dove straight down for over 8000 feet when Zabawa had another attack and could not watch further

(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.)

Diagram of attack:



*no claim  
get*

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

Data on Combat  
a. our heading ?  
b. visibility good  
c. type of E/A FW190  
d. level of attack;  
From height above above  
level  
below  
(check One) very low

Our Gun Positions Firing on E/A.

James E.J. Zabawa S/Sgt

Positions- nose

If E/A was Shot Down or Damaged:

Corroborated by 1st Lt. Harwood  
Position in A/C Pilot

*no claim*

Other A/C firing at the same time? None

Comments of the interrogator:

Possible pilot was killed No smoke-no nothing- just straight dive

If formation was very different from standard, show on back of sheet. Time 17:00 Interrogator J.A. Rainnsfather  
Capt. A.C.

**CONFIDENTIAL**

COMBAT FORM

080343

420349

Group 306

Date 3/8/43

Squadron 369

Place where attacked Near St. Briens

/C No. 729

Time 1420 Height 22,000

1. Story of the attack-- FW190 attacked from 3 o'clock from below. Sgt. Adams fired 3 bursts at E/A from engine to tail, in consequence of which E/A's cockpit exploded. Then the engine caught on fire. E/A went down in a straight dive, out of control and in intense flames.

(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.)

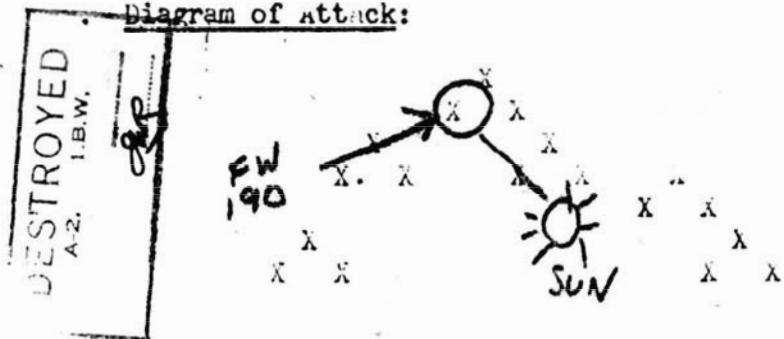
Diagram of Attack:

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 110
- b. visibility good
- c. type of E/A FW190
- d. level of attack;
  - From high above \_\_\_\_\_
  - level \_\_\_\_\_
  - below XXV
  - very low \_\_\_\_\_



2. Our Gun Positions Firing on E/A.

Names S/Sgt. Robert G. Adams

Positions Left Waist Gunner

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

Corroborated by S/Sgt. Peter Nolano  
 Position in A/C Ball Turret Gunner

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

5. Comments of the interrogator: This claim seems to be legitimate as a certain destroy

If formation was very different from standard, show on back of sheet. Time \_\_\_\_\_ Interrogator \_\_\_\_\_  
Joseph P. O'Sullivan Captain A.A.P.

CONFIDENTIAL



080343

Group 306

Date 3/8/43

Squadron 423

Place where attacked North-East of Rennes

A/C No. 422

Time About 1430 Height 22,000 Feet

Story of the attack-- Just after bombing target and making turn, a FW 190 made a tail attack on this plane. Every one in the squadron opened fire on this E/A. Bullets coming from several directions were seen to hit him and when he was about 400 yards he blew up and disintegrated in the air.

(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.)

Diagram of Attack:

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



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

- Data on Combat
- our heading \_\_\_\_\_
  - visibility Good
  - type of E/A FW 190
  - level of attack;
    - From high above \_\_\_\_\_
    - level \_\_\_\_\_
    - below \_\_\_\_\_
    - very low \_\_\_\_\_

Our Gun Positions Firing on E/A.

(check One)

Names Sgt. Gibson, Sgt. Rogers, Other Planes

Positions Tail, Top Turret

If E/A was Shot Down or Damaged:

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

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

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

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

Time \_\_\_\_\_ Interrogator P.C. Baldwin

**CONFIDENTIAL**

Capt. A.G.

080348

Group 306

Date 3/8/43

Squadron 423

Place where attacked Near Barnes

A/C No. 172

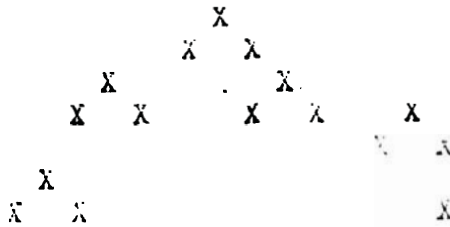
Time 2135 Height 23,000

Story of the attack-- E/A came in from 4 o'clock and high. At 600 yards I started firing. At 400 yards he broke into flames, did a loop and went straight down. I saw him hit the ground.

(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.)

DESTROYED  
A-2 I.B.W.

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 90 degrees
- b. visibility Good
- c. type of E/A 190
- d. level of attack; From high above  
level xxx  
below \_\_\_\_\_  
very low \_\_\_\_\_



(check One)

Our Gun Positions Firing on E/A.

Names T/Sgt. W.A. McGregor

Positions Top Turret

If E/A was Shot Down or Damaged:

Corroborated by S/Sgt F.S. Yost  
Position in A/C Left Waist

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

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

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

Time \_\_\_\_\_ Interrogator S.J. Green

LT, A.C.

CONFIDENTIAL

Group 306

**CONFIDENTIAL**

Date 3/8/43

Squadron 423

Place where attacked Near Antrain

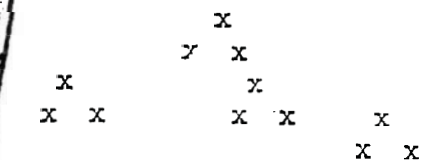
A/C No. 171

Time 1440 Height 23,000

1. Story of the attack Came in from 6 o'clock low, tail gunner fired. E/A pulled up making a complete loop. His right wing was on fire.

(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 30 degrees
- b. visibility good
- c. type of E/A Pf 190
- d. level of attack:

from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level \_\_\_\_\_  
 below below  
 very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A.

Names S/Sgt. B. H. Lamb

Positions Tail Gunner

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

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

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

5. Comments of the interrogator: \_\_\_\_\_

Time \_\_\_\_\_

Interrogator S. J. Owen  
Lt., A. A. C.

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

**CONFIDENTIAL**

080048

*add to  
4 min*

*H*