

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

(U-A-b)

APO 557  
9 November, 1944

SUBJECT: Intelligence Narrative  
Mission: Metz Area

TO : Commanding Officer, 306th Bombardment Group (H), APO 557

1. Narrative

306th flew 33 plus 2 PFF plus 1 Gee H as 40th "C". Route over enemy territory was as briefed. Dover, 0901 hours; French Coast 5058N-0155E at 0905; 4911N-0500E, I.P., 0946; Target, 0955h; approximately 15 miles south of course, due to weather, on way out over France; French Coast 5012N-0131E at 1225 hours; Beachy Head 1255; Base 1352.

Buckeye Red reported that bombing would probably have to be done by instrument.

Three PFF a/c worked satisfactorily and were used as navigational aids.

Gee H equipment worked well, and operator reports that release coordinate was increasing at time of bombs away, as briefed. DR navigator reports that course was good, city of Metz being clearly visible.

2. Fighter Opposition and Fighter Support

No enemy opposition encountered. P-51's and a few P-47's gave good support in target area and for a short time after target.

3. A.A. Gun Fire

None

4. Bombing

Bombing was by Gee H technique through 8/10 cloud and haze with no visual correction possible. Gee H operator feels that equipment worked satisfactorily. Shadows from clouds obscure open spots in pictures. No strikes visible.

SCS-51 worked very well for all a/c which had U crystals. These a/c all report a definite line of demarcation. As soon as needle kicked over, leaders fired briefed flares and received response from most a/c.

Lines of friendly flak were not observed by most crews due to patches of cloud above flak altitude. However, some crews report being able to see it through breaks in clouds, especially on way back from target.

5. Leaflets

A/c 578-D, pilot Conlin, dropped 5 M66 and 5 T201 on Gee H primary.

6. Weather

Cloud cover over continent 7 to 10/10 with tops from 15,000 to 20,000 feet. Broken in target area, but cloud and cloud shadows on target area made visual sighting impossible. Light, non-persistent contrails above 18,000 feet.

7. A/C Returning Early

None

8. A/C in Distress

None.

9. Observations

None.

JOHN A. BAINSFATHER,  
Major, Air Corps,  
Group S-2.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 115005  
By RLB/BAC  
Date 1/8/94  
MARA  
VE ORDER 12356, Section 3.3, 74  
MARA Date 1/8/94

9 November, 1944.  
 Primary Target - Metz, France.  
 Primary Target Bombed - Metz, France.  
 Blackie Planned

Red - Actual  
 Route Followed By - 306th Bomb Gp. (H) - 40th "C" Lead



HEIGHTS IN FEET

5005

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MARA Date 1/8/91

40th "C" LEAD



Evans McKinney 8110 GH-ship

Formation 7-11-44

Good rate  
Course on line  
to ex

300 dropped on increasing  
no flak

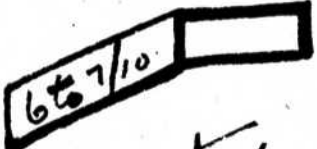
- ✓ Smith 438-U
- ✓ Woellner \* 323-M
- ✓ Denny 658-S PF
- ✓ Sutherland \* 547-F
- ✓ Martin, J E \* 474-V
- ✓ Claeys 711-D
- ✓ Eros 466-Q
- ✓ Townsend 133-W
- ✓ Pedersen 063-R

True there 24's on line  
band run 12,000

- ✓ Coyne 384-L
- ✓ Bruton 512-A

OK  
51-9 and returns

flak was probably in clouds  
people below saw it



cloud shadows

Saw one line of flak east of line  
coming back  
yellow and blue  
Saw Nasty

LOW  
75 miles in 200

Saw flak when in and out

Wood \* 397-O

Dropped on neck

coming out  
Saw one line

- ✓ Reilous 963-P
- ✓ Nahabedian 418-J
- ✓ Wilke 019-T
- ✓ Breed 715-V
- ✓ Roth \* 674-B
- ✓ Stewart 616-X
- ✓ Smythe 467-Z
- ✓ Hatch 412-T
- ✓ Davis, J L 099-S
- ✓ Morgan \* 153-G
- ✓ Toner 598-Q

1 MIN late

3 MIN late

No flak damage

clouds in between  
woods in below

HIG:

Schneider 124-W PFF

on lead

- ✓ Carrazzone 185-J
- ✓ Murphy 301-U
- ✓ Doman 297-N
- ✓ Garton 515-O
- ✓ Rozett \* 600-G
- ✓ Trask 196-O
- ✓ Birdwell 896-X
- ✓ Davis, W J 683-Q
- ✓ Conlin 578-D (Nickels)
- ✓ Denton \* 619-S
- ✓ Bennett 362-K

AIRCRAFT COMBAT MISSION REPORT

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, i 5005  
 By *RLB/AC* NARA Date *1/8/91*

9 November, 1944

(DATE)

SQDN.	Call Letter	SERIAL NO.	FLAK	20MM	.303	50CAL FIRE	50CAL SHELL CASES	DAYS EST IN-OP
367th	F	42-102547	0					
"	A	42-107085	0					
"	V	42-97158	0					
"	V	43-37715	0					
"	B	42-52099	0					
"	T	43-38412	0					
"	D	44-6515	0					
"	D	42-102578	0					
"	V	44-6585	0					
(PTF) 368th	B	42-97659	0					
"	M	42-97523	0					
"	G	44-6466	0					
"	Z	43-37638	0					
"	L	43-38584	0					
"	D	43-38711	0					
"	V	42-31474	0					
"	U	43-38458	0					

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

*Dejaldes*

215

AIRCRAFT COMBAT MISSION REPORT

9 November, 1944.  
(DATE)

SQDN.	Call Letter XXXXXX XXXXXX	SERIAL NO.	FLAK.	20MM	.303	50CAL FIRE	50CAL SHELL CASES	DAYS EST IN-OP
369th	W	44-8124	0					
"	V	42-97297	0					
"	U	42-97301	0					
"	X	42-97898	0					
"	K	45-58352	0					
"	S	45-37619	0					
"	V	42-97185	0					
"	0	42-31198	0					
"	0	45-37600	0					
423rd	0	42-97397	0					
"	T	45-38019	0					
"	J	42-31415	0					
"	S	45-38467	0					
"	0	45-37598	0					
"	0	42-38155	0					
"	F	42-39963	0					
"	X	45-37616	0					
"	D	45-38674	0					

5005  
 UNCLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 1  
 BY RLB/WAC WABA Date 1/8/94

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

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By RLB/JAC MABA Date 1/8/91

92nd - (2)  
32 ✓ - Buchenwald - Red wooden  
Cloud cover  
A

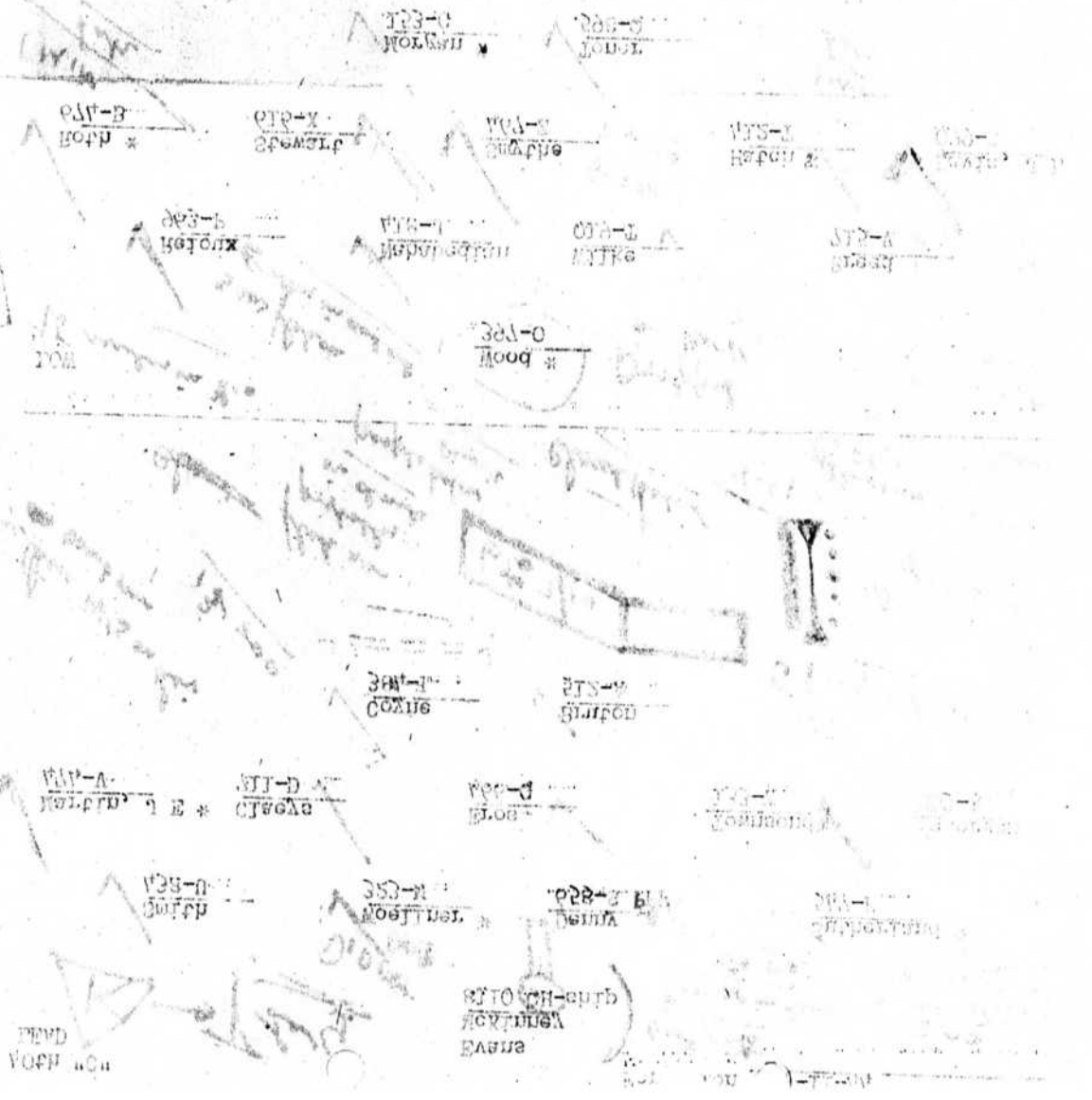
305 - 3 (on led rest of H on ground)

