

1. Results of bombing: (include Secondary and Last Resort in separate paragraphs)

*None observed due to overcast over target*

2. Encounters & Claims: (Summaries only, no details. Don't delay report for Claims)

*Encounters from not more than 20  
M E/A mostly FW 190's attacking singly  
from all directions.  
Claims 1 certain 4 probable 4 damaged*

3. Flak: Location, Intensity, Accuracy. Heavy or Light?

*Moderately intense over target  
Moderate covering coast.  
Inaccurate both as to height & direction.*

4. Injuries: (How many men from how many crews? No names in this report).

*None*

5. Reasons for abortives:

- 1. Ball turret failed*
- 1. Tail gun jammed*
- 1. Radio man sick*
- 6. Couldn't see target*

6. Route if different than ordered. (Start with rendezvous point).

*As ordered*

7. Other important information:

*None*

Phoned by: *J. Wright*

To: *R. Barry*

Time: *1730*

Phoned by:

to:

Time:

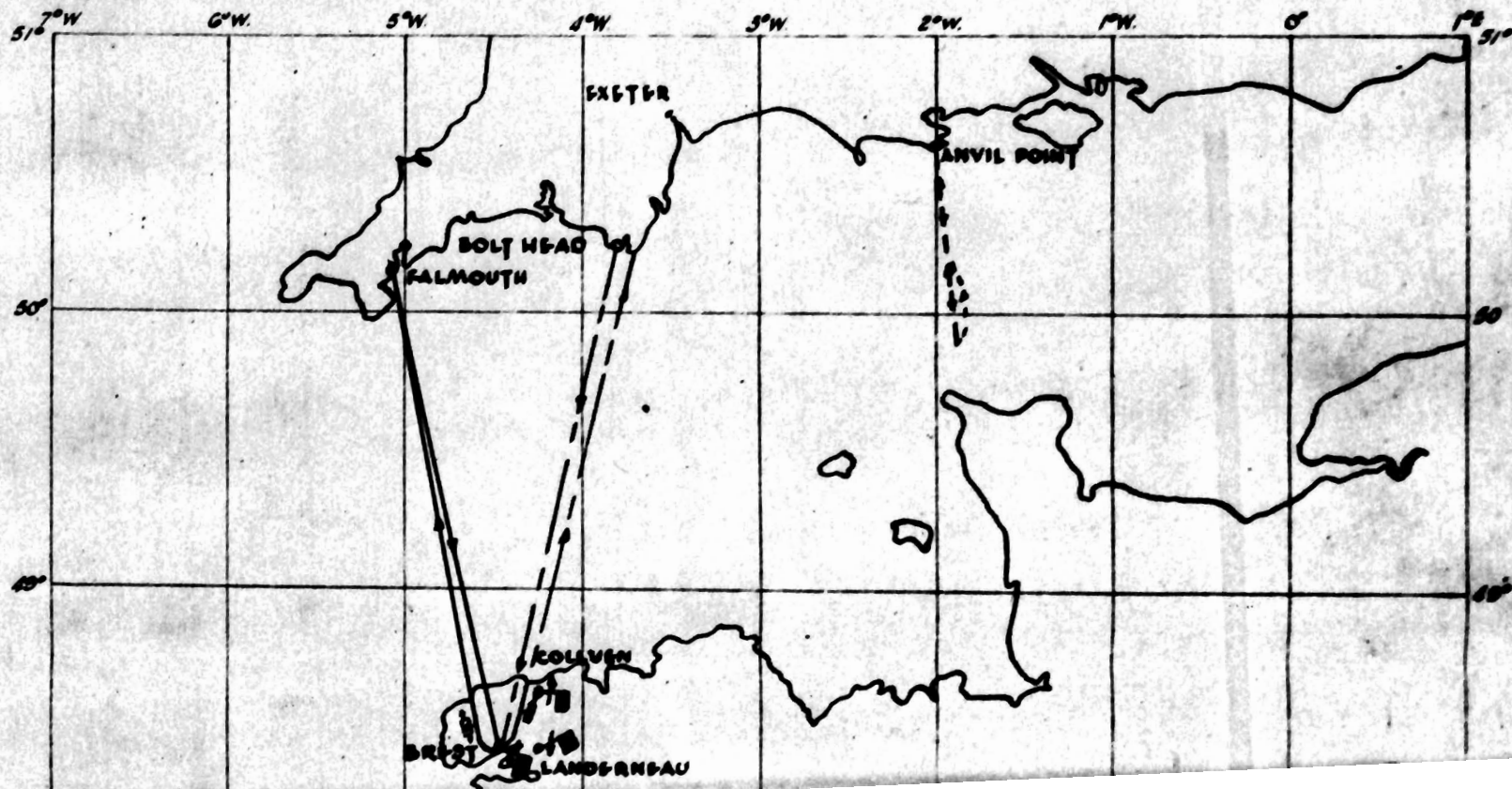
	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT
HEIGHT ENROUTE	306	18,000	91	18,000	301	17,000	93	23,000	44	20,000						
BOMBING HEIGHT	306	18,000	91	16,750	301	—	93	19,000		—						

