

Groups--92, 93, 97, 301, 306

108 planes

Steel and engineering works of the Cie. de Fives-Lille

306th 24 took off, 19 bombed Lille, 159x500
three aborted
two bombed Courtrai, 20x500

Take off between 0732-0814

Rendezvous Felixstowe, to five east Dunkirk.

Over target 0930-0948

Target clearly visible in slightly hazy weather.

Over 50 encounters with e/a.

1 B-17 down five miles south of Lille, 0945.

Fighter claims:

#4470, top turret gunner-burst into flames

#4465, top turret-burst into flames

#4508, radio operator, pilot bailed out

Three e/a damaged

In target area, #4511, e/a observed to crash
three probables by other planes.

Between Lille and Calais, on way home, #4508, burst into
flames, one probable, one destroyed, two damaged.

Most of bomb damage on Fives-Lille plant.

9 Oct--had 32 planes on hand.

23 Nov--had 24 planes on hand.

4.4% dispatched, lost

5.6% dispatched, badly damaged.

SPH/1HU NR THU12
PASS TO
TO: A-2 1ST BOMB WING
FROM: S-2 305 BOMB. GROUP (H)

SECRET NOT UT 0919

ORIGINATORS NO. 10-3-D OCTOBER 1942

RAID REPORT

809814

(367
(368
1. SQDN (369 GROUP 306TH WING 1ST
(423

2. NO. A/C TOOK OFF 24 TIME OF TAKE-OFF - 23 7:32 - 7:55
TIME LANDED 1000-1115 HRS

3. NO. ATTACKED PRIMARY	19	TARGET	TIME	HEIGHT
		LOCOMOTIVE WORKS - LILLE	(9:38	(21,000
			(9:46	(23,000
4. NO. ATTACKED ALTERNATIVE 1	AIRDROME A -			
	COURTRAI		9:59	22,7000
5. NO. ATTACKED L.R.	0			
6. NO. ABORTIVE	2	NOT YET RETURNED	(A)	

(A) LT. STEWART'S PLANE (367TH SQDN) IS REPORTED TO HAVE LANDED AT HANSTON. NO CLEAR REPORT OF THE REASON FOR THIS HAS BEEN FORTHCOMING.

CAPTAIN OLESON, 367TH SQDN, WAS SEEN TO HAVE LAGGED BEHIND JUST BEFORE THE RUN-UP ON THE TARGET AND WAS ATTACKED BY SEVERAL ENEMY AIRCRAFT AT A HEIGHT ESTIMATED TO BE ABOVE 20,000 FEET. ONE WITNESS SAW SMOKE AND FLAMES COMING FROM OLESON'S SHIP AS IT SPUN DOWN TOWARD THE GROUND. (SOME VERBAL REPORTS STATE THAT SEVERAL PARACHUTES WERE SEEN AFTER OLESON'S PLANE FELL)

7. IDENTIFICATION OF TARGET. TARGET WAS CLEARLY VISIBLE DUE TO FINE WEATHER AND HUGE SIZE OF TARGET (1 1/4 X 1/4 MILES).

8. NONE.

9. OBSERVED RESULTS OF BOMBING.

- (A)
- (1) DIRECT HITS SEEN ON B TARGET WHICH WAS SEVERELY DAMAGED AND LEFT IN FLAMES.
 - (2) LARGEST PART OF TARGET A, THE STEEL PLANT, IS REPORTED TO BE HEAVILY HIT AND IN FLAMES.
 - (3) RAILROAD TRACKS WERE REPORTED HIT.
 - (4) SECOND LARGEST PART OF TARGET A, A LARGE FACTORY, RECEIVED DIRECT HITS AND WAS BURNING.

(B) HEADING (MAG) OF RUN-UP AND RELEASE VARIED GREATLY FOR

INDIVIDUAL SHIPS AND SQUADRONS, DUE TO GREAT WIND VELOCITY AND FIGHTER OPPOSITION:

- 4 PLANES AT 30 DEGS - 40 DEGS
 - 3 PLANES AT 200 DEGS - 280 DEGS
 - 1 PLANE AT 305 DEGS
 - 1 PLANE AT 5 DEGS
- VARIOUS OTHERS INDEFINITE

(C) NUMBER, SIZE, TYPE, FUSING OF BOMBS:

160 X 500 G.P. AY 01 SEC. ON PRIMARY
28 X 250 INCEND. ON PRIMARY

160 X 500 G.P. AY. 01 SEC. ON PRIMARY
28 X 250 INCEND. ON PRIMARY
10 X 500 G.O. AT 01 SEC. ON SECONDARY
10 X 500 G.P. JETTISONED

10. RENDEZVOUS (PLACE, TIME AND HEIGHT)

AS ORDERED.