Luthe 3rd 351 - 3 outstanding?  
Saarbrücken  
by way

Se. 51 - or  
Present state - not too good

369th  
Comd Room

2nd  
3rd



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 By RLB/BAC NARA Date 1/8/94

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~###~~ A/C Number 110 Letter \_\_\_\_\_ Date 9-11-44  
 Bomb Load 2 x 1000 G.P. H.L. Incend. \_\_\_\_\_ Position in Formation \_\_\_\_\_  
 Time Took Off 0629 Time Landed \_\_\_\_\_

X X X A X  
 X X X X X  
 X X X X X

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

*1 or 2 Podington etc bombed with this group  
 etc. T + V*

CREW: Give Rank and Initials

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

- 1st Lt. P. B. Evans Pilot
- Capt. J. A. McKinney Co-rd
- 2nd Lt. O. J. Trude Nav. ~~###~~
- 2nd Lt. R. E. Bordner Bomb
- T/Sgt. J. H. Bennett Radi
- T/Sgt. Donald G. Smith Top
- S/Sgt. E. L. Crawford ~~###~~ Waist
- W. J. F. LESSMAN (3795 Grad) ~~###~~ G.H.
- 1st Lt. L. F. Peters, Jr. ~~###~~ RN
- S/Sgt. F. J. Brower Tail

2. TARGET ATTACKED:

Primary Time: 0955 1/2  
 Alternate Height: 23,900  
 Last Resort Heading: 079°  
 (circle)  
 Duration Bomb Run: to 089°

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

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

*Shot flames when SCS-51 kicked over, some few etc observed*  
 Own Bombs: Release coordinate was increasing when this etc bombed  
 Other Bombs: \_\_\_\_\_  
 Any Nickels:          Yes          No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

SCS 51 worked OK. - navigator says course was good.  
 5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

*Heard Bushy Red report to someone else would need instrument run, but was never able to contact him.*

8. WEATHER: (If it affected mission) Clouds at 23,000 in target area. 1.p. to target

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

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

No friendly flak observed  
Scattered observed.  
 Crew observations about Flak: \_\_\_\_\_

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~###~~ ~~###~~ A/C Number 658 Letter PFF Date 9-11-44

Bomb Load 8 x 1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed

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

40 c  
Lead.

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

CREW: Give Rank and Initials

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

1st Lt. R. R. Denny Pil.

2nd Lt. H. R. McGahan Co-1

2nd Lt. J. M. Pavin Nav

1st Lt. R. H. Thayer, Jr. Bomb

T/Sgt. C. N. Foster Rec.

2. TARGET ATTACKED:

Primary Time: 08 09 55 1/2

T/Sgt. J. C. Moody Top

Alternate Height: 24,000

S/Sgt. D. F. Riley Ball

Last Resort Heading: 082  
(circle)

S/Sgt. R. E. Mansfield R/W

Duration Bomb Run:

1st Lt. F. K. Lucas RN ###

T/Sgt. H. A. Polderman Tail

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

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

Own Bombs:

Any Nickels: Yes No  
Number bombs dropped  
Number Bombs returned

Other bombing:

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
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None seen

Crew observations about Flak:

2-3 bursts - fairly

SSST worked etc.

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By RLB/JAC MARA Date 1/8/91



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

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~###~~ A/C Number 323 Letter M Date 9-11-44

Bomb Load 8 x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed \_\_\_\_\_

		X	X	X	X	
	X	(X)	X	X	X	40 c.
X	X	X	X	X	X	Level
X	X	X	X	X	X	
X	X					

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

CREW: Give Name and Initials

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

- 1st Lt. E. P. Woellner ✓ Pile
- 2nd Lt. R. E. Laden ✓ Co-1
- F/O W. F. Rodgers ✓ Nav.
- T/Sgt. F. L. Arnold Bomb
- S/Sgt. G. A. Korf ✓ Radi
- S/Sgt. C. E. Gibbs ✓ Top
- S/Sgt. L. A. Brown ✓ Ball
- S/Sgt. J. W. Inman ✓ R/W
- \_\_\_\_\_ L/
- S/Sgt. R. J. Condrey ✓ Tail

2. TARGET ATTACHED:

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

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

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

Own Bombs:

Other bombing:

*Dropped all 8 in channel*

Any Nickels: Yes No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Yes? No? *Bomb bay doors did not open*

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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*no flak*

Crew observations about Flak:

*never saw friendly flak on way it was brief*

5005

Section 3.3

NARA

By RIB/BAC

Date 1/8/91

SQUADRON ~~###~~ 368 ~~###~~ A/C Number 466 Letter \_\_\_\_\_ Date 9-11-44

Bomb Load 8 x 1000 H.L. ##### Position in Formation

Time Took Off 0629 Time Landed 1310

	X	X	X	X	X	400
X	X	(X)	X	X	X	Lead
X	X	X	X	X	X	

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

CREW: Give Rank and Initials

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

- 2nd Lt. K. N. Eros Pilot
- 2nd Lt. A. J. Maenner Co-1
- 2nd Lt. I. B. Holden Nav
- 2nd Lt. B. R. Schwartz Bomb
- T/Sgt. R. A. Ozee Rad.
- T/Sgt. S. (NMI) Disko Top
- S/Sgt. R. F. Tennant Ball
- S/Sgt. P. (NMI) Brunetti R/W
- \_\_\_\_\_ L/W
- S/Sgt. R. V. Swindle Tail

2. TARGET ATTACKED:

Primary Time: 0956  
 Alternate Height: 23,800.  
 Last Resort Heading: 093°M.  
 Duration Bomb Run: \_\_\_\_\_

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

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

Own Bombs: \_\_\_\_\_

*Saw no yellow or blue.*

Other bombing: *Didn't see flat, clouds.*

Any Nickels: Yes  No   
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

*Chaff ok*

5. Any PHOTOGRAPHS taken: Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

*As br.*

8. WEATHER: (If it affected mission) *10-12,000' No-Per. cont.*

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

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

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

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5005

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 BY RLB/JAC NARA Date 1/8/99

INTERROGATION FORM

5

SQUADRON ### 368 A/C Number 512 Letter A Date 9-11-44

Bomb Load 6x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed 1410

	X	X	X	X	
X	X	X	X	X	400
X	X	X	X	X	Lead
X	X	X	X	X	

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

CREW: Give Rank and Initials

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

2nd Lt. M. J. Bruton Pilot

2nd Lt. S. M. Owens Co.

2nd Lt. C. O. Holt Nav

S/Sgt. R. G. Atwood Bomb

T/Sgt. A. W. Chominski Radio

T/Sgt. E. L. Findley Top

S/Sgt. K. J. Thompson Bomb

S/Sgt. J. J. Fredericks Tail

S/Sgt. L. F. Pesterfield Waist

2. TARGET ATTACHED:

Primary Time: 0956  
 Alternate Height: 23,800  
 Last Resort Heading: 085° M  
 (circle)  
 Duration Bomb Run:

3. Number of BOMBS dropped tail Jettisoned: Returned: Abortive:

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

Own Bombs:

Other bombing:

Any Nickels: Yes  No   
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

*Chaff  
oh*

5. any PHOTOGRAPHS taken? Yes?  No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) - *non-Pers. con tail over channel*

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

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

Crew observations about Flak:

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 By RLB/BAC MABA Date 1/18/91

INTERROGATION FORM

SQUADRON ~~#####~~ 368 ~~#####~~ A/C Number 384 Letter L Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~ Position in Formation  
 Time Took Off 0629 Time Landed \_\_\_\_\_

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

		X	X	X	X	400
	X	X	X	X	X	
	X	(X)	X	X	X	Lead
	X	X		X	X	

CREW: Give Rank and Initials

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

- 2nd Lt. J. M. Coyne Pilot
- 2nd Lt. D. C. Schertz Co-pilot
- 2nd Lt. P. C. Wagner Nav.
- 1st Lt. H. L. Hall Bomb
- T/Sgt. R. K. Decker Radi
- T/Sgt. H. M. Gardner, Jr. Top
- S/Sgt. C. A. Brizzi, Jr. Ball
- S/Sgt. B. V. Clement ~~#####~~ Tail
- S/Sgt. D. W. Spraggins ~~#####~~ Waist

2. TARGET ATTACHED:

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

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

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

Own Bombs: *Saw bursts - can't locate - in Western part of work*  
 Other Bombing: *Too heavy - too closely*  
 Any Nickels: Yes \_\_\_ No \_\_\_  
 Number bombs dropped: \_\_\_  
 Number Bombs returned: \_\_\_

5. any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) *with formation - mostly overcast at target*

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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*No flak*

*Saw friendly flak on way back in color - green*  
 Crew observations about Flak: *cloudy - was about 2,000 ft*

*Saw 3 or 4 in line - six bursts*

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 5005  
 BY ALB/ATC NARA Date 1/19/11

INTERROGATION FORM

SQUADRON 367 ~~#####~~ A/C Number 547 Letter \_\_\_\_\_ Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~ Position in Formation

Time Took Off 0629 Time Landed \_\_\_\_\_

				X	X	X	X	X	40 C
	X	X	X	X	X	X	X	X	Lead
1. HOT NEWS to be phoned in? Yes No	X	X	X	X	X	X	X	X	
Details:	X	X					X	X	

CREW: Give rank and initials

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

- 2nd Lt. E. B. Sutherland Pilot
- 2nd Lt. J. K. Field Co-1
- 2nd Lt. R. B. Allen Nav
- 2nd Lt. J. D. Snoddy Bomb
- T/Sgt. M. K. Geving Radio
- T/Sgt. G. M. Maddock Top
- S/Sgt. N. Morrow Ball
- S/Sgt. G. A. Vicknair R/W
- \_\_\_\_\_ L/W
- S/Sgt. J. P. Fisher Tail

2. TARGET ATTACHED:

Primary Time: 0955-1/2 hr T/Sgt. G. M. Maddock Top

alternate Height: 23,800 S/Sgt. N. Morrow Ball

Last Resort Heading: 84° mag S/Sgt. G. A. Vicknair R/W

(circle) \_\_\_\_\_ L/W

Duration Bomb Run: \_\_\_\_\_ S/Sgt. J. P. Fisher Tail

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

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

Own Bombs:

Any Nickels: Yes No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

Other bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>None seen</u>						
<u>Flak</u>						