\_\_\_\_\_ Route followed by 91, 301 & 306 GPs. (1st WING)  
 - - - - - " " " 44 GP. (2nd WING)  
 \_\_\_\_\_ " " " 93 GP. (1st WING)  
 - . - . - " " " "

## ROUTE AND ENCOUNTER PLOT

TARGET: SUBMARINE INSTALLATIONS-  
BRE-ST DIVERSION

DATE: 7 NOVEMBER 1942 (DAY)



GPH THU  
PASS TO SELF

NR THU 14/7

SECRET NOT WT

8098/A  
8104

TO A-2 1 B.W.  
FROM S-2 - 306 B.G.  
306BG-N-41-D 7/11/42

1. INFORMATION IN DETAIL .  
~~ZYXXRXXMEXSXDX~~ (A). NO A/C RETURNING LATE.

2. RESULTS OF BOMBING.  
(A) NONE OBSERVED DUE TO OVERCAST AT TARGET.  
(B) REASONS FOR A/C RETURNING EARLY  
1 BALL TURRET FAILED.  
1 TAIL GUN JAMMED AND COULD NOT BE CLEARED.  
1 RADIO OPERATOR BECAME SICK.

3. WEATHER.

=====

ROUTE OUT.- OVERCAST AT 3000 FT.  
OVER ~~TXXXXT~~ TARGET - LAYER OF CUMULUS 8-10 AT 10000 FEET.  
ROUTE IN - SCATTERED CLOUDS AND OCCASIONAL HAZE.

4. FLAK.

=====

MODERATELY INTENSE OVER TARGET: LIGHT OVER COAST. INACCURATE AS TO HEIGHT AND DIRECTION BURSTS WERE GENERALLY BLACK ALTHOUGH FEW CREWS REPORTED 3 RED OR PINK BURSTS.

ENCOUNTERS AND CLAIMS.

=====

1 CERTAIN. 4 PROBABLE- 4 DAMAGED.-  
18 ENCOUNTERS FROM NOT MORE THAN 20 E/A ATTACKING SINGLY: ATTACKS WERE OF VERY SHORT DURATION.

6. OBSERVATIONS.

=====

ENEMY DID NOT SHOW DISPOSITION TO MAKE MORE THAN FLEETING ATTACKS ON OUR A/C DUE PROBABLY TO INFERIORITY IN STENGTH. ONE CREW MEMBER THOUGHT ONE E/A HAD FRENCHMARKINGS.

7. WOUNDS, CASUALTIES.

=====

NONE.-

8. OTHER POINTS OF INTEREST.

=====

NONE--

~~306~~ T.O.O. 1800 HOURS.  
===== J.B. WRIGHT CAPT. S-2.

HOLD  
CC 2. (A) NONE RPT NONE .

TOD 1822  
IS VA+

THU R 1822/7 NEECK VA

HEADQUARTERS  
86th BOMBARDMENT GROUP (H)  
APO 634

8099/4  
8099/3

November 10, 1942

SUBJECT: Encounter Report - Brest - 7/11/42

TO: A-2, First Wing

ONE DESTROYED

1. Our AC #124465 claims to have destroyed a Focke Wulf 190 at 13,000 feet just after leaving target. E/A came in level at six o'clock direction. Sergeant Wm. E. Baker, Tail Turret Gunner, opened fire at 550 yards. Enemy persisted in attack while Baker saw the tracers from his six bursts enter fuselage of the F.W. coming at him. At 100 yards the enemy broke off, falling over into a vertical dive enveloped in heavy smoke, according to corroboration of Waist Gunner J.K. Crowther and Top Turret Gunner S.P. Stenkoski. The E/A came in alone. No other crew member was known to have fired on attacker. Our aircraft was in no. 4 position in formation.

FOUR PROBABLY DESTROYED

1. Our AC #124501 probably destroyed a Focke Wulf 190 over Brest on 7/11/42 at about 1240 hours, height 17,000 ft. E/A came in level at six o'clock. S/Sgt J.V. Loving, Tail Gunner, who claims this E/A, started firing at 500 yards. At 200 yards the F.W. dove down away from the attack, trailing black smoke. Tracers were seen to enter the fuselage during the six hundred rounds fired. Corroboration is given by Sgt Kingen, Ball Turret Gunner; Sgt Stelzer, Top Turret Gunner; Sgt Hackworth, Radio Operator; and Sgt Arnold, Waist Gunner, who also fired at the attacker. No other crews participated. The position of our A/C was #2 in the formation.

2. A Focke Wulf 190 was probably destroyed by Sgt C.M. Bennet and Sgt G.R. Wily of A/c #124488. At about 1235 hours, height 17,000 feet over Brest, the enemy plane attacked from nine o'clock above. Bennet, the Top Turret Gunner, and Wily, the Waist Gunner, opened fire at around 400 yards, putting about 100 rounds into the E/A, which they could see enter the cowling. The attacking plane went out of control at about 250 yards, took almost a vertical dive enveloped in heavy smoke. One or two others in the crew fired at this plane and the encounter is confirmed by Major Oliver and Lieut. Fryer, pilot and navigator, of our plane which was leading the squadron.