11. ROUTE

DIRECTED ROUTE WAS FOLLOWED ACCURATELY UNTIL AFTER REACHING TARGET: DUE TO FIGHTER ATTACKS AND SEVERE WINDS AND FLAK, PLANES WERE ABOUT 25 MILES WEST OF COURSE, PASSING CLOSE TO CALAIS ON THEIR WAY TO THE UK COAST.

12. WEATHER

CLEAR OVER RENDEZVOUS

CLEAR OVER TARGET

2/10 TO 6/10TH CLOUD OVER ENGLAND AND THE CHANNEL

13. FLAK

MODERATE OVER TARGET; INTENSE OVER COAST OF FRANCE, PARTICULARLY AROUND CALAIS; ACCURATE AS TO ALTITUDE BUT LESS ACCURATE AS TO LOCATION.

14. ENCOUNTERS

✓ PLANE NO. 4489 ONE E/A BELIEVED DAMAGED; PLANE ATTACKED BY FW 190'S 2 HEAD ON, 8 FROM REAR. ATTACKES CONTINUED ALL THE WAY ACROSS ENEMY TERRITORY.

✓ PLANE NO. 4471 ONE E/A PROBABLE; LAST SEEN DESCENDING EMITTING SMOKE; NUMEROUS E/A ATTACKS ON WITHDRAWAL FROM TARGET AREA.

✓ PLANE NO. 4469 ONE CERTAIN. AT 1000 HRS., AN FW 190 MADE

MADE REAR ATTACK AT 23,000 FT. UPON RECEIVING OUR FIRE, WAS SEEN SPINNING DOWNWARD IN SMOKE AND FLAME.

✓ PLANE NO. 4502 ONE PROBABLE. AT 1030 HRS., AFTER BOMBING

TARGET, PLANE WAS ATTACKED BY FW 190'S AND ME109'S. ONE ENEMY ROLLED OVER AND DESCENDED SMOKING. LT. REBER IN ANOTHER PLANE CONFIRMS.

✓ PLANE NO. 4508 ONE CERTAIN. AT 1000 HRS., BETWEEN LILLE

AND CALAIS WAS SEEN TO BE HIT, AND WENT DOWN SMOKING. FINALLY BURSTING INTO FLAMES.

✓ PLANE NO. 4476 ONE CERTAIN. "SHOT DOWN ONE FW 190 (BY T/SGT

NESBITT) AFTER LEAVING TARGET." CORROBORATED BY NO. 4460

✓ PLANE NO. 4460 TWO CERTAIN, ONE PROBABLE. AT 600 YDS

AWAY AN FW 190 BURST INTO FLAME AND FELL OUT OF CONTROL. AN FW

FW 190 WAS MAKING A NOSE ATTACK; WHEN WITHIN 200 YARDS IT WAS HIT AND DROPPED IN A STRAIGHT NOSE DIVE. ANOTHER FW 190 WENT INTO A SPIN, SMOKING, BUT MAY HAVE PULLED OUT.

✓ PLANE NO. 4514 ONE PROBABLE. UPPER TURRET GUNNER FIRED

INTO E/A WHICH ROLLED OVER AND WENT DOWN IN SMOKE.

✓ PLANE NO. 4595 EXX TWO CERTAIN

(A) SGT. WYNN HIT AN FW 190 JUST BEFORE BOMB-RUN AND SAW IT FALL IN FLAMES. CONFIRMED BY SGT. CARNER AND SGT. HESS.

(B) SGT. RODER HIT AN FW 190 WHICH CAUGHT FIRE. SGT. WYNN CONFIRMS.

✓ PLANE NO. 4511 TWO CERTAINS; TWO PROBABLE.

(A) AT 9:50, ONE EX FW 190 WAS HIT BY H/GUN FIRE BY NAVIGATOR; WENT DOWN IN FLAMES (CONFIRMED - LT. KENNEY.)

(B) AT 9:51, ONE FW 190 WAS HIT AND WAS OBSERVED TO CRASH IN FLAMES. (CONFIRMED BY LT. KENNEY)

(C) TWO FW 190'S COMING IN ON TAIL OF SHIP, BELIEVED HIT

AS BOTH ROLLED OVER AND WENT DOWN.