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

INTERROGATION FORM

SQUADRON 367 ~~#####~~ A/C Number 063 Letter A Date 9-11-44

Bomb Load 8 x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed 1420

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

40  
Sea

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

*[Handwritten scribble]*

CREW: Give Rank and Initials

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

- 1st  
2nd Lt. I. B. Pedersen  Pil.
- 2nd Lt. G. W. Clark  Co-1
- F/O N. Stzand  Nav.
- T/Sgt. J. P. Groymko  Bomb
- T/Sgt. E. W. Duncan  Radi
- T/Sgt. C. R. Belforte  Top
- S/Sgt. W. H. Sanders  Ball
- S/Sgt. C. L. Meyers  R/W
- L/W
- S/Sgt. R. E. Story  Tail

2. TARGET ATTACKED:

Primary Time: 0958  
 Alternate Height: 24060  
 Last Resort Heading: 80  
 (circle)  
 Duration Bomb Run:  
*etc for 3 minutes*

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

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

Own Bombs:

*misses*  
Other Bombing:

Any Nickels: 20 Yes  No   
Number bombs dropped \_\_\_\_\_  
Number Bombs returned \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

*[Handwritten scribble]*

Crew observations about Flak:

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INTERROGATION FORM

SQUADRON 367 ~~#####~~ #8 A/C Number 133 Letter \_\_\_\_\_ Date 9-11-44

Bomb Load 8 x 1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1315

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

400  
Lead

1. HOT NEWS to be phoned in? Yes  No

Details:

CREW: Give Rank and Initials

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

NONE

2nd Lt. R. E. Townsend Pilot

2nd Lt. H. L. Christensen Co-1

1st Lt. R. A. Strong Nav.

T/Sgt. J. Coleman Bomb

T/Sgt. J. L. Stachowiak Rec.

T/Sgt. C. J. Gorman Top

S/Sgt. M. A. Lanham Ball

Sgt. S. P. DeZolt R/W

\_\_\_\_\_ L/W

Sgt. J. L. Dunn Tail

2. TARGET ATTACKED:

P.F.F.

Primary

Time: 0958

Alternate

Height: 20,000

Last Resort  
(circle)

Heading: 100°

Duration Bomb Run:

Sgt. J. L. Dunn Tail

[ALL]

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

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

Bombed on smoke bombs. Bombs struck  
in ~~near~~ vicinity of  
others.

Any Nickels: Yes  No

Number bombs dropped \_\_\_\_\_

Number Bombs returned \_\_\_\_\_

5. any PHOTOGRAPHS taken: Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

Route O.K. to target. Lost engine over target area so pulled out of formation and came home alone.

8. WEATHER: (If it affected mission) 7/10 broken strato-cumulus.

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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NONE

Crew observations about Flak:

NONE

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NARA

Date 1/18/11

By RLB/BAC

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 By RLB/BAC  
 NARA Date 1/18/11

10. ENEMY FIGHTER OPPOSITION:

(Estimate total number of E/A seen) \_\_\_\_\_ (types) \_\_\_\_\_

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

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

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

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

11. FIGHTER SUPPORT

Didn't see much. Few F-51's.

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

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

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

15. DAMAGE TO A/C: (Briefly) NONE  
NONE

16. TECHNICAL FAILURES: # 4 engine malfunction.

17. CREW COMMENTS: (Any unusual incidents? any suggestions?)  
Turned too quick at IP. and ran into some B-24's

S-2 OFFICER W. C. Van Vorst TIME COMPLETED 1345  
Capt. A.C.



INTERROGATION FORM

10

SQUADRON ~~368~~ 368 A/C Number 438 Letter U Date 9-11-44

Bomb Load 8 x 1000 H.E. #####

Position in Formation

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

40 c  
Lead

Time Took Off 0629 Time Landed \_\_\_\_\_

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

CREW: Give name and Initials

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

- 1st Lt. C. W. Smith Pilot
- 1st Lt. M. P. Brown Co-Pr
- 1st Lt. C. F. Donahue Nav.
- 1st Lt. J. E. Brian Bomb
- T/Sgt. S. (NMI) Shweky Radi
- Sgt. J. P. Paul Top
- S/Sgt. T. E. Stillson Ball
- S/Sgt. R. W. Marble R/W
- \_\_\_\_\_ L/W
- S/Sgt. R. E. Ficklin Tail

2. TARGET ATTACHED:

Primary Time: 0955  
 Alternate Height: 23700  
 Last Resort Heading: 87°  
 (circle)  
 Duration Bomb Run: \_\_\_\_\_

3. Number of BOMBS dropped on targets: all Detonated: Returned: Abortive:

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

Own Bombs: Results not observed  
 Other bombing: But bombs in target area  
 Any Nickels: Yes No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. any PHOTOGRAPHS taken? Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

with formation up to about 50 minutes after bombing  
Had a frost bite case. Left  
with formation -

8. WEATHER: (If it affected mission)

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

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

No flak

Crew observations about Flak: Somebody observed some flak at Seabrook. Not on us.

"Did not see friendly flak"

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 By RIB/BAC MABA Date 1/8/91 5005

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~###~~ A/C Number 711 Letter J Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~ Position in Formation

Time Took Off 0629 Time Landed \_\_\_\_\_  
 X X X X X *40 C*  
 X *(X)* X X X X *Lead*  
 X X X X X  
 X X X X

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

CREW: Give Rank and Initials

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

- 2nd Lt. R. H. Claeys Pilot
- 1st Lt. R. L. Edwards Co-nd
- 2nd Lt. F. M. Seiford Nav
- 2nd Lt. E. F. Miller Bomb
- T/Sgt. T. C. Girardot ✓ Radio
- T/Sgt. M. C. Morley ✓ Top
- S/Sgt. R. A. Russo ✓ Bomb
- S/Sgt. P. D. Swope ✓ R/W
- \_\_\_\_\_ L/W
- S/Sgt. R. L. Johnson ✓ Tail

2. TARGET ATTACHED:

Primary Time: 0955  
 Alternate Height: 2830  
 Last Resort Heading: 078° mag  
 (circle)  
 Duration Bomb Run:

- \_\_\_\_\_ R/W
- \_\_\_\_\_ L/W
- \_\_\_\_\_ Tail

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

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

Own Bombs: Saw one hit, but couldn't identify  
 Any Nickels: \_\_\_\_\_ Yes \_\_\_\_\_ No  
 Other bombing: \_\_\_\_\_  
 Number bombs dropped: \_\_\_\_\_  
 Number Bombs returned: \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Yes? No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

with formation

8. WEATHER: (If it affected mission) 7/16ths undercast as a whole but probably possible on return - 7-10,000 top

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

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

No flak But saw Saarku flak

Crew observations about Flak: Saw some friendly flak (just a few (2) bursts) - know that was

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 By RLB/JAC MABA Date 1/8/91

INTERROGATION FORM

12

SQUADRON 368 A/C Number 474 Letter v Date 9-11-44

Bomb Load 8 x 1000 H.E. #####

Position in Formation  
 X X X X X  
 X X X X X  
 X X X X X

Time Took Off 0629 Time Landed 1X30

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

CREW: Give Rank and Initials

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

- 2nd Lt. J. E. Martin Pilot
- 2nd Lt. W. C. Holder Co-p
- 2nd Lt. J. M. Wilf Nav.
- F/O R. C. Urich Bomb
- S/Sgt. K. W. Kraus Radi
- S/Sgt. R. E. Harrington Top
- S/Sgt. L. B. Davisson Ball
- Sgt. T. L. Bare R/V
- S/Sgt. J. A. Lawrenz Tail

2. TARGET ATTACKED:

Primary Time: 0956  
 Alternate Height: 24,000  
 Last Resort Heading: 075° M  
 (circle)  
 Duration Bomb Run:

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

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

Own Bombs: Clear area seen no woods seen.

Other Bombing:  
 Any Nickels: Yes No  
 Number bombs dropped  
 Number Bombs returned

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Contrails between 18 to 20,000 ft. Persistent between these altitudes

Crew observations about flak:

INTERROGATION FORM

14

SQUADRON ~~#####B~~ 423 A/C Number 019 Lett T Date 9-11-44

Bomb Load 8 x 1000 H.E. #####

Position in Formation

40' Low

Time Took Off 0629 Time Landed 1415

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

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

CREW: Give Rank and Initials

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

NONE

- 2nd Lt. L. A. Wilke P.M.
- 2nd Lt. H. (NMI) Quint, Jr. C-1
- 2nd Lt. E. P. Shapland, Jr. Nav.
- 2nd Lt. C. F. Kimball Bomb
- T/Sgt. R. K. Reis Radi
- T/Sgt. W. R. Farrell Top
- S/Sgt. W. E. Dehoff Bail
- S/Sgt. W. J. Boyle R/W
- L/W
- S/Sgt. G. W. Pashon Tail

2. TARGET ATTACHED:

P.F.F.

Primary Time: 0955<sup>1</sup>  
 Alternate Height: 22,500  
 Last Resort Heading: 77°  
 (circle)  
 Duration Bomb Run: ✓

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

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

Own Bombs:

NONE

Any Nickels: Yes (No)  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

As briefed

8. WEATHER: (If it affected mission) 8/10 over target.

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

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

NONE

Crew observations about Flak:

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 BY RLB/BAC NARA Date 1/18/91 5005

INTERROGATION Form:

SQUADRON ##### 423 A/C Number 418 Lett. J Date 9-11-44 15

Bomb Load 8 x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed 1400

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

400  
Low.

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

CREW: Give Rank and Initials

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

- 2nd Lt. A. J. Nahabedian Pilot
- 2nd Lt. S. J. Magusiak Co-1
- 2nd Lt. T. W. Lee Nav
- 1st Lt. S. C. Jordan Bomb
- T/Sgt. R. A. Hill Radio
- T/Sgt. W. H. Butschek Top
- S/Sgt. P. H. Wehant Ball
- S/Sgt. E. (NMI) Richardson R/W
- S/Sgt. W. H. Lynch, Jr. Tail

2. TARGET ATTACKED:

Primary Time: 0956  
 Alternate Height: 24,000  
 Last Resort Heading: 080°M  
 (circle)  
 Duration Bomb Run → 140°M after 4 min.

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

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

Own Bombs:

Other Bombing:

Any Nickels: Yes  No   
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. any PHOTOGRAPHS taken: Yes?  No?