3. S/Sgt H.V. Wilson of our A/C #124509 probably destroyed a Focke Wulf 190 13,00 feet over Brest at 1230 hours on 7/11/42. The E/A which came in at 4 o'clock below got one burst from Wilson, Top Turret Gunner, at about 300 yards. He saw tracers enter the cockpit of the E/A, which suddenly rocked and fell into a spin trailing smoke. Sgt Wilson watched it descend for some distance without recovering from the spin. Other crew members could not confirm this particular lone attack because of some other diversion around that time. Our A/C, piloted by Colonel Overacker, was leading the formation.

4. A Focke Wulf 190 was probably destroyed by our A/C # 124472 over Brest, at 1230 hours, height 17,500 feet, on 7/11/42. E/A came in at 5 o'clock high and received about two bursts each from Top Turret Gunner Sgt Lacey, Waist Gunner Sgt Greyno, and Tail Gunner Sgt Winchell at 600 yards. The E/A's engine started to smoke and then burst into flame until at 300 yards it broke off and dove down through clouds below in smoke and flames. Four other E/A attacked at this time. Position of our A/C -- #3 in formation.

## FOUR DAMAGED

1. Our A/C #124468 damaged a Focke Wulf 190 on 7/11/42 over Brest at 1232 hours, height 17,800 ft. Sgt Holloway, Top Turret Gunner, and Sgt Santoro, Waist Gunner, opened fire at 500 yards. After one burst E/A rolled over and dove down under ship. Tracers were seen to enter fuselage of the attacking plane and the encounter is confirmed by Sgt Owens, Ball Turret Gunner. Six other E/A attacked at the same time. Our A/C was in #2 position in the formation.
2. Our A/C #124507 damaged a Focke Wulf 190 on 7/11/42, 15,000 feet over Brest at 1255 hours. Tail Gunner Sgt Haywood fired three bursts at E/A coming in at six o'clock above when 500 yards distant. Tracers were seen to enter fuselage of attacker who broke away at 300 yards and dove down in apparent distress trailing smoke. Radio Operator Sgt Edwards and Engineer Sgt Fehr gave E/A two bursts also. Other crews are believed to have fired on this lone attacker. Our ship was #1 in formation, piloted by Major Lanford.
3. Our A/C #124471 damaged a Focke Wulf 190 on 7/11/42, height 18,200 feet, over Brest, at 1230 hours. About seven E/A attacked our ship from several directions simultaneously. One of them coming in from 9 o'clock high received two bursts from Top Turret Gunner Sgt Grenke at about 500 yards. This E/A broke off at 100 yards after getting tracers in fuselage, wobbled, fell over into dive trailing smoke. Other crew members believe they saw the action but had plenty to do themselves and could not remember many details. Of the seven E/A this is thought to be the one that hit our A/C with a 20 mm. explosive shell blowing off the wing tip.
4. Our A/C #124471 damaged a Focke Wulf 190 on 7/11/42; height 18,200 feet, over Brest, at 1230 hours. The E/A came in at six o'clock high and was greeted with three bursts from Tail Gunner Sgt Houx who saw his tracers enter the fuselage, some ricocheting. Starting at 350 yards E/A attacked but broke away at 200 yards, fell into a steep dive with engine smoking. Ball Turret Gunner Kostecki witnessed the encounter but could not fire, from his position.

---

A. B. Richardson  
1st Lieut., A.C.

3

Bomb Load 5 X 1000 GP Inc H.E. Incend.

2. Crew: Pilot G.R. Buckley Radio Op H.M. Brown  
 Co-Pilot R.L. Brandon Top Tur Gun H. Klueck  
 Navigator P.B. Smith Ball Tur Gun W.G. Hicks  
 Bombardier W.H. Coons Waist Gun W.J. Standish  
 Engineer G. Klueck Tail Gun J.M. Hopkins

3. (Immediate News to be telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time 1227 Height 18300 Heading (266) True

5. Why wasn't Primary attacked?

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_

Breakwater easily visible

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs Could not tell.

(b) Other Bombing no report.

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			
Mid. Plowm. London	20000	Heavy	✓		Pink	19300	7 to 8 o'clock on left
Target	18300	Heavy		✓	Black	19300	

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 2 FW190 after attack on target

Additional FW190 10 minutes out on channel.

E/A claimed DESTROYED nil

E/A claimed PROBABLE nil

E/A claimed DAMAGED nil

Fill out immediately separate CLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return 9/10 cloud over target 7/10 general 10000-15000

758/10 2500' over England on return

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ....., E/A action, accident, or undetermined cause.)

Two turned back; - one plane 474 fell back attached by 2 FW -

(c) New tactics of E/A

(d) Targets of opportunity

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) no.

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

16. Crew comments. 3 ships seen in breakwater, looked like freighters. Time off coast 1147 French coast 1212  
FW attack #474 and gunner of another squadron hit FW. FW glided on water.

St. William P. Berbeley Time 1505.  
Interrogating Officer

Bomb Load 5 X 1000 CP ~~H.E.~~ incend.