15. OBSERVATIONS

✓ 1 D-17-B LOST. SEEN SHOT DOWN OVER TARGET AT 1000 HRS.

809814

GPH. THU NR THU 10/10 IMMEDIATE NOT WT SECRET

PASS TO SELF

TO A-2 1ST BOMB WING
FROM S-2 306 BOMB GROUP (CH)
THU 103 OD OCTOBER 10 1942

RAID REPORT.

SUPPLEMENTAL TO RAID REPORT OF OCT 9, 1942.

1. AIRCRAFT NO 4486-B17F-367TH SQDN-306TH- GROUP- 1ST WING
2. ~~TA~~ TOOK OFF: ABOUT 7:40 OCT 9, 1942.
LANDED AT MANSTON AROUND 10/40 OCT 9
3. _____
4. ATTACHED ALTERNATE TARGET: AERDROME A- COURTRAI AT 9/54 .
5. _____
6. PLANES AHEAD IN THIS FORMATION HAD BOMB BAYS CLOSED.
7. IDENTIFICATION OF TARGET- CLEARLY VISABLE.
8. NO CAMERA.
9. BOMBING RESULTS- NOT OBSERVED- BOMBS DROPPED IN TRAIN
10. RENDEZVOUS.
AS ORDERED. BALL TURRET GUNNER SAW 3 SQUADRONS OF SPITFIRES
(HE BELIEVES) BELOW OUR FORATION.
11. ROUTE:
AS ORDRED TO PRIMARY TARGET, THENCE TO SECONDRXXXX
SECONDARY, THENCE OVER CALAIS TO MANSTON.
12. WEATHER ,
ENGLAND 7/10 CLOUD; CHANNEL- CLEAR BUT HAZY.
FRANCE AND OVER TARGET CLEAR. SOME SCATTERED CLOUDS.
13. FLAK- TARGET- MILD, SOME TO RIGHT; SOME DOWN TO LEFT; EN ROUTE
- SAW SMOKE TO THE SOUTH NEAR DUNKIRK. AFTER PASSING SECOND
TARGET WAS PASSED , SAW RED FLAK WHICH WAS EXACT ON ELEVATION.
POOR ON DIRECTION. . TIME 9/55.
14. NUMEROUS ENCOUNTERS WITH ENEMY AIRCRAFT: 2 HEDXXXX HEAD-ON
ATTACKS WITHOUT RESULT, 4 AT-TAIL WITHOUT RESULT. 3 FW-190'S
DIVED BELOW PLANE AND ATTACKED UPWARD, HITTING BALL TURRET
THICE WITHOUT PIERCING IT. 1 FW WAS HIT BY S/SGT RAYMOND C.
SCHMOYER, BALL TURRET UNNER AND WAS SEEN GOING DOWN IN SMONXXXX
SHOKE. CORROBORATION BY TAIL GUNNER. CLAIMED AS 1 PROBABLY
DESTROYED.
15. OVERS P
XXXXXXXXXXXXXXXXXX
15. OVSERVATIONS. FIRES SEEN ON PRIMARY TARGET. SAW CONVOY ABOUT
10 MILES LONG AT 9:15 DOWN NEAR LONDON.
PRIMARY LOOKED AS EXPECTED. ALTERNATE TARGET CAMOUFLAGED
SOMEWHAT BUT EASILY RECOGNIZED FROM DESCRIPTION.
WAISE GUNNER SAW B-17 GO DOWN, 2 MOTORS ON FIRE AT 0:36
YXXX 9:36 SAW FIVE FW-190' SHOOT HIM OUT OF FORMATION.
TWO PARACHUTES WERE SEEN TO OPEN FROM THIS PLANE.
LT. DICKEY SAW B-17 LAG BACK IN TROUBLE WHEN MAKING FIRST
TURN OVER TARGET. WAIST GUNNER SAW NO 4 MOTOR ON FIRE.
NAME ON PLANE RECOGNIZED AS OLESON'S