*Run up and camera*

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

*With group*

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.  
*Good on way out Cloud tops at 15,000 ft*

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

Crew observations about Flak:

INTERROGATION FORM

Squadron ~~#####~~ 423 A/C Number 467 Letter Z Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~ Position in Formation 400

Time Took Off 0629 Time Landed 1357

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

1. HGT NEWS to be phoned in? Yes No

Details:

*nil.*

CREW: Give Rank and Initials

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

- 2nd Lt. C. P. Smythe Pilot
- Capt. N. G. Kirby Co-1
- 2nd Lt. D. O. Howe Nav.
- 2nd Lt. C. R. Dimter Bomb
- T/Sgt. H. C. West Radi
- T/Sgt. J. J. Cathey Top
- S/Sgt. G. B. Franklin Ball
- S/Sgt. T. E. Kimsey R/W
- S/Sgt. W. W. Priemann Tail

2. TARGET ATTACHED:

Primary Time: 0956  
 Alternate Height: 23600  
 East Resort Heading: 076  
 (circle)  
 Duration Bomb Run: for 3 minutes  
To 90 to 150

- T/Sgt. J. J. Cathey Top
- S/Sgt. G. B. Franklin Ball
- S/Sgt. T. E. Kimsey R/W
- S/Sgt. W. W. Priemann Tail

3. Number of HGBS dropped on target: Circle Detonated: Returned: Abortive:

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

Own Bombs:

*none.*

Other Bombing:

Any Nickels: Yes No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. any PHOTOGRAPHS taken: Yes No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: in ball turret

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

8. WEATHER: (If it affected mission)

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

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

*obs flak on group behind - at target*

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

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 By RLB/BAC MABA Date 1/8/91

INTERROGATION FORM

17

Squadron ~~#####~~ 423 A/C Number 598 Lett. Q Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~

Position in Formation

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

40° C  
Low

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

- CREW: Give Rank and Initials # 3 eng. out  
5 min before bombs away  
I dropped back & bombed with 24
- 2nd Lt. C. R. Toner File
- 2nd Lt. J. C. Ruegger Co-1
- 2nd Lt. V. L. Triggs Nav
- 2nd Lt. L. F. Finnell Bomb
- T/Sgt. O. E. Hobbs Rm.
- T/Sgt. J. A. Hicklin Top
- S/Sgt. L. E. McCormick Bail
- S/Sgt. W. J. McGonigle R/V
- L/V
- S/Sgt. J. C. Kieffer Tail

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

2. TARGET ATTACHED:

49° 02' N 06 18 E  
 Primary Time: 0956 1/2  
 Alternate Height: 22500  
 Last Resort Heading: 093° M  
 (circle)  
 Duration Bomb Run:

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

*No*  
*check*  
*own bombs:*  
*2 telephone*  
*if I didn't know*  
*when to drop*

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

Any Nickels: Yes  No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

any PHOTOGRAPHS taken: Yes?  No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

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

*cut 6 mi. S. of course.*

8. WEATHER: (If it affected mission) - 18,000' - 1200 - Pers. cum - ls.

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

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

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

10. ENEMY FIGHTER COMPOSITION:

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

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

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

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

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

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

11. FLIGHT REPORT P-51 - (and out of)

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

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

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

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES: # 3 engine failure.

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

S-2 CREW: B. Ashauer TIME CAPTURED 1450

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 BY RLB/BAC MABA Date 1/8/91 745005



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

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INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number 397 Letter 0 Date 9-11-44  
 Bomb Load 8 x 1000 H.L. ~~#####~~ Position in Formation 40 C  
 Time Took Off 0629 Time Landed 1415  
 1. REMARKS to be phoned in: Yes No  
 Details:

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

nil.

CREW: Give name and initials

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

- 1st Lt. W. W. Wood ✓ Pilot
- 2nd Lt. W. A. MacDonald ✓ Co-.
- 1st Lt. C. C. Olenik ✓ Nav
- 1st Lt. H. H. Baker Boat
- T/Sgt. J. L. Garrett ✓ Bomb
- T/Sgt. E. C. Hovey ✓ Top
- S/Sgt. J. M. Neely ✓ Ball
- S/Sgt. C. R. Wolfhove ✓ R/W
- S/Sgt. D. G. Bloedel ✓ Tail

2. TARGET ATTACHED:

Primary Time: 0956  
 Alternate Height: 23500  
 Last Resort Heading: 70  
 Duration Bomb Run: str. for 5 minutes

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

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

Own Bombs: unobs.  
 Other bombing: \_\_\_\_\_  
 Any Nickels: Yes No No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) 4/6/10 but shadow & haze strong.

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

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

nil.

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

400 Low  
Wood.

ADDITIONAL INTERROGATION FORM FOR GROUP AND COMBAT LEAD AIRCRAFT

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

745005  
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3.  
By RLB/JHC  
NARA Date 1/8/91

1. Time and Place of crossing English Coast Dover - 0902  
Beachy Head - 1255

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

3. Time and Place of crossing Enemy Coast 5055N 0142E - 0906 hrs.  
5021N 0130E - 1225 hrs.

4. Time over Target \_\_\_\_\_ as briefed to target.  
Altitude over Target \_\_\_\_\_ 15 miles S of course  
Position of Group on Bomb Run \_\_\_\_\_ out.  
Magnetic Heading of Bomb Run \_\_\_\_\_ I.P. 0945 (4902N 0500E)  
Duration Bomb Run \_\_\_\_\_

5. Time of Landing at Base 1755  
If landed away from base before return state where and why \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATE \_\_\_\_\_ TIME \_\_\_\_\_ S42 OFFICER Muntha

Squadron ##### 423 A/C Number 153 Letter G Date 9-11-44

Bomb Load (3 x 1000) H.E. #####

Position in Formation

Time Took Off 0629 Time Landed / 355

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

40 C  
Low

1. BOMBERS to be phoned in? Yes No  
Details:

CREW: Give name and initials

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

2nd Lt. W. H. Morgan - Pilot

2nd Lt. W. M. Stetler - Co-1

2nd Lt. R. C. Cheney - Nav.

2nd Lt. N. E. Outcalt - Bomb

S/Sgt. E. W. Courtright - Radio

S/Sgt. N. W. DeSeve - Top

S/Sgt. E. L. Bishop - Ball

S/Sgt. R. K. Bentley - R/W

\_\_\_\_\_ L/W

S/Sgt. C. H. Haendler - Tail

2. TARGET ATTACHED:

Primary Time: 0955 1/2  
Alternate Height: 23,400  
Last Resort Heading: 90°M  
(circle)  
~~Duration Bomb Run~~ → Straight

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

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

Own Bombs: no hits seen

Any Nickels: Yes  No  
Number bombs dropped \_\_\_\_\_  
Number Bombs returned \_\_\_\_\_

Other bombing: Area identified

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

With group

8. WEATHER: (If it affected mission)

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

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

No flak

Crew observations about Flak:

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5005

INTERCOMMUNICATION FORM

Squadron (367) ~~#####~~ A/C Number (715) Letter (V) Date 9-11-44

Bomb Load (8 x 1000) H.E. ~~#####~~

Position in Formation

Time Took Off 0629 Time Landed 1405

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

40°C  
Low

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give name and initials

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

- 2nd Lt. R. E. Breed  Pil.
- 2nd Lt. J. N. Hess  Co-1
- 2-0 F/O F. W. Anderson  Nav.
- F/O R. Clark  Bomb
- T/Sgt. R. W. Grahler  Radi
- S/Sgt. J. C. Tynan  Top
- S/Sgt. O. M. Cresswell  Ball
- S/Sgt. R. Ursel  R/W
- S/Sgt. C. E. Paine  Tail

2. TARGET ATTACHED:

Primary Time: 0956 1/2  
 Alternate Height: 23,000  
 Last Resort Heading: 075° M  
 (circle)  
 Duration-Bomb Run: 0.75° for 4 min

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

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

Own Bombs: B.T. says looks like gas hit  
 Any Nickels: Yes  No  
 Other bombing: Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

Poor with groups

8. WEATHER: (If it affected mission)

15-18, 9000 ft light clouds (No with tops at 15,000 Tangitana)

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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Observed at nets and behind formation just after Bombs away.

Crew observations about Flak:

INTERROGATION FORM

SQUADRON 367 ##### A/C Number 099 Letter S Date 9-11-44

Bomb Load x 1000 G.P. H.E. #####

Position in Formation

Time Took Off 0629 Time Landed

X	X	X	X	X	40°C
X	X	X	X	X	Low
X	X	X	X	X	
X	X	X	X	X	

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

CREW: Give rank and initials

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

- 2nd Lt. J. L. Davis Pilot
- 2nd Lt. D. R. Lenn Co-1
- 2nd Lt. M. S. Hurtsthouse Nav.
- 2nd Lt. J. A. Stauber Bomb
- T/Sgt. C. H. Owens Top
- T/Sgt. R. H. Groover Top Radio
- S/Sgt. E. Workman Ball
- S/Sgt. N. E. Russell R/W
- S/Sgt. W. T. Gillispie Tail

2. TARGET ATTACKED:

Primary Time: 0956  
 Alternate Height: 23500  
 Last Resort Heading: 96  
 Duration Bomb Run: Turn after 3-4-148

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

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

Own Bombs:

Other bombing: one being up +  
 achieved 0957

Any Nickels: Yes No  
 Number bombs dropped  
 Number Bombs returned

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) 7-8/10 at target -  
 Mostly 10/10 in few holes could not see pilotage

9. FLAK: Encountered on way out, at target and on way home.  
 dense persistent cont. 18,000-20,000  
 14-18 - light contrails

Time	Place	Height of A/C	Type (light heavy), intense moderate or slight.	Color of Bursts	Agency in relation to A/C
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None

Crew observations about Flak:

Trouble seeing two lines - scattered  
 not enough to pick out distinct line -

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10. ENEMY FIGHTER COMPOSITION:

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

(Location and length of fight)

(Tactics of E/A)

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

C L A I M S

DESTROYED \_\_\_\_\_

PROBABLY \_\_\_\_\_

DAMAGED \_\_\_\_\_

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

11. FLIGHT REPORT *51's 0945 4945 IV = 0410 E -*

*all way afterwards - good*

12. OBSERVATIONS: Give TIME, PLAC, HEIGHT (list any observations of military importance such as balloons, droops, aces, canopies, smoke screens, and signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installation)