2. Crew: Pilot Buddant Radio Op Hootman  
 Co-Pilot Jules Top Tur Gun Anthony  
 Navigator Owens Ball Tur Gun Lucas  
 Bombardier Wilkins Waist Gun Army and Brigiano  
 Engineer Anthony, St K Tail Gun Christa

3. (Immediate News to be Telephon. i)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

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

5. Why wasn't Primary attacked?

Reason for abortives Radio man stopped up and couldn't stand altitude

6. How was Target Identified? Easily Visible From Phot. Other \_\_\_\_\_

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

- (a) Own Bombs \_\_\_\_\_
- (b) Other Bombing \_\_\_\_\_

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place \_\_\_\_\_ Time \_\_\_\_\_ Height \_\_\_\_\_ Escort Seen \_\_\_\_\_  
 "As ordered" up to English coast time and come right back.  
 Exceptions \_\_\_\_\_

10. Flak

: Intensity : : accuracy



①

Bomb Load 5 - 1000 H.E. Incend.  
 2. Crew: Pilot M. E. REBER Radio Op D. D. HEPLER  
 Co-Pilot G. J. LALLY TopTurGun W. C. CRMOND  
 Navigator L. BERGEN BallTurGun E. E. SMITH  
 Bombardier W. W. SAUNDERS Waist Gun E. H. SPATZMAN  
 Engineer C. A. CHRISTEN Tail Gun J. R. SEIMER

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary East Resort Jettisoned Abortive  
 Time 12:27 Height 18600 INDIC 18400 TRUE Heading APPROX. 226G

5. Why wasn't Primary attacked? /

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other  
From Breakwater. some help

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

- (a) Own Bombs none observed
- (b) Other Bombing \_\_\_\_\_

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen  
 ✓ "As ordered" 1148 18600'  
 Exceptions 3 min  
late.

10. Flak last ship last order.

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			
<u>Breat</u>	<u>18600</u>	<u>HEU.</u>		<u>✓</u>	<u>some</u> <u>red.</u>	<u>LOW</u>	<u>TO LEFT</u>
Target							

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 2-4 seen after bombing near coast, SW 190, tail attack by one of the more attacks from own no damage

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return good to & back, good at 18000'  
one cloud covered target about the  
out cloud

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by n.a., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. pretty easy

Skalak SAC  
Interrogating Officer

Time 12 min



11. Encounters with enemy aircraft, give number of enemy attacks, and number of EA participating in each attack 1255 - 1500 ft. One E/A

attached from rear & during sliding down (FN 190) Was fired at but

no result seen - 1258. from below & rear but not near enough to fire a

E/A claimed DESTROYED           

E/A claimed PROBABLE           

E/A claimed DAMAGED One

Fill out immediately separate CIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return good to target. 8 over target

6 on return

13. Observations:

(a) Dummies, decoys, camouflage, etc.           

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by       , E/A action, accident, or undetermined cause.)

(c) New tactics of E/A           

(d) Targets of opportunity           

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)           

15. Incidents of bravery or skill due to -; Technical failure, damage to a/c affecting mission.           

16. Crew comments.           

C. E. Semon Time 1513  
Interrogating Officer

(9)

Bomb Load 571000 G.P. H.E. Incond.  
 2. Crew: Pilot Yarnell Radio Op Bozovich  
 Co-Pilot Hopkins Top Tur Gun Wilson  
 Navigator Quelin Ball Tur Gun Mulford  
 Bombardier Horn Waist Gun \_\_\_\_\_  
 Engineer Lineri Tail Gun Baker

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Report Jettisoned Abortive  
 Time \_\_\_\_\_ Height \_\_\_\_\_ Heading \_\_\_\_\_

5. Why wasn't Primary attacked? 1/10 sky cover at 4-6000. Elements  
no target. couldn't see it at all.

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_  
Low altitude to north.

7. Any Photos? Yes No \_\_\_\_\_ (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs \_\_\_\_\_

(b) Other Bombing Didn't see a bomb dropped.

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen  
"As ordered" Left coast 11:40 1215 at Port.  
 Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			
<u>E of Brest</u>	<u>18,000</u>	<u>Heavy</u>	<u>at mtain</u>		<u>Blue</u>	<u>low</u>	<u>Behind</u>

M.B. flak became more accurate fired first hit at 100 ft track at 18,100.

11. Encounter re: 1 enemy aircraft; give number, enemy attacks, and number of E/A participating in each attack 2 down 1 left out.

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return Half way from base to base got pretty clear when returned to 10 min of ground coast & then got over 5/11 clouds at about 11000. It same weather on way back. But crew thought another target in that part of base might have been OK.

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ..., E/A action, accident, or undetermined cause.)

Comet's ship had 2 engines out at. - lost altitude & fuelled engine. Ruled up by another formation.

(c) New tactics of E/A 2 FW 190s came in a bit made loop then up from below. (Thought it had head markings.)

(d) Targets of opportunity

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

None.

15. Incidents of bravery or skill due to Technical failure, damage to a/c affecting mission.

16. Crew comments.

W. G. Bellin

Interrogating Officer

Time



11. Encounters with enemy aircraft; give number of enemy attacks, and number of E/A participating in each attack \_\_\_\_\_

*none.*

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return nothing unusual on channel. Over target 8/10 over target same on way back.

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by a.a., E/A action, accident, or undetermined cause.)

*Committed same as Mmm.*

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

*none.*

15. Incidents of bravery or skill due to --: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

Time \_\_\_\_\_

Interrogating Officer \_\_\_\_\_





11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

Saw 4 of which 2 made passes for 11 o'clock high David  
down and below. Same plane came in at 6 o'clock times for  
attack.