16. NO WOUNDS OR CASUALTIES.

17. NO2 ENGINE WAS OUT OF GAS ON RETURN TRIP AND SOON BOTH OUTBOARD MOTORS WRECKED THEIR BEARINGS TRYING TO KEEP WIXXXX UP WITH THE FORMATION. BEGAN TO LOSE ALTITUDE. WHEN DOWN TO 1500 FT OVER CHANNEL, LIEUT. STEVRXXX STEVART, PILOT, WAS ABOUT TO PUT PLANE DOWN IN THE WATER AS THE RADIO WAS OUT. JUST THEN, AT 10:20 A SPITFIRE CAME UP AND LED THE PLANE FROM MID CHANNEL TOWARD LAND. COMING TO HILLS, THE SPITFIRE WAGGLED WINGS AND LET DOWN WHEELS TO INDICATE A LANDING. COMING OVER HILL, LIEUT STEWART SAW AERODROME AND WAS ABLE TO LAND SAFELY. ENTIRE CREW FEEL THAT THEY OW LIVES TO FLIGHT LIEUTENANT A. J. ANDREWS, R.A.F. 91ST SQUADRON AT HAWKINGE, AS ONE OF THE LIFE-RAFTS WAS GONE AND PLANE HAD NO RADIO WORKING. FLIGHT LIEUTENANT ANDREWS CERTAINLY CAN BE CREDITED WITH SAVING THE B17F WHICH ONLY NEEDS TWO NEW MOTORS TO BE IN FIGHTING TRIM AGAIN. LIEUTENANT CREAMER SAW 1 FW190 GO DOWN AND HIT THE WATER JUST WSKXXX NORTH OF CALAIS AT 10:16 MUST HAVE BEEN SHOT DOWN BY THE FORMATION AHEAD WHICH WAS TOO FAR OFF TO DISTINGUISH TYPE.

WATTS S HUMPHREY MAJOR. A.C.
S-2 306TH BOMB GROUP (H).

SUPPLEMENTAL RAID REPORT TO REPORT OF 9-10-42.

=====

ONE FW190 CLAIMED AS CERTAIN SHOT BY TURRET GUNNER STEMKOSKI OF 366TH SQUADRON PLANE NO4465 PILOTED BY LIEUT. SEELOS FW WENT DOWN IN PLANES. CORROBORATED BY CO-PILOT LIEUT J. R. KING AND BY LIEUT LEVY AND SGT KESSLER IN ANOTHER PLANE. THREE MORE PROBABLES ARE CLAIMED AS RESULT OF FURTHER INTERROGATION. TO XXXX TODAY. DETAILS WILL FOLLOW TOMORROW.

WATTS S. HUMPHREY
MAJOR A.C. S-W XXXXX S-2 306TH BOMB GROUP (H)

----- 1845

HOLD

4. 1ST WORD READS ATTACKED NOT AS SENT.
XCC 11. WA AS. READS ORDERED.
14 WA BALL TURRET READS GUNNER.

CC SUPPLEMENTAL RAID REPORT CC WA FW WEN DXXX WENT DOWN READS IN FLAMES NOT AS SENT.

15. WB GUNNER READS WAISTNOT AS SENT

TOD 1945 GHS VA+

THU

THU R 200A/10 ES VA

SIGNALS OFFICE

3A

11 OCT 1942

R. A. F.
THURPLEICH

80984
B
Gee

cut 10
Prob 12
Exam 1

VT YMBD
VT GPH FKK
JPH THU NR THU14/11 111945A SECRET

PASS TO
TO A-2 1ST BOMB WING
FROM: S-2 306 BOMB GROUP (HQ)

THU 0-114-D.
RAID REPORT.

SUPPLEMENTAL TO RAID REPORT OF OCT. 9TH 1942.

14. SGT. A.T. HARRIS, TOP TURRET GUNNER OF PLANE 4470, 369TH SQUADRON PILOTED BY LT. CRANMER, CLAIMED ONE FW 190 DESTROYED. AT 0946, FIVE MINUTES AFTER LEAVING THE TARGET, ONE OF THREE FW 190S, SEEN ON STARBOARD SIDE, PEELED OFF AT 900 YDS. FOR ATTACK. AT 600 YDS. HARRIS OPENED FIRE AND SAW TRACERS HIT AFT OF E/A'S NOSE CAUSING COCKPIT TO BURST INTO FLAMES AND SHIP GO INTO DIVE. SUBSTANTIATED BY WAIST GUNNER, SGT. H.N. MEYERS, WHO OBSERVED THE FW 190 TO STARBOARD. UNABLE TO FIRE AT IT HE WATCHED IT FALL IN FLAMES DIRECTLY BELOW HIM.

TEN MINUTES AWAY FROM TARGET S/SGT. C.V. WILSON BALL TURRET GUNNER OF PLANE 4508, 423RD SQUADRON SAW FW 190 SMOKING. CO-PILOT LT. WARREN GEORGE NOTED SMOKING PLANE IN SPIN, PROBABLY DESTROYED.