*Formation - 8 of 12 low in good formation others not so good  
wt combine see to interference of 24's*

13. INCIDENTS 1/1 FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or Undetermined Cause)

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

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

*feathered #3 due vibration*

S-2 OFFICER *Moore*

TIME CAPTURED \_\_\_\_\_

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By RLB/BAC NABA

745005

Squadron 367 ~~#####~~ A/C Number 412 Letter T Date 9-11-44

Bomb Load 8 x 1000 H.E. ##### Position in Formation

Time Took Off 0629 Time Landed \_\_\_\_\_

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

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

CREW: Give Rank and Initials

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

- 2nd Lt. G. L. Hatch Pil.
- 2nd Lt. W. E. Meissler Co.
- 2nd Lt. E. A. Skonieczny Nav.
- T/Sgt. H. I. Miller Bomb
- S/Sgt. R. W. Search Radi
- S/Sgt. J. S. Regulla Top
- S/Sgt. C. G. Smith Ball
- Sgt. J. K. Young R/W
- S/Sgt. F. R. Mitchell Tail

2. TARGET ATTACHED:

Primary Time: 0959  
 Alternate Height: 23000  
 Last Resort Heading: 119 mag  
 (circle)  
 Duration Bomb Run:

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

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

Own Bombs: 2 min late 7-8 mi  
 Other bombing: Several smoke bombs near place of drop  
 Any Nickels: Yes No  
 Number bombs dropped  
 Number Bombs returned  
 (Red tail white stripe)

5. Any PHOTOGRAPHS taken: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) Target - 7-10 -

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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No flak seen

Crew observations about Flak:

3-6 Bursts combined near target

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 By RLB/BAC  
 5005  
 MAA Date 1/18/91

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 By RLB/BAC NARA Date 1/18/91

INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number 963 Letter P Date 9-11-44

Bomb Load 8 x 1000 H.L. ~~#####~~

Position in Formation 400 ✓

Time Took Off 0629 Time Landed 1355

(X)	X	A	X
X	X	X	X
X	X	X	X
X	X	X	X

1. REPAIRS to be phoned in? Yes No  
 Details:

CREW: Give names and initials

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

- 2nd Lt. P. J. Reieux Pilot
- 2nd Lt. R. W. Daniel Co-1
- 2nd Lt. J. C. Talley Nav
- F/O D. H. Gorrell Bomb
- T/Sgt. H. H. Kaye R/W
- T/Sgt. J. E. Price Top
- S/Sgt. L. J. Persac, Jr. Ball
- S/Sgt. C. W. Sheorn R/W
- \_\_\_\_\_ L/W
- S/Sgt. J. W. Perry Tail

2. TARGET ATTACKED:

Primary Time: 0957  
 Alternate Height: 23500  
 Last Resort Heading: 078°M  
 (circle)  
 Duration Bomb Run:  
 T.O. 103°M.

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

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

Own Bombs: Any Nickels: Yes No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

As briefed

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.  
*8710 m is - Cloud 5700m out - 7 yrs - 6000 - constant 4000*

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

*Scatterbuckles Obs - Magneto Mod - Friendly flak (As briefed by Moselle R.)*

Crew observations about Flak:



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By RLB/BAC Date 1/8/91

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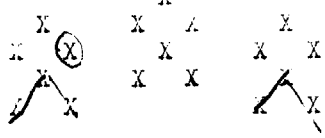
INTERROGATION FORM

L 5

Squadron ##### 423 A/C Number 616 Letter X Date 9-11-44

Bomb Load 8 x 1000 H.L. ##### Position in Formation 40C

Time Took Off 0629 Time Landed 1355



Low

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

CREW: Give name and initials

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

- 2nd Lt. F. J. Stewart Pilot
- 2nd Lt. K. D. Blackshaw Co-1
- 2nd Lt. W. A. Guilfoyle Nav.
- 2nd Lt. A. G. Dealy Bomb
- S/Sgt. J. R. Hathaway Radi
- S/Sgt. D. D. Erwin Top
- S/Sgt. E. C. Herold Ball
- S/Sgt. M. B. Westmoreland R/W
- \_\_\_\_\_ L/W
- S/Sgt. J. A. Coomer Tail

2. TARGET ATTACKED:

Primary Time: 0956  
 Alternate Height: 23,400  
 Last Resort Heading: 90° M  
 (circle)  
 Duration Bomb Run 110° M

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

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

Own Bombs:

Any Nickels: Yes No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

Other bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

at I.P. 4911-0500°E ~~Best~~ formation was climbing when B-24s flew into formation from our Right. Broke up low squadron.

8. WEATHER: (If it affected mission)

IN - ~~few~~ few ~~clear~~ cirrus on way in holes. almost 10/10  
 9. FLAK: Encountered on way out, at target and on way home.

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

Target few scattered Best seen far away none on this formation

Crew observations about Flak:

SQUADRON ~~#####~~ 423 A/C Number 674 Letter B Date 9-11-44

Bomb Load 8 x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed 1346

	X	X	X	X	40 C
(2)	X	X	X	X	
	X	X	X	X	Low
	X	X		X	

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

CREW: Give rank and initials

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

- 2nd Lt. H. G. Roth Pilot
- 2nd Lt. B. B. Merrill Co-1
- 2nd Lt. W. C. Larson Nav
- F/O R. C. Garberich Bomb
- T/Sgt. R. M. Coleman R/O
- T/Sgt. T. C. Hood Top
- S/Sgt. S. W. Griffith Ball
- S/Sgt. E. L. Finch R/T
- S/Sgt. C. J. Bransteter Tail

2. TARGET ATTACKED:

Primary Time: 0956 1/2  
 Alternate Height: 22500  
 Last Resort Heading: 95  
 (circle)  
 Duration Bomb Run: str.

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

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

Own Bombs:

Other bombing: unobs. Any Nickels: Yes No  
dropped late - doors wouldn't open Number bombs dropped: \_\_\_\_\_  
 Number Bombs returned: \_\_\_\_\_

5. any PHOTOGRAPHS taken: Yes? No? No picture

6. GROUND TARGETS ATTACKED BY CONFIRE AND RESULTS:

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

30 miles south of route out

8. WEATHER: (If it affected mission)

3/8/10 at target

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

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

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

As - Saarbrücken

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 By RUB/BAC MABA Date 1/8/91  
 Myer can track 10-18am

Squadron ~~###~~ 569 ~~###~~ A/C Number 1244 Letter W Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed

X	X	X	X	X	400
X	X	X	X	X	High
X	X	X	X	X	
X	X			X	X

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

*B/N seemed to be looking west  
Navy had which down.*

CREW: Give Rank and Initials

1st Lt. Schneider, G.C. Pil.

1st Lt. Haase, W.J. Co-1

1st Lt. Kester, A.A. Nav.

1st Lt. Carroll, L.E. Bomb

T/Sgt. Scoles, J.C. Radi

T/Sgt. Reese, J.W. Top

S/Sgt. DeBeauchamp, D.G. Ball

S/Sgt. Sneed, P.L. R/W

2nd Lt. Wessler, R.H. R.Nav

S/Sgt. Beach, E. Tail

2. TARGET ATTACHED:

Primary Time: 0955 1/2

Alternate Height: 24500

Last Resort Heading: 076 mag

(circle)  
Duration Bomb Run:

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

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

Own Bombs:

*Couldn't see any results. Dropped on lead*

Other bombing:

*Went in works*

Any Nickels: Yes No  
Number bombs dropped  
Number Bombs returned

*STS got worked*

5. any PHOTOGRAPHS taken: Yes? No

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: *could see river, could see city.*

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

*With other squadrons. Dropped on lead. Were 30 miles off course on return - North and south.*

8. WEATHER: (If it affected mission) - *Pilots occasionally possible - about 6/10th coverage averaged - fog generally around 1000.*

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

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

*No flak at target  
which did see any friendly flak. If any, was in clouds which were at 12000 ft.*

Crew observations about Flak: *Saw 3 or 4 bursts*

*Also some flak (4835-0656) - Not charted - 2-3 in tracking battery. About 6 miles on way home.*

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INTERROGATION FORM

26

SQUADRON ~~369~~ 369 A/C Number 297 Letter N Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed

		X			
	X	X	(A)	X	
X	X		X	X	X
X		X	X	X	
X	X			X	X

40'c"  
74'high

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

CRE.: Give Rank and Initials

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

- 1st.
- 2nd Lt. Doman, W.M. Pilot
- 2nd Lt. Wood, R.H. Co-1
- 2nd Lt. Fitzsimmons, J.J. Nav.
- 2nd Lt. Lanus, W.M. Bomb
- Sgt. Thwaite, J.E. Radi
- T/Sgt. Barron, G.S. Top
- Sgt. Richards, E.P. Ball
- Sgt. Parker, B. R/W
- Sgt. Stojkov, S. Tail

2. TARGET ATTACKED:

Primary Time: 0956  
 Alternate Height: 2450  
 Last Report Heading: 24500  
 (circle)  
 Duration Bomb Run:  
 7 min - 15 sec

- C.G.
- Sgt. Thwaite, J.E. ✓ Radi
- T/Sgt. Barron, G.S. ✓ Top
- Sgt. Richards, E.P. ✓ Ball
- Sgt. Parker, B. ✓ R/W
- Sgt. Stojkov, S. ✓ Tail

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

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

Own Bombs:

Other Bombing:

Any Nickels: Yes No  
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. ANY PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

obs. to left after bombs away -  
Crew observations about Flak:

3 smoke pots -

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 By RLB/JAC MARA Date 1/18/91

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 By RIB/DAC MARS Date 1/18/91

INTERROGATION FORM

27

SQUADRON ~~#####~~ 369 ~~####~~ A/C Number 301 Letter U Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Time Took Off 0629 Time Landed \_\_\_\_\_

Position in Formation

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

*10°C*  
*High*

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

CREW: Give Rank and Initials

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

- Capt. Murphy, J.L. Pilot
- 2nd Lt. Fields, E.P. Co.
- 1st Lt. Ransdell, W.M. Nav
- 2nd Lt. Sanderg, E.A. Bomb
- S/Sgt. Jagnow, L.W.  R/W
- T/Sgt. Cecere, A.R.  Top
- S/Sgt. McCue, W.J.  Ball
- S/Sgt. Bohrer, D.F.  R/W
- T/Sgt. Olmsted, W.F.  L/W
- T/Sgt. Peterson, L.J.  Tail

2. TARGET ATTACHED:

Primary Time: 0956  
 Alternate Height: 24,500  
 Last Resort Heading: 087  
 (circle)  
 Duration Bomb Run: \_\_\_\_\_

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

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

Own Bombs: \_\_\_\_\_ Any Nickels: Yes No  
 Other Bombing: \_\_\_\_\_ Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) Hazy  
8/10 target  
 9. FLAK: Encountered on way out, at target and on way home.