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE 1 at 6 o'clock high.

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

To rendezvous 5/11 overcast; over target  
2 to 5/10; on return over channel fairly clear (4/10)  
over land here by land; 6 to 7/10 at 2500 to 3000  
also patches near clouds

13. Observations:

(a) Dummies, decoys, camouflage, etc. No overcast for  
observation

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by a.a., E/A action, accident, or undetermined cause.)

Saw #421 get hit by flak, saw fighter (190)  
attack same ship right after as it lagged slightly behind

(c) New tactics of E/A flak bullets passed below wing of  
our craft

(d) Targets of opportunity see

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

no.

15. Incidents of bravery or skill due to --: Technical failure, damage to a/c affecting mission.

no.

16. Crew comments.

1st Lt. Allan B. Richardson Time 20 minutes  
Interrogating Officer

(12)

Bomb Load 5X1000- H.E. Incend.

2. Crew: Pilot RW Seelos Radio Op W H Kashey  
 Co-Pilot A Kramaruko Top Tur Gun SP Stemborski  
 Navigator MM Strauss Ball Tur Gun R Maggee  
 Bombardier EW Ford Waist Gun J K Crowther  
 Engineer SP Stemborski Tail Gun E H Small  
 Tail Gun W E Baker

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive  
 Time 1229 Height 18600 Heading 296 mag.

5. Why wasn't Primary attacked?

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_

Could see breakwater - target all cover - saw once before run.

7. Any Photos? Yes No

(Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs Could see bomb burst but could not identify position of bombs because of cover.

(b) Other Bombing \_\_\_\_\_

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
Target							
Burst	18600	Heavy	✓		Red not Black	18000	110° 200 to left puffs above to right

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 3 attacks - by E/A ~~per~~ one attack  
per plane - Me 109 - 2 FW 190

E/A claimed DESTROYED 1 FW 190

E/A claimed PROBABLE nil

E/A claimed DAMAGED nil

Fill out immediately separate CL-13 REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return Out visibility 5000' - 5 miles - stratus light at 2500' -

light cumulus 7500' - coast heavy cumulus at 12500' look

like thunderhead NW of Falmouth cumulus 30000' over target 8 to 9/10 cover

13. Observations:

(a) Dummies, decoys, camouflage, etc. NO.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ....., E/A action, accident, or undetermined cause.)

One a/c feathered 2 engines - started one again.

(c) New tactics of E/A Me 109 shot 300 up to plane (waist gun position)

peel and drop away.

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

NO.

15. Incidents of bravery or skill due to -:Technical failure, damage to a/c affecting mission.

NO

16. Crew comments. Hit on left waist window (left side)

20 mm - Cut oxygen line to tail gunner, waist gunner and radio operator. - switched lines.

St William P Berkeley line 1530  
Interrogating Officer



11. Encounters: enemy aircraft; give number enemy attacks, and number of EA participating in each attack \_\_\_\_\_

*Now 3 planes in front quarter of 11 ships. got shot at him on dist other ships. Might have  
from ME 104. did not attack*  
E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAL REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return \_\_\_\_\_

*OK on way except low cumulus 10/11 on land  
supposed to be just on coast. at 5-6000. Patch cumulus  
on all of Britain.*

13. Observations:

(a) Bombs, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

*None*

15. Incidents of bravery or skill due to: -Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

*Brought bombs back. Would have been perfect if  
weather had not been what it was. Might have made second run if  
didn't see Bennett's accident.*

*1st Lt. Eudl. B. Adkins* Time *17.00 min*  
Interrogating Officer



11. Encounters with enemy aircraft; give number of enemy attacks, and number of A's participating in each attack

Saw one enemy A/c no 109 - was about 1000  
yards away after we left the target - fired at it; Sgt Johnson saw  
m.E. 109 after target was left; saw the one E/A burst into  
E/A claimed DESTROYED \_\_\_\_\_ flame + disapper into the clouds.

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return fairly clear from 10000 feet; rain into

a large cloud on way to target - 7/10 ascent; overcast at target;  
+ on way back encountered rain + overcast clouds -

13. Observations:

(a) Dummies, decoys, camouflage, etc. none

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

(c) New tactics of E/A none

(d) Targets of opportunity none

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

none

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

none

16. Crew comments.

W. H. H. H. H.  
Interrogating OFF: W. H. H. H. H.

Time 1545





11. Encounters with enemy aircraft; give number of enemy attacks, and number of E/A participating in each attack At about 1225, on the return over the coast of France, the tail gunner fired at 7 W, 90 - it departed. Another came in on the left wing, + was fired upon by W. A. G. + top turret gunner, an plane was turned + departed

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return. Weather good on the way over, but overcast 8/10 over the target, + some on the return, but it gradually began to clear. On the way it was 3/10

13. Observations:

(a) Dummies, decoys, camouflage, etc.

at the place ~~seen~~ saw odd object to be a camouflage A/D the plane turned. No A/C in down

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity the downed A/D was there.