S/SGT. R.I. HENN, WAIST GUNNER SPIED ONE FW 190 NEAR COAST ON RETURN AT 17,000 FEET, MAKING NOSE ATTACK FROM HIGHER ALTITUDE AT "TEN O'CLOCK" DIRECTION. BOTH SGT. HENN AND LT. POLLOCK FIRED AT 80 YDS. E/A STARTED SMOKING, DOVE PAST WING OF B17 ALMOST ENVELOPED IN SMOKE. PROBABLY DESTROYED.

ONE FW 190 WAS REPORTED PROBABLY DESTROYED BY SGT. BEZAK, TOP TURRET GUNNER. AFTER PLANE TURNED OFF TARGET AT 09 49 HE SAW E/A MAKE FRONTAL ATTACK IN 45° DIVE AT 1:30 O'CLOCK DIRECTION. BEZAK OPENED FIRE AT 800 YDS. AND CONTINUED UNTIL FW 190 PASSED OVERHEAD SMOKING. CORROBORATED BY LT. SALADA WHO WATCHED ENEMY PASS OVERHEAD TRAILING MUCH SMOKE.

LT. KELLEY, ACTING WAIST GUNNER, SAW FW 190 COMING IN AT 4:00 O'CLOCK DIRECTION SLIGHTLY ABOVE. AT 600 YDS. KELLY FIRED. ENEMY CAME IN TO 100 YARDS THEN PEELED OFF SMOKING. CORROBORATED BY S/SGT. C.H. COUNTS, TAIL GUNNER, WHO REGRETFULLY WATCHED ACTION OUT OF HIS GUN RANGE. ACTION TOOK PLACE AT 1005, TEN MILES N.E. OF TARGET. FW 190 PROBABLY DESTROYED.

S/SGT. C.H. COUNTS OBSERVED FW 190 ATTACK FROM ABOVE. E/A DOVE TO OUR LEVEL, CAME IN TO 100 YARDS, BANKED LEFT AS SMOKE POURED OUT. SGT. D. GOLDBERG, RADIO OPERATOR, WHO FIRED AT FW 190 SAW NOSE DROP AS PLANE WENT DOWN IN SMOKE. PROBABLY DESTROYED. 10 SECONDS AFTER PLANE PASSED SGT. COUNTS SAW PARACHUTE OPEN

-----HUMPHREY

HOLD

VNR VA++

PHD R 2035 N.P. VA+7

15. OBSERVATIONS

- 1 B-17-F LOST. SEEN SHOT DOWN OVER TARGET AT 1000 HRS. AND 23,000 FEET.
- 1 B-17-F LOST. SHOT DOWN IN SMOKE AND FLAMES JUST BEFORE RUIF UP ON TARGET. (MAY BE SAME AS ABOVE.)
- 1 B-24 LOST SEEN BY NO.4509 AND NO.4460 GOING OVER TARGET FROM FLAK.
- 7 PARACHUTISTS, GOING DOWN TOGETHER, AT 1000 HRS., 10 MILES N.E. OF TARGET, 21000 ALTITUDE.
- 3 PARACHUTISTS, SEEN AT TARGET. (NO4465)
- 8 PARACHUTISTS, SEEN AT 9:45. (NO4466)
- 5 PARACHUTISTS, SEEN FROM FRIENDLY A/C JUST WEST OF ROUBAIX. (NO.4493)

16. WOUNDS, INJURIES, AND CASUALTIES

- (A) ONE MAN'S HANDS FROZEN- SGT. BECKER IN NO.4502, WAIST GUNNER.
- (B) WAIST GUNNER CHAPMAN OF NO4465 HAD HIS LEFT HAND SHOT OFF AND WAS HIT IN THE CHEST. (366TH SQUADRON)
- (C) NINE MEN MISSING; BEX BELIEVED LOST IN PLANE NO.4510. (CAPT. OLESON, 367TH SQUADRON.)

17. OTHER ITEMS

- (A) VERY FEW OF FIGHTER ESCORT WERE SEEN BY BOMBERS.