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

Crew observations about Flak:

Swarbuck - Garage dies -

Friendly line flak ahead T.O. -

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 By RLB/BAC MABA Date 1/8/91

INTERROGATION FORM

28

SQUADRON ##### 369 ### A/C Number 896 Letter X Date 9/11/44

Bomb Load 8/1000 H.E. Incend. Position in Formation

Time Took Off 0629 Time Landed 1420

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

400  
High

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

CREW: Give Rank and Initials

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

- 2nd Lt. Birdwell, R.S.  Pilot
- 2nd Lt. Perkins, N.H.  Co-1
- 2nd Lt. Goldberg, S.A.  Nav.
- 2nd Lt. Barulich, A.F.  Bomb
- Sgt. Romierez, J.T.  Radi
- T/Sgt. Fann, J.J.  Top
- S/Sgt. Luthi, P.O.  Ball
- S/Sgt. Montague, R.J.  R/W
- S/Sgt. Parker, T.W.  Tail

2. TARGET ATTACHED:

Primary Time: 0956  
 Alternate Height: 24300  
 Last Resort Heading: 080°M  
 (circle)  
 Duration Bomb Run: 105°

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

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

Own Bombs:

Other Bombing:

Any Nickels: Yes (No)  
 Number bombs dropped         
 Number Bombs returned       

5. Any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 5005  
 BY ALB/BAC NARA Date 1/8/91

INTERROGATION FORM

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 362 Letter K Date 9/11/44

Bomb Load 8/1000 H.L. Incend. Position in Formation

Time Took Off 0629 Time Landed 1420 X

1. HOT NEWS to be phoned in? Yes  No

	X	X	X	X	40 C
X	X	X	X	X	
X	X	X	(X)	X	High
X	X			X	

Details:

CREW: Give Rank and Initials

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

NONE

- 1st Lt. Bennett, C.T.  Pilot
- 2nd Lt. Carle, F.C.  Co-pilot
- 2nd Lt. Walden, J.B.  Nav.
- 1st Lt. Kenny, J.P.  Bomb
- T/Sgt. Lynch, R.L.  Radi
- T/Sgt. Fontenot, M.  Top
- S/Sgt. Schubert, R.F.  Ball
- S/Sgt. Chancellor, R.L.  R/W
- \_\_\_\_\_  L/W
- S/Sgt. Hovey, E.P.  Tail

2. TARGET ATTACKED:

R.F.F. Primary Time: 0956  
 Alternate Height: 24,100  
 Last Resort Heading: 088°  
 (circle)  
 Duration Bomb Run:

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

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

Own Bombs: Bomb strikes observed about 300 feet East of M.P.I.  
 Other Bombing: Any Nickels: Yes  No   
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. any PHOTOGRAPHS taken: Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

As briefed

8. WEATHER: (If it affected mission) 8/10's. Target covered.

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

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

NONE

Crew observations about Flak:

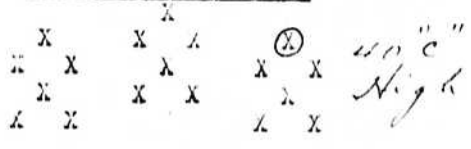
Marker flak very good.

SQUADRON 367 ~~#####~~ A/C Number 515 Letter O Date 9-11-44

Bomb Load 8 x 1000 H.E. #####

Position in Formation

Time Took Off 0629 Time Landed 1425



1. HOT NEWS to be phoned in? Yes  No

Details:

CREW: Give Name and Initials

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

NONE

- 1st Lt. R. L. Cardon  Pilot
- 2nd Lt. D. H. Siedenburt  Co-p
- F/O C. E. Putt  Nav.
- 2nd Lt. D. C. Haagenon  Bomb
- T/Sgt. E. S. Fox  Radio
- T/Sgt. L. A. Glasscock  Top
- S/Sgt. R. E. Crede  Ball
- S/Sgt. O. J. Graham  R/W
- \_\_\_\_\_  L/W
- S/Sgt. V. T. Blucher  Tail

2. TARGET ATTACKED:

P.F.F. Primary Time: 0956  
 Alternate Height: 25,400  
 Last Resort Heading: 84°  
 (circle)  
 Duration Bomb Run:

- T/Sgt. E. S. Fox  Radio
- T/Sgt. L. A. Glasscock  Top
- S/Sgt. R. E. Crede  Ball
- S/Sgt. O. J. Graham  R/W
- \_\_\_\_\_  L/W
- S/Sgt. V. T. Blucher  Tail

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

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

Own Bombs:

NONE

Any Nickels: Yes  No   
 Number bombs dropped \_\_\_\_\_  
 Number Bombs returned \_\_\_\_\_

5. any PHOTOGRAPHS taken: Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

As briefed.

8. WEATHER: (If it affected mission) 8-9/10's. at target.

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

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

NONE

Crew observations about Flak:

8 bursts marker flak observed.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 5005  
 BY RLB/BAC MARA Date 1/8/91



SQUADRON 367 A/C Number 578 Letter D Date 9-11-44

5-ZG 66 NICKELS

Bomb Load 5-T201

Position in Formation

Time Took Off 0629 Time Landed 1405

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

4000 High

1. NOT NEWS to be phoned in? Yes  No

Details:

CREW: Give Rank and Initials

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

2nd Lt. J. C. Conlin Pilot

2nd Lt. K. R. Rowley Co-.

2nd Lt. E. S. Malay Nav.

T/Sgt. W. C. Starbuck Bomb

T/Sgt. D. L. Presti Radi

T/Sgt. E. S. Collins Top

S/Sgt. C. A. Ammar Ball

S/Sgt. L. G. Joslin R/W

L/W

S/Sgt. E. E. Hulme Tail

2. TARGET ATTACHED:

Primary Time: 0955

Alternate Height: 24,600

Last Resort Heading: 90

Duration Bomb Run:

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

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

Own Bombs:

*Opened quick.*

Any Nickels:  Yes  No  
Number bombs dropped \_\_\_\_\_  
Number Bombs returned \_\_\_\_\_

Other bombings: *Saw big flak.*

5. Any PHOTOGRAPHS taken:  Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

*25 - S of course out because of clouds*

8. WEATHER: (If it affected mission) *Eng - no per. on trail.*

9. FLAK: Encountered on way out, at target and on way home. *7/10 - trace*

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, DATE 1/18/01 BY RLB/BAC

5005

INTERROGATION FORM

SQUADRON 367 ~~#####~~ A/C Number 683 Letter Q Date 9-11-44

Bomb Load 8 x 1000 H.E. #####

Position in Formation

Time Took Off 0629 Time Landed 1724

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

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

4910N 0420-0959-13-17

going down under control

CREW: Give Rank and Initials

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

2nd Lt. W. J. Davis  Pilot

2nd Lt. V. F. Daley  Co-r

2nd Lt. F. J. Fortman  Nav.

2nd Lt. P. A. Becker  Bomb

T/Sgt. T. M. Mahoney  Rm.

T/Sgt. P. A. Hammond  Top

S/Sgt. G. E. Fysken  Bail

S/Sgt. J. L. Martinez  R/V

L/V

S/Sgt. D. F. Offord  Tail

2. TARGET ATTACKED:

Primary Time: 0955

Alternate Height: 24400

Last Resort Heading: 76  
(circle)

Duration Bomb Run:

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

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

Own Bombs:

units

Any Nickels: No Yes No

Other Bombing:

Number bombs dropped \_\_\_\_\_

Number Bombs returned \_\_\_\_\_

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

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

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, Date 1/18/91 BY RLB/DAC NARA

5005

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 15005  
 By RLB/BAC NARA Date 1/18/91

INTERROGATION FORM

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 185 Letter J Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1429

		X	X	X	40°C
(X)	X	X	X	X	
X	X	X	X	X	High
X	X	X	X	X	
X	X			X	

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

CRE.: Give Rank and Initials

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

- 1st Lt. Carrazzone, G.M. Pilot
- 2nd Lt. Mattson, H.C. Co-~~ord~~
- 2nd Lt. Bryant, C.W. Nav.
- 2nd Lt. Bodnaruk, J. Bomb
- T/Sgt. Gallagher, P.M. Radio
- T/Sgt. Keith, G.T. Top
- S/Sgt. Holthaus, R.A. ~~Wait~~ ~~Lead~~
- S/Sgt. Fitterman, ~~drwin~~ R/W
- S/Sgt. Evans, W.F. Tail L/W

2. TARGET ATTACKED:

Primary Time: 0905 1/2  
 Alternate Height: 24,200  
 Last Resort Heading: 8 x 0 M  
 (circle)  
 Duration Bomb Run: Straight

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

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

Own Bombs:

Any Nickels: Yes  No   
 Number bombs dropped: \_\_\_\_\_  
 Number Bombs returned: \_\_\_\_\_

Other Bombing:

5. any PHOTOGRAPHS taken: Yes?  No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

*With group*

8. WEATHER: (If it affected mission)

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

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

*Obs. saw bucket*

Grew observations about Flak:

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 196 Letter 0 Date 9/11/44

Bomb Load 8/1000 H.L. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1418

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

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

CREW: Give Name and Initials

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

2nd Lt. Trask, R.E. Pilot

2nd Lt. Morere, H.J. Co-pilot

2nd Lt. Lateano, G.J. Navigator

2nd Lt. Kerr, G.T., Jr. Bombardier

T/Sgt. Belker, J.S. Radio Operator

T/Sgt. Nuessen, C.H. Tail Gunner

S/Sgt. Krone, C.C. Ball Toss

S/Sgt. Wilke, Elmer R. R/W

L/W

S/Sgt. Wilke, Emil R. Tail

2. TARGET ATTACKED:

Primary Time: 0956, Alternate Height: 24,000, Last Resort Heading: 082°K, Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

Any Nickels: Yes (No)

Number bombs dropped

Number Bombs returned

5. any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) - 6/10 - 12,000' - overcast

9. FLAK: Encountered on way out, at target and on way home. at 18,000 ft.

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, By RLB/DAC NARA Date 1/18/91