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

None

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

One engine failed - due to mechanical failure; noticed it that it was not up to performance at time of attack - had to feather it, + jettisoned bombs during encounter. B. refused to

16. Crew comments.

lighten the ship, + keep up in formation

William Hill Time 1610  
Interrogating Officer  
est

(18)

Bomb Load 5-1000 GP #3. Incend.  
 2. Crew: Pilot J. D. Scaulding Radio O A. E. A. Nork  
 Co-Pilot F. D. Gillogly (367) Top Tur Gun -  
 Navigator W. B. Kirkpatrick Ball Tur Gun D. A. Davis  
 Bombardier A. R. Grant Waist Gun A. L. Williams  
 Engineer T. H. Gilliland Tail Gun L. R. Morgan

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

flw with 368  
#3

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time 1228 Height 18600' Heading Compass out

5. Why wasn't Primary attacked?

Reason for abortives

6. How was Target Identified? Easily Visible From Photo Other

cloud target not definitely identified

7. Any Photos? Yes No

{Photo & Bomb Plot Report}

8. Results of Bombing:

- (a) Own Bombs went into overcast
- (b) Other Bombing -

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Report Seen

"As ordered"  1149 19000'  
 Exceptions imin late

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'tc		Height	Direction
Before Target	18000'	H		<input checked="" type="checkbox"/>	Black	ABOVE	BEHIND
in Target AREA							
Target							
BREST	18000	H		<input checked="" type="checkbox"/>	BLACK ONE RED	GOOD	BEHIND

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 24 (one report 12) 5th attacks  
on rail out of sun from above - all <sup>seen</sup> painted black  
all EW 190. - none seen till crossing coast  
E/A claimed DESTROYED \_\_\_\_\_ way home.  
E/A claimed PROBABLE \_\_\_\_\_  
E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return as predicted, target same may be worse  
6/10 to 5/10 cloud, - homeward intermittent showers

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by a.a., E/A action, accident, or undetermined cause.)

one EW attacked straggler after bombing  
nothing resulted.

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. would rather eat first then be  
interrogated (they waited 1 1/2 hrs before  
interrogation)

Kalak LANK Time 14 min.  
Interrogating Officer



11. Encounters with enemy aircraft; give number of enemy attacks, and number of E/A participating in each attack \_\_\_\_\_

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CL-13 REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return \_\_\_\_\_

*Clouds 3/10 at 8000 feet at Kalamath.*

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by .. ., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

*Sgt. Holman had cold and when he got up high nose would stop up. Could not stand altitude. Also affected his ears. Could not hear.*

15. Incidents of bravery or skill due to --: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

*Break all tools back.*

*H. Fred Bellum*  
Interrogating Officer

Time *5 min*



11. Encounters with enemy aircraft; give number of enemy attacks, and number of E/A participating in each attack. Without any F-100s after mission  
target off tip of out over water.

E/A claimed DESTROYED one

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return \_\_\_\_\_

As forecast except heavier clouds than predicted over target

13. Observations:

(a) Dummies, decoys, camouflage, etc. none

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ... , E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

Capt. W. H. Shaw  
Interrogating Officer

Time

1545



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack \_\_\_\_\_

Five attacks by single aircraft Me 109 - *Spaced*  
A formation of 5 E/A fired at by did not attack *unit*

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

*by our ship -*

*No claims*

Fill out immediately separate GLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return \_\_\_\_\_

In England overcast at 3000. Occasional light haze  
Don't know southern England. One target layer of cumulus  
about 10,000 - 8/10

13. Observations: \_\_\_\_\_

*Coming back scattered clouds over channel and occasional haze.*

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ..., E/A action, accident, or undetermined cause.) \_\_\_\_\_

*One of our ships # (476) joined formation with 2 engines feathered - One later flared -*

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

*2 of 2 (30) Cal holes in ship -  
one in prop & one thru wing.*

15. Incidents of bravery or skill due to Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

*Bestow turned back 3 minutes after  
McKee mid way in channel on way over -*

*John A. Baird* Time 3:00  
Interrogating Officer

*One Squadron flew away from ship at 1900 indicated  
with 2 engines feathered.  
That Ryan's Squadron showed formation and  
this ship engine ships  
joined*

21

Bomb Load \_\_\_\_\_ H.E. Incend. \_\_\_\_\_  
 2. Crew: Pilot Rordan Radio Op Schultz  
 Co-Pilot Malgorowski Top Tur Gun Hallaway  
 Navigator Stellman Ball Tur Gun Sweet  
 Bombardier Rotten Waist Gun Santora and Davis  
 Engineer Santora Tail Gun Reger

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive  
 Time 1227 Height 18,600 Heading 260°

5. Why wasn't Primary attacked?

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other Qualwater

7. Any Photos? Yes No [Photo & Bomb Plot Report]

8. Results of Bombing:

- (a) Own Bombs couldn't see because of overcast
- (b) Other Bombing same

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen  
 "As ordered" Baharut 1147 15,500 no.  
 Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity	Direction	Color	Height	Direction
over target	18,600	heavy	✓		Red black	500 ft. below	all around
Target							
Returning over water	16,000	light	✓		white	to right and below	about 500 ft

11. Encounters with enemy aircraft; give number of any attacks, and number of EA participating in each attack just before landing coast on return - saw about six 190's from about 3 o'clock direction  
six attacks on our ship, were made from several directions & out of sun.  
 E/A claimed DESTROYED \_\_\_\_\_  
 E/A claimed PROBABLE \_\_\_\_\_  
 E/A claimed DAMAGED 1 \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return similar to Galveston; 6/10 over target and light showers of rain on return, "just as predicted" Returned at about 2:50.