WATTS S. HUMPHREY
 MAJORE, AC.
 S-2, 306TH BOMB GROUP (H)

HOLD

CC WA ORIGINATORS NO.....OCTB...OCTOBER 9 1942
 CC PARA 4 HEIGHT TO READ 22,700 NOT 227000 CC PARA 6 WA ATTACKED
 ...BY CC PARA 9.. (3) RAILROAD ETC PARA 9 WA FOR..INDIVIDUAL
 CC PARA 9 SEC (C) WA BOMBS 169 X 500 G.P. AT ETC
 CC SAN SECTION WA 500 TO READ G.P. NOT G.O.
 CC PARA 11 WA WAS ..FOLLOWED CC PARA 14 PLANE NO4460
 GREAT DELETE FO AFTER AN
 CC PARA 14 CC PLANE NO.4595 WA AN..FW 190
 CC PARA 14 PLANE NO. 4511 WA OBSERVED TO...CRASH
 CC PARA 16... WOUNDS
 CC WA HUMPHREY..GT MAJOR
 CC WA HUMPHREY.....MAJOR

P. VA++

12030/9-AP VA

INTERROGATION FORM

1. Squadron ~~367~~ ~~368~~ 369 ~~402~~ A/c No. C-124468 Date October 9, 1944

Crew: Pilot. Riordan, R.P., 1st Lt. Radio Op. Schulz, O.B., S/Sgt.

Co-Pilot. Maliszewski, E.P., 1st Lt. Engineer. Santore, A.L., S/Sgt.

Navigator. Spelman, G.J., 2nd Lt. Top Tur Gun. Holloway, R.W., S/Sgt.

Bombardier. Rotter, G.D., 2nd Lt. Ball Tur Gun. Owens, J.E., S/Sgt.

Tail Gun. DeJohn, J.T., S/Sgt.

3. (Immediate news to be telephoned)

(a) Planes down in water None

(b) Dinghies

(c) Enemy Capital ships

4. Target attacked Primary Secondary ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~

Time 9:42 Height 23,000 Heading 280° Mag.

5. Why wasn't Primary attacked?

6.

6. How was target identified? "Easily visible" From photo Other

Clearly identified

7. Any photos? ~~YES~~ No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own bombs. Could not see own bombs

(b) Other bombing. Blown to hell; main bldgs; also on RR tracks. Hits on SW corner of B target

9. Rendezvous: Place Time Height Escort Seen

Felixstowe, 6 minutes early "As ordered"

Exceptions

10. Flak

Narrative.. E/A attacked from behind, believed hit by both tail and waist gunners
.. seen dropping as long as could be followed.

Corroborated by.....

No. of E/A...¹... Claimed as-- Destroyed - Probable -- Damaged--

By (Name)... Crawford (Rank)..... (Position).... tail gunner

Time... 0949... Height... --... Locality... --...

Narrative.. Rolled on back and started down. He didn't answer fire--came in
.. close on attack.

.. Saw few Me 109s

Corroborated by.....

Weather: 6/10 to channel 2/10 over channel slight haze and clouds over target.
visibility good.

12. Observations:

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

..... none

(b) Incidents to friendly a/c..... none

(c) New Tactics of E/A.. --

(d) Targets of Opportunity.. --

13. Injuries to crew.. none

14. Incidents of Bravery or Skill due to --: Technical failure yes
Other

..... Cable cut at tail..... Oxygen system damaged.

15. Miscellaneous comments.....

Lt. S.M. Weld..... Time.....
Interrogating Officer

INTERROGATION FORM

d

1. Squadron ~~367~~ 368 ~~369~~ ~~370~~ A/c No. 77 Date. Oct. 9, 1942

2. Crew: Pilot. Lenford, a.j. Radio Op.

Co-Pilot..... Engineer.....

Navigator..... TopTurGun.....

Bombardier..... BallTurGun.....

Tail Gun.....

3. (Immediate news to be telephoned) yes 3 minutes after bombing four chutes
 15,000 southeast of Lille.

(a) Planes down in water --

(b) Dinghies --

(c) ~~Enemy~~ Capital ships Convoy headed 9:20 25 boats 2 barges off Deal
 on return

4. Target attacked Primary Secondary Last Resort Jettisoned

Time..... 0:39 Height..... 22,100 Heading..... 240° Mag.....

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

β.....

6. How was target identified?... "Easily visible!".. From photo Other

yes

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

8. Results of Bombing:

(a) Own bombs. Smoke covered end of target.....

Fires over steel works.. 15 bombs 3000 yards short... Flares ahead.....

(b) Other bombing. Big fires over steel works.. 15 bombs 3000 yds. short of
target from lanes ahead.....

9. Rendezvous: Place Time Height Escort Seen

"As ordered" -- 0912 23,000' --

yes

Exceptions

10. Flak

Time.....Height.....Locality

Narrative....Saw 12 get one ship, saw B-24 go down over target, Saw B-17
....go down near coast.....

Corroborated by.....

No. of E/A..... Claimed as-- Destroyed - Probable -- Damaged--

BY (Name).....(Rank).....(Position).....