5005

INTERROGATION FORM

36

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 600 Letter G Date 9/11/44

Bomb Load 8/1000 H.L. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1416

	X	X	X	X	X
(C)	X	X	X	X	X
	X	X	X	X	X
	X	X		X	X

400  
High

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

*nil*

CREW: Give Rank and Initials

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

2nd Lt. Rozett, W.P.	Pilot
2nd Lt. Strode, L.L.	Co-1
2nd Lt. Christenson, J.H.	Nav
2nd Lt. Kramer, M.P.	Bomb
Sgt. Durham, J.E.	R/W
Sgt. Hall, E.C.	Top
Sgt. Shipley, W.A.	Bail
Sgt. Arbeiter, E.C.	R/W
	L/W
Sgt. Sheldon, R.H.	Tail

2. TARGET ATTACKED:

Primary Time: 0956  
Alternate Height: 2400  
Last Resort Heading: 75  
(circle)  
Duration Bomb Run:

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

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

Own Bombs:

Other bombing: *no*

Any Nickels: no Yes No  
Number bombs dropped \_\_\_\_\_  
Number Bombs returned \_\_\_\_\_

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

*nil*

Crew observations about Flak:

*Starbuckers etc*

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

75005

INTERROGATION FORM

30

SQUADRON ~~#####~~ 569 ~~#####~~ A/C Number 619 Letter S Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1420

	X	X	X	X	40 C.
X	X	X	X	X	
X	(X)	X	X	X	High
X	X		X	X	

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

CREW: Give Rank and Initials

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

- 2nd Lt. Denton, W.S.  Pilot
- Lt. Col. Lavier,  Co-1
- 2nd Lt. Israel, H.S.  Nav,
- 2nd Lt. Shaw, W.F.  Bomb
- E/Sgt. Ohm, R.A.  Radi
- S/Sgt. Luciani, E.A.  Top
- S/Sgt. Callahan, J.J.  Ball
- Sgt. Waltersdorff, G.A.  R/W
- Sgt. Angelilli, M.C.  Tail

2. TARGET ATTACHED:

Primary Time:  
Alternate Height: 24,400'  
Last Resort Heading:  
(circle)  
Duration Bomb Run:

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

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

Own Bombs: *no more seen. Dropped on a tree*  
Other Bombing:

Any Nickels: Yes  No   
Number bombs dropped \_\_\_\_\_  
Number Bombs returned \_\_\_\_\_

5. any PHOTOGRAPHS taken: Yes? No?  Yes  No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) *2/10 at target - 8,000' - saw river. Per. low trails.*

9. FLAK: Encountered on way out, at target and on way home. *2-10/10 en route*

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 5005  
 BY RLB/BAC  
 NARA Date 1/18/11

## METZ

## I

The second tactical attack to be considered in this paper is that on the fortifications in the Metz area on the 9 November 1944 in support of General Patton's Third Army. By the time November rolled around in 1944 the invasion had become much more than an invasion. The troops that had landed on the Normandy beach head five months previously had done the work of liberating Europe very well indeed. From the little circle of fire along the coast they had pushed slowly inland to Caen and St. Lo in July. Then in a sudden armored thrust they were out of the circle and moving through France. Patton's armor became a by word for speed in conquest. In one day it made a lightning sweep along the whole of the Brest Peninsula, was back on the main line in another day, cut in a long circle to the south, east, north again, and a few days later stood before Paris. French troops were called up to take Paris, and the Free French leader, De Gaulle, soon walked along the Champs Elysee through screaming crowds, later knelt in prayer in Notre Dame de Paris. Along the west coast of France Sir Bernard O'Connor led the British armor in a sudden sweep north. Montgomery moved up to the line of Belgium and Holland; Omar Bradley rolled up to the Maginot Line and breached it; Patton swung east and knifed his way to the Franco-German border, cleaned up the forts along the way, finally stood before one of the most heavily defended cities along the whole of the East border of France, Metz.

It was generally conceded that Metz would be a tough nut to crack. In all the history of modern war it was the one fortification that stood out as

a perennial thorn. It had never been taken by direct assault in modern history, but Patton moved up to it, and Patton was going to take it. He brought up his armor and infantry, edged in close, settled down to regular shelling of the well built fortifications, finally was in position to attack it, and asked the heavy bombers to open up the attack with a large scale bombing of the Forts.

Patton was always strong on the use of armor. His tank Divisions made new chapters in the history of warfare whenever they took off. Nearly every thrust he made was spearheaded by his best armored Divisions, generally the Third or Fourth, and he was going to use his tanks on the Forts at Metz. His purpose in asking heavy bomber support was not so much to reduce Metz to ruins, but rather "to silence guns in these installations during passage of armored forces seeking to gain favorable positions for the eventual reduction of these fortifications." At St. Lo the big bombers just about obliterated the German positions, but the Forts around Metz were only to be silenced temporarily not destroyed. They were built to stand a lot of punishment.

The operation was originally scheduled for the 5 November 1944, but deterioration of weather made visual attack impossible. For the next three days attempts were made to run the mission, but weather held the bombers off, and there seemed no probability of the weather clearing in the next few days. So on the 8 November clearance was received from the Ground Forces to attack the fortifications by use of the precise Gee-H and Micro-H methods.

The weather forecast for the 9th indicated a 4-7/10 small cumulus and swelling cumulus, base 1000-2000 feet, tops 8000-12000 feet, with large breaks; nil-3/10 altocumulus from 12000-14000 feet; and nil high cloud for the Metz-

1 Tactical Mission Report for 9 November 44, Hq 8AF, 17 Ap 45, p. 1, Par 2-B.

2 Tactical Mission Report for 9 Nov 44, p. 1, Par 2-B.



Thionville area where the ground-air operation was scheduled to take place.

Downward visibility was expected to be unlimited.<sup>1</sup>

With the weather forecast indicating the possibility of visual bombing and the contingency of overcast conditions provided for, decision was made to proceed with the mission on the ninth. Targets were to be in the Metz-Thionville areas, those in Metz being the principal targets to be hit. As Third Division was not very experienced in the use of Micro-H, the planes of this Division were given the targets at Thionville to hit, bombing only by visual means.<sup>2</sup>

To reduce the power of the forts in these areas, a force of thirteen hundred bombers was considered necessary, so the following disposition of forces was made:<sup>3</sup>

Force I - 12 Combat Wings of 3rd Bomb Division  
(Tactical Unit - Combat Wing of 36 B-17's)

Thionville Fort No. 4.....6 Combat Wings  
Thionville Fort No. 5.....6 Combat Wings

Force II - 12 Combat Wings of 1st Bomb Division  
(Tactical Unit - Combat Wing of 36 B-17's)

Metz Fort No. 5.....4 Combat Wings  
Metz Fort No. 5 (Special MPI)....4 Combat Wings  
Metz Fort No. 16.....4 Combat Wings

Force III - 5 Combat Wings of 2nd Bomb Division (39 Squadrons)  
(Tactical Unit - Combat Wing of six or nine Squadrons of 10 B-24's)

Metz Fort No. 23.....1 Combat Wing (90 aircraft)  
Metz Fort No. 27.....2 Combat Wings (120 aircraft)  
Metz Fort No. 17.....1 Combat Wing (90 aircraft)  
Metz Fort No. 18.....1 Combat Wing (90 aircraft)

As previously mentioned, the Third Bomb Division was to hit its targets only if the bombing was visual, so to guarantee that the effort would not be wasted, Third Division was given the marshalling yard at Saarbrucken as a secondary

Footnotes on page 26.

objective which could be bombed with H2X pathfinder technique.

Since the bombing at St. Lo a lot of work had gone into improvising methods of bombing close to troops and doing it safely. This mission showed the initial use of warning lines defined by SCS 51 localizer transmitters and friendly anti-aircraft bursts. Two warning lines were prepared, one for the Metz targets, to be used by both forces attacking in that area, Second and First Divisions, and one for the Thionville objectives. These warning lines were situated approximately parallel to the forward positions on a north-south axis, and generally perpendicular to the line of approach of the bombers. The SCS 51 localizer transmitters, operating on different frequencies, were set up to give yellow indications on the approach to the warning line, and blue indications after crossing the line. The lines of anti-aircraft bursts, black in color, were to extend for one mile on either side of both of the localizer transmitters at spacings of five hundred yards. Firing was to begin ten minutes before the arrival of the bombers and was to continue till ten minutes after the bombing <sup>4</sup>ended.

A further step in the direction of complete safety was the measure taken to prevent groups from dropping on a leader who was jettisoning his bombs because of flak damage to the plane. At the bombing of Caen previously there had been one case of accidental release by the leader, and the rest of the planes of the formation had bombed with him. So, instructions were issued to the effect

- 1 Tactical Mission Report for 9 Nov 44, p. 1, Par 2-A.
- 2 Tactical Mission Report for 9 Nov 44, p. 1, Par 2-B.
- 3 Tactical Mission Report for 9 Nov 44, p. 1 & 2, Par 2-C.
- 4 Tactical Mission Report for 9 Nov 44, p. 2, Par 2-E.

that the leader of each box of bombers was to signal by a designated flare that he had passed over and identified either the SCS 51 beam or the line of anti-aircraft fire or both. Each aircraft, upon seeing the leader's flare, was to acknowledge by firing a similar flare. The receipt and acknowledgement of this flare signal was a prerequisite for aircraft of the unit to drop on the leader. In the event that the flare signal was not given or received in any unit, the aircraft were not bound to drop on the leader and were not to release unless positive that the warning line had been passed and that bombs would fall in enemy territory.<sup>1</sup>

## II

The order for the mission came to the Divisions of Eighth Air Force on Field Order No. 1299, was relayed to the Groups of the First Division by First Division Field Order No. 551. By the Field Order the primary targets were the forts around the Metz area, with the same targets as secondaries if to be attacked by Gee-H or Micro-H.<sup>2</sup> The units dispatched from the First Division flew in the following order:<sup>3</sup>

Lead.....	41st A Gp...	384th
Second.....	41st B Gp...	303rd
Third.....	41st C Gp...	379th
Fourth.....	94th A Gp...	401st
Fifth.....	94th B Gp...	457th
Sixth.....	94th C Gp...	351st
Seventh.....	40th A Gp...	305th
Eighth.....	40th B Gp...	92nd
Ninth.....	40th C Gp...	306th
Tenth.....	1st A Gp...	381st
Eleventh.....	1st B Gp...	398th
Twelfth.....	1st C Gp...	91st

In the formations the PFF aircraft were dispersed as follows. Two Gee-H aircraft

<sup>1</sup> Tactical Mission Report for 9 Nov 44, p. 2, Par 2-F.