13. Observations:

- (a) Dummies, decoys, camouflage, etc. no luck because of overcast
- (b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by enemy, E/A action, accident, or undetermined cause.)  
no
- (c) New tactics of E/A no
- (d) Targets of opportunity no

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

no injuries

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

16. Crew comments. saw about 10 objects thought to be balloons light pink in color just before reaching target.

1st Lt. Allen Richardson Time 20 minutes  
 Interrogating Officer

Y2

Bomb Load 5 - 1000  
 2. Crew: Pilot H. Felts  
 Co-Pilot H. R. J. Jones  
 Navigator H. Hartin  
 Bombardier H. Graham  
 Engineer H. Beer

H.E. Incondr  
 Radio Op Westcott (Sgt)  
 Top Tur Gun Sgt Beer  
 Ball Tur Gun Sgt Bondrich  
 Waist Gun Sgt Hague & Wright  
 Tail Gun Sgt Boggs

3. (Immediate News to be Telephoned)

- (a) Planes down on water. none
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned abortive

Time 1230 Height \_\_\_\_\_ Heading \_\_\_\_\_

5. Why wasn't Primary attacked? Overcast - target covered by clouds & could not be seen

Reason for abortives - see above

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_

7. Any Photos? Yes - No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs \_\_\_\_\_

(b) Other Bombing Saw bombs dropped by plane on its right

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"as ordered"

Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			

Abt 2 miles East of target 15000 Blak ✓ Blak about 15000ft from East W.

Also abt 4 miles East from target 15000 ✓ Clouds about 15000ft - followed plane

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

none

E/A claimed DESTROYED none

E/A claimed PROBABLE none

E/A claimed DAMAGED none

Fill out immediately separate Final REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

From base to rendezvous, it was cloudy but clear in spots; at Johnson it was overcast in sections and broken; over target: very good ascent; on return: clearing about 3000, this some broken clouds

13. Observations:

(a) Dummies, decoys, camouflage, etc. none

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

(c) New tactics of E/A none

(d) Targets of opportunity none

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

no

15. Incidents of bravery or skill due to - technical failure, damage to a/c affecting mission.

A broken oil line to #4 engine, ascertained upon return to the Airbase

16. Crew comments.

William D. Bell Time 2:15 PM  
Interrogating Officer  
est



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack ~~4-25~~ 3 E/A  
about 1240

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED OYE

Fill out immediately separate CLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return \_\_\_\_\_

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to -; Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

CE Remon Jr Time 1530  
Interrogating Officer

17

Bomb Load \_\_\_\_\_ H. . Incend. \_\_\_\_\_  
 2. Crew: Pilot Rebell St. Radio Op Kryak  
 Co-Pilot Hennery St. TopTurGun. Blanke  
 Navigator Jaskajek St. BallTurGun Kosticki  
 Bombardier Burden St. Waist Gun Buchanator  
 Engineer Sgt Blanke Tail Gun Kouze

3. (Immediate News to be telephoned)

- (a) Planes down on water.
  - (b) Dinghies.
  - (c) enemy capital ships.
- } no.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time 12 27 Height 20,18,200 Heading 266°

5. Why wasn't Primary attacked? \_\_\_\_\_

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other map

Breakwater - saw some ships

7. Any Photos? Yes No (note & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs Couldnt see because of overcast

(b) Other Bombing " " " " " "

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"  3 minutes late  
 Exceptions Sahavith 1148 20,000.

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
<u>Just below target about 3 to 5 minutes</u>	<u>19,000</u>	<u>Heavy</u>		<input checked="" type="checkbox"/>	<u>Black</u>	<u>20,000 to 20,000 below</u>	<u>20 near north</u>
					<u>white</u>	<u>below or in front</u>	
<u>Just past "</u>	<u>17,000</u>	<u>Heavy</u>		<input checked="" type="checkbox"/>	<u>Black</u>	<u>level</u>	<u>Behind north</u>
					<u>some red</u>	<u>and below</u>	



11. Encounters with enemy aircraft; give number of on my attacks, and number of EA participating in each attack

*about five; one EA participated in each attack; one from 6 o'clock high; 3 from 9 o'clock high; 1 at 4 o'clock low, and 2 from 12 o'clock above, one of them hit one which with explosion 20 m ahead and off course*

E/A claimed DESTROYED \_\_\_\_\_

*leaving target.*

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED *2 from 6 o'clock and the one from 9 o'clock*

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return \_\_\_\_\_

*To Boardman 4/10 minutes; over target 4/10; on return 6/10 minutes show*

13. Observations:

(a) Dummies, decoys, camouflage, etc. *no*

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by \_\_\_\_\_, E/A action, accident, or undetermined cause.)

*no*

(c) New tactics of E/A *no*

(d) Targets of opportunity *no*

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received:)

*no*

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

*no*

16. Crew comments. *no*

*1st Lt Allan B. Richards* Time *20"*  
Interrogating Officer

(24)

Bomb Load 5 x 1000

H.S. Incand.