Time.....Height.....Locality.....

Narrative.....

Corroborated by.....

Weather: Clear slightly hazy over target, cloudy over channel.

12. Observations:

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

(b) Incidents to friendly a/c:..... Some beam attacks.

(c) New Tactics of E/A.....

(d) Targets of Opportunity.....

13. Injuries to crew.... none.....

(Damage to a/c affecting mission yes

14. Incidents of Bravery or Skill due to -: Technical failure no

Other

Holes on nose and 20 holes in tail.

15. Miscellaneous comments..... 8 parachutes at (9:45)..... Flak all around

but seemed to avoid. Mostly light. Saw 38 Spits at 9:05

Time 9 minutes

Interrogating Officer

INTERROGATION FORM

d

1. Squadron ~~367~~ ~~368~~ ~~369~~ (423) A/c No. ~~771~~ Date... 12/10/42, 1942

Crew: Pilot... ~~Connolly~~ Radio Op... Counselman

Co-Pilot... Kinney Engineer... Mannello

Navigator... Hall TopTurGun... Popeike

Bombardier... Nelson BallTurGun... Morgan

Tail Gun... Crawford

3. (Immediate news to be telephoned) 10:13 B- 17 smoking below 14,000 over channel.

(a) Planes down in water --

(b) Dinghies --

(c) ~~Enemy~~ Capital ships -- Convoy

4. Target attacked Primary Secondary Last Resort Jettisoned

Time... 0941¹ Height... 22,500 Heading... 240° Mag...

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

6.

6. How was target identified?... "Easily visible!" From photo Other

Smoke obstructed view, yes

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

8. Results of Bombing:

(a) Own bombs... Bombs may have been short of target... After passing over target
 it was a solid mass of smoke.

(b) Other bombing.....

9. Rendezvous: Place Time Height Escort Seen

"As ordered" As rest of 423rd Squadron

yes

Exceptions early

10. Flak

Quick Telephone Report

367

368

1. Squadron 369 Group 306th. Wing 1st. Wing Date 9/10/42.
2. N. A/C took off 24 Time of Take Off 7:55 Time Landed 10-11:15
423 Time of Take Off 7:32
- Name of Target Time over Target Height
3. No. attacked Primary 19 Lece Wks.- Lille 9:30 to 9:46 21,000-23,200
4. No. attacked Alternate 1 Aerdrome-Courtrai 9:54 22,700
5. No. attacked L.R. 0 ----- ----- -----
6. No. Abortive 2 Not yet returned 1 landed at Manston--Report to follow.
7. Identification of target: **CLEARLY VISABLE**

1 lost

Manston--Report to follow.

8. No. of A/C attempting photographs 0
9. (a) Observed results of bombing: 1. Target B hit often & left in flames.
 2. Target A - Steel Plant - heavily hit and mass of flames.
 3. R. R. Tracks Hit.
 4. 2nd. A Target factory hit and in flames.- all directions.
- (b) Heading (Mag.) of run-up and release.
- (c) Number size type fusing dropped on (Primary) (Secondary)
 169 x 500 G.P. } Primary G.P. (Last Resort)
 28 x 250 Inc. } 10 x 500 on Secondary
10. Rendezvous: (Place, Time, Height)
AS ORDERED

11. Route: (in detail)
As Ordered except close to Calais on way out.

12. Weather:
Clear over Rendezvous
Clear over Target
2/10 to 6/10 over England and Channel.

Over

En route:

14. Encounters:

Many encounters continuously from target to coast, mostly
FW 190's (Details to follow).
E/A destroyed - Certain 9
1 - B 17 seen shot down Probable 6
1 - B 17 - F/A destroyed - Capt. Olsen & crew over target
1 - B 24 - seen shot down- (in flames).

15. Observations:

.Many friendly parachutists seen near target (details to follow)

16. Wounds, injuries, casualties:

1 Man Hands Frozen.
1 Man - Left hand shot off and shot through chest.
9 Men lost in plane shot down over target.
(Capt. Olson).

17. Other items:

Phoned by W.S. HUMPHREY To Lt. Barry Time 15:30 9-

Phoned by _____ To _____ Time _____

Time.....Height.....Locality
.....
.....

Corroborated by.....

No. of E/A..... Claimed as-- Destroyed - Probable -- Damaged--

BY (Name)..... (Rank)..... (Position).....

Time.....Height.....Locality.....

Narrative.....
.....
.....

Corroborated by.....

Weather: Over target clear, scattered cumulous near target to S.W.
4/10 on way back over channel.