<sup>2</sup> Field order No. 551, Hq 1st Bomb Division, Par 2.

<sup>3</sup> Field Order No. 551, Par 3.

led the 41st "A", "B" and "C" Combat Wings and the 94th "A" Combat Wing, while one Gee-H aircraft led all other groups. One H2X aircraft flew with the 41st "A", "B" and "C" Combat Wings and the 94th "A" Combat Wing, while two H2X aircraft flew with all other groups.

A special screening force was dispatched in front of the mission to drop chaff in the target area, in addition to the regular chaff dropped by all planes on the mission. Base reference altitude was given as 23,000 feet. Division assembly line was on the line from Newmarket to Oxfordness to Dover. <sup>1</sup> Zero hour was given as 0900 hours 9 Nov 44. All aircraft were to be loaded with eight 1000-pound semi-armor piercing bombs. <sup>2</sup>

In the Division Field Order, as planned, the special bombing instructions were relayed to the groups in very clear language. "There will be a line of black bursts at 17,000 feet two miles behind friendly lines at 500 yard intervals every 30 seconds, fired by friendly troops one mile on each side of the respective SCS 51 stations. These bursts start 10 minutes before the first bomber arrives and continue till 10 minutes after the last bomber departs the target.

B. It will be the responsibility of the leader of each box to signal by a designated flare that he has passed over and identified both the flak safety line and the SCS 51 radio indicator marker. Each A/C upon seeing the leaders flare will acknowledge by firing the designated flare. The receiving and the acknowledgement of the above flare is prerequisite for crews of the box to drop

1 Field Order No. 551, Par 3-D.

2 In the bombing at St. Lo, it will be recalled, two hundred and fifty pound fragmentation bombs were used extensively against the open defense positions that were attacked. Here, where the Germans were fortified in strong pill-boxes, the heavier 1000-pound bombs were used.

on the leader. In the event the flare signal is not given or received in any one box of the crews are not bound to drop on the leader and will not release bombs unless they definitely have identified that they have passed over the safety line and are over enemy territory.

C. Bomb bay doors will be opened at 0500E to prevent possible strays from falling on friendly troop concentrations if primary or secondary, repeat if primary or secondary are to be attacked.

D. Our troops will be 4 miles west of our westernmost target on a line running north to south. Crews will be briefed on this and real emphasis placed upon the absolute necessity for accurate bombing.<sup>1</sup>

In the second annex to the field order it was directed that "1st CEW will dispatch one a/c to arrive 20 minutes ahead of the lead CEW over the SCS 51 station to check the transmission of the station and report the function of the beacon to the Division leader (Cowboy Able Leader) on VHF. The P-47's giving area support will be alerted to support this a/c."<sup>2</sup>

### III

The majority of the Groups of the First Division assembled in order, with some difficulty due to weather and darkness. In this Division a total of four hundred and fifty eight aircraft were scheduled to fly, of which three failed to take off, ten returned early, four hundred and nineteen bombed, and ten dropped chaff and all returned. In the actual assembly the group that had the most difficulty was the 305th Group where the high squadron made numerous attempts to rendezvous with the lead and low squadrons, but failed, and flew the entire route in the bomber stream<sup>3</sup> but not in its proper place in the

<sup>1</sup> Annex No.1 to Field Order No. 551, Par 3-(3).

<sup>2</sup> Annex No.2 to Field Order No. 551, Par-Special Instructions (8).

<sup>3</sup> See page 30.

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formation. This particular High Squadron assembled on the Podington buncher. Group assembly was not possible, due to weather. So, on leaving the buncher as attempt was made to intercept the remainder of the Group at Aylesbury, but the attempt was unsuccessful. The Squadron then flew to Oxfordness, where a 360 degree turn to the left was made. Again failing to rendezvous, the squadron proceeded directly to the PFF IP. The target was overshoot on the first run, as the Mickey equipment was not giving proper returns, and on the second run bombs were dropped on skymarkers of the preceding group. Photographs verified that the bombs hit four miles northeast of the assigned target. The withdrawal route was twenty-five miles north of course to avoid flak defenses. The briefed route was then intercepted at 0300E and flown to base.  
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The flight to the target was essentially as briefed. All groups came up on their targets which were overcast, and bombed by use of Gee-H with the following exceptions. The 351st Bomb Group did not attack the secondary due to failure of the Gee-H equipment and the group proceeded to the last resort target to bomb by H2X. An accidental release by the lead aircraft caused the lead and low squadrons to drop their bombs before reaching the target. The high squadron, making its own run, made a combination visual and H2X sighting

3 By the term Bomber Stream is meant that portion of the atmosphere through which the bombers would fly in their attack on a particular mission. It would be comparable to a corridor of air about two miles wide and two miles high, through which the bombers would fly on their route that day.

1 A-3 Mission Report for 9 Nov 44, Target Metz Area, 8AFFO #1299, 1st BDFO # 551, Hq, 1st Bomb Division; 1st Division Narrative Section, p. 1, 40th Combat Wing Narrative Section, p. 1.

2 A-3 Mission Report for 9 Nov 44, 40th Bomb Wing Annex, p. 1.

<sup>1</sup>  
with unobserved results. In the 305th Group the Gee-H aircraft assigned failed to take off, so the lead and low squadrons attacked the last resort target using H2X methods. The high squadron dropped on the skymarkers of the preceding group since their Mickey equipment was not giving proper returns.<sup>2</sup>

Bombing was done by use of Gee-H methods, with results generally unobserved through a 6-10/10 cloud cover. However, the following concentrations could be seen. The targets were Forts No. 5 and No. 16.

1. 379th Lead hit approximately six miles south of target #5.
2. 379th Low hit approximately six miles south of target #5.
3. 379th High hit approximately one mile east of target #5.
  
4. 306th Lead hit approximately a mile southeast of target #16.
5. 306th Low hit approximately one mile southeast of target #16.
6. 306th High could not be plotted, with photos of bombs in flight only.
  
7. 398th Lead hit approximately four hundred yards east-southeast of #16.
8. 398th Low hit approximately one thousand yards south-southeast of #16.
9. 398th High could not be plotted, with photos of bombs in flight only.
  
10. 384th Low hit approximately four miles southeast of target #5.
11. 384th High hit approximately five miles southeast of target #5.
  
12. 92nd Low hit approximately four hundred yards east of target #5.
13. 92nd High hit approximately three-quarters of a mile southeast of #5.
  
14. 381st Lead hit approximately one mile northeast of target #16.
15. 381st Low hit approximately two miles northeast of target #16.
  
16. 401st Low hit approximately one mile northeast of target #16.
  
17. 91st High hit approximately six miles southeast of target #16.
  
18. 303rd Low could not be plotted, with bomb photos of bombs dropping. 3
19. 303rd High could not be plotted as the photos of bombs in flight only.

It can be very plainly seen that the bombing results on the mission were

1 A-3 Mission Report for 9 Nov 44, 94th CEW Annex, p. 6.

2 A-3 Mission Report for 9 Nov 44, 40th CEW Annex, p. 1.

3 A-3 Mission Report for 9 Nov 44, 1st Division Narrative, Annex I,

Bombing Tactics and Results.

far from spectacular. Very few of the groups came near the targets at all, and the bombing on nearly every target was rated as poor. There was only one incident of bombing friendly units, when a unit of Second Division accidentally dropped its bombs behind the friendly lines approximately ten miles west of Metz, but no casualties were reported. Had there been strict observance of the briefed procedure for validating the leader's release, this would not have occurred.<sup>1</sup> The incident illustrated clearly the necessity of an interchange of signals on an operation of this type, so that the aircraft of a given unit may be assured that the leader is bombing the target and not jettisoning due to battle damage, mechanical failure, or any other factor which might result in premature release.

Enemy opposition to the mission was very slight. No enemy aircraft were encountered by any of the bombers in the whole of the Eighth Air Force. Supporting fighters reported observing a ME-109 and a ME-163 which were too distant to engage. Information based on wireless intercept indicated that a small number of aircraft, probably from the German tactical units, were airborne during the course of the attack. At 1001 hours some of these fighters gave their position as fifteen miles southeast of Trier and were informed a few minutes later of the presence of unescorted bombers in the Verdun area. At 1024 hours the enemy aircraft reported that the bombers were escorted and they were thereupon recalled. Our fighters gave very fine support to the bombers.<sup>2</sup> Meagre inaccurate fire was reported by some of the groups, though many of the units reported no fire at all. No bombers of the First Division were lost on

1 Tactical Mission Report, p. 8, Par 5-B.

2 Tactical Mission Report, p. 7, Par F-1.



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on the mission.

Previously it has been noted that the bombing results on this mission were poor, but, strangely enough, the bombing had a very surprising effect on the German troops in the area, and the bombardment did pay off. During the attack only sporadic fire developed from the forts as the ground forces passed within range of their guns, and it is believed that the disruption of enemy communications and the adverse effect on the troop morale largely offset the lack of significant damage to the objectives of the specific attack. In the area attacked by the Eighth Air Force were many targets hit by the Ninth Air Force and our own Artillery fire. From the combination of these there came a great deal of confusion in the enemy's ranks, and the United States 5th Infantry Division realized that a quick exploitation of the confusion would prevent the enemy from organizing effective defenses. Many units of the enemy were removed from the area with the intention of relieving them with fresh units, but the communications were so disrupted and there was present so great an amount of confusion that our infantry was able to move into many of the defensive positions before relief could be brought up. The Fifth Division further stated that not only did the bombing have a very adverse effect on the morale of the enemy troops, but that it afforded an excellent morale stimulant for our own front line troops in the assault.<sup>2</sup> In so far as it disrupted the communications, caused confusion, and lowered morale in the ranks of the enemy, and stimulated the morale of our own troops, thereby contributing to the successful frontal assault of Patton's army on the Metz fortifications, the attack may be said to have been a great success, though the bombing of the precise targets was poor. Possibly the troops were so glad that none of the units of our Army was hit that the bombing paid off better than the very devastating bombing at St. Lo.

1 Tactical Mission Report, p. 7, Par F-2.

2 Tactical Mission Report, p. 8, Par 5-C.