2. Crew: Pilot LT. CRAMER  
 Co-Pilot LT. BRUNSTING  
 Navigator LT. BYER  
 Bombardier LT. REED  
 Engineer T. SGT HARRIS

- Radio Op 1. SGT CONSTANTINE  
 Top Tur Gun T. SGT HARRIS  
 Ball Tur Gun S. SGT TAYLOR  
 1st Gun S. SGT MEYERS  
 Tail Gun S. SGT WALL

3. (Immediate News to be telephoned)

- (a) Planes down on water  
 (b) Dinghies.  
 (c) enemy capital ships.

NIL

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time 1228 Height 19000 Heading 270°

5. Why wasn't Primary attacked?

BOMBED ON LEADER - UNOBSERVED

Reason for abortives

6. How was Target Identified? Easily Visible From Photo Other

COULD NOT IDENTIFY - DUE TO CLOUD COVER

7. Any Photos? Yes No

(Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs

UNOBSERVED

(b) Other Bombing

NIL

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions

NIL

10. Flak

Place	Height	Type	Intensity			Accuracy	
			Severe	Mod'tc	Color	Height	Direction
Target							
<u>BREST</u>	<u>BELOW</u>	<u>HEAVY</u>		<u>✓</u>	<u>RED</u>		<u>BELOW</u>
					<u>WHITE</u>		

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack \_\_\_\_\_

0. from 7 o'clock and alone - enemy  
locked out straight in - 3 A.W. 19th park

E/A claimed DESTROYED NIL

E/A claimed PROBABLE NIL

E/A claimed DAMAGED NIL

Fill out immediately separate GL-1a REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return Wolfsken clouds over target

5,000 up to 11,000 ft - 5/10 over cloud  
6/10 over target to 10,000 ft

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_  
NIL

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.) \_\_\_\_\_

\_\_\_\_\_ NIL

(c) New tactics of E/A \_\_\_\_\_  
NIL

(d) Targets of opportunity \_\_\_\_\_  
NIL

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

\_\_\_\_\_ NIL

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

\_\_\_\_\_ NIL

16. Crew comments. Think speed too fast for  
run over target

SM Time 1545  
Interrogating Officer

(2)

Bomb Load 5-1000 (H.E.) Incend.

2. Crew: Pilot Ryan Radio Op Murman  
 Co-Pilot Simmons Top Tur Gun Beaudoin  
 Navigator Herman Ball Tur Gun Kellum  
 Bombardier Olds Waist Gun \_\_\_\_\_  
 Engineer Blanning Tail Gun Forrester

3. (Immediate News to be Telephoned) (9) men

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: (Primary) Secondary Last Resort Jettisoned Abortive  
 Time 12:28 Height 18000' Heading 272-Magnetic  
Compass Head

5. Why wasn't Primary attacked?  
 \_\_\_\_\_  
 Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_  
Identified by installation at mouth of river

7. Any Photos? Yes (No) (Photo & Bomb Plot Report)

8. Results of Bombing:  
 (a) Own Bombs Released at same time as lead ship  
because of cloud over target. No sight of own bombs.  
 (b) Other Bombing Could not see target itself due to  
heavy rolling cumulus. Identified location &  
released thru cloud on target.  
 (If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen  
"AS ORDERED"  
 Exceptions None

Clear half moon of  
Flack behind own  
target. Black  
Some Red Puffs.

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
10 miles off crossing coast on Route	10000	Heavy		✓	White	High	Behind
Target	18000	Heavy	✓		Black	Low	well behind
					Blue		
					Red		

11. Encounters with enemy aircraft, give number of enemy attacks, and number of EA participating in each attack 0 EA on way out about

50 miles. Made no attacks.

E/A claimed DESTROYED None

E/A claimed PROBABLE None

E/A claimed DAMAGED None

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

As predicted -

13. Observations:

(a) Dummies, decoys, camouflage, etc.

None

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

None

(c) New tactics of E/A None

(d) Targets of opportunity —

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft; nature of wound, how received.)

None

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

None

16. Crew comments.

Need gun butts - for practice

\_\_\_\_\_  
Interrogating Officer

\_\_\_\_\_  
Time



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

17th. after bombing - came in underneath  
two yards - 2 short bursts fired

E/A claimed DESTROYED Nil

E/A claimed PROBABLE Nil

E/A claimed DAMAGED Nil

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

8/10 over England and 1/10 over Channel  
1/10 over target

13. Observations:

(a) Dummies, decoys, camouflage, etc. Nil

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ... , E/A action, accident, or undetermined cause.)

Saw one craft over two squares after  
leaving target

(c) New tactics of E/A Nil

(d) Targets of opportunity Nil

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

Nil

15. Incidents of bravery or skill due to -; Technical failure, damage to a/c affecting mission.

Nil

16. Crew comments.

Wanted plus for ball turret seat  
working - found one tail gun.

Interrogating Officer

Time





11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack \_\_\_\_\_

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return Broken clouds 2500' all the way to mid channel. Clouds 8000-10000' broken.

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to -:Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. Returned with bomb load. Flew to mid channel tail guns jammed and could not be fixed so pilot returned.

Lt. William P. Berkele Time 17:06  
Interrogating Officer