12. Observations: Saw one 190 go down shot by squadron that lost 17.

(a) Dummies, decoys, camouflage etc..... *B*

(b) Incidents to friendly a/c.. *B* At target saw 17 shot down.,.....
Saw a B-24 go down over target--2 chutes over target.....

(c) New Tactics of E/A.....

(d) Targets of Opportunity.....

13. Injuries to crew.. None.....

(Damage to a/c affecting mission

14. Incidents of Bravery or Skill due to -: Technical failure yes

Other

.. Some holes one in #4 nacelle---punctured engine stabilizer, cable shot off.

Top turret guns failed at target, worked ok going over Channel.....

15. Miscellaneous comments.....

INTERROGATION FORM

1. Squadron 367 368 369 423 Q A/c No. G-121195 Date. 8. 9. 1942

2. Crew: Pilot McKee, J.R., 2nd Lt. Radio Op. Hos., J.J., S/Sgt.

Co-Pilot Burgett, A.W., 2nd Lt. Engineer Garnet, S.C., S/Art.

Navigator Dexter, J.H., 2nd Lt. Top Tur Gun Wessenback, D., Sgt.

Bombardier Matthews, G., 2nd Lt. Ball Tur Gun Roder, V., S/Sgt.

Tail Gun Wynn, W.L., S/Det.

3. (Immediate news to be telephoned)
- (a) Planes down in water --
 - (b) Dinghies --
 - (c) Enemy Capital ships --

4. Target attacked Primary Secondary Last Resort Jettisoned

Time 0942 Height 22,000 Heading almost N.

5. Why wasn't Primary attacked?

6.

6. How was target identified? "Easily visible" From photo Other

.....

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

8. Results of Bombing:

(a) Own bombs..... Could not see own bombs.

.....

(b) Other bombing Direct hits on B target, smoke. Target A on fire, big blaze

.....

.....

.....

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions

10. Flak

Corroborated by..... W/Sgt. Hess and W/Sgt. Garner

No. of E/A..... 1..... Claimed as-- Destroyed - Probable - Damaged--

By (Name)..... Roder..... (Rank)..... S/Sgt. (Position)..... Ball Turret

Time..... Height..... Locality..... During Bomb run

Narrative..... Caught fire

Corroborated by..... Sgt. Wynn

12. Observations:

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

(b) Incidents to friendly a/c..... Saw B-17 go down. Saw Olson smoking badly-- started smoking and then dropped his bombs.

(c) New Tactics of E/A..... --

(d) Targets of Opportunity..... --

13. Injuries to crew..... none

(Damage to a/c affecting mission
Other

14. Incidents of Bravery or Skill due to --: Technical failure

15. Miscellaneous comments..... Oxygen in ball turret failed, right nose gun failed, and one gun in ball turret failed.

INTERROGATION FORM

d

1. Squadron ~~307~~ 368 ~~868~~ 488 A/c No. 77 Date Oct. 9, 1942

2. Crew: Pilot... Haner, Capt. Radio Op.....
 Co-Pilot... Flyver, Lt. Engineer.....
 Navigator..... TopTurGun.....
 Bombardier..... BallTurGun.....
 Tail Gun.....

3. (~~Immediate news to be telephoned~~)

- (a) Planes down in water ---
- (b) Dinghies --
- (c) Enemy Capital ships ---

4. Target attacked Primary Secondary Last Resort Jettisoned
Time... 0940 Height... 23,000 Heading... 330 Mag.....

5. Why wasn't Primary attacked?.....
 β.

6. How was target identified?... "Easily visible".. From photo Other
 By rail road and also saw secondary target......

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

8. Results of Bombing:

(a) Own bombs. Saw incendiary at western end......

(b) Other bombing.....

9. Rendezvous: Place Time Height Escort Seen
 "As ordered". 0928 23,000
yes
 Exceptions

10. Flak Too near Calais where there is heavy Flak

Time.....Height.....Locality
Narrative... E/A rolled over with smoke coming out.....

..... After left turn off target one FW 190 flew parallel, he turned, got
burst from us and saw another come out of sun and put shots in tail,.....

Corroborated by.....

No. of E/A..... Claimed as-- Destroyed - Probable - Damaged--

EW (Name).....(Rank).....(Position).....

Time.....Height.....Locality.....

Narrative... Fired bursts at 1 E/A. E/A put a few shots in the tail of the A/C.

.....
.....
.....

Corroborated by.....

Weather: Clear at target, cumulous clouds on way and return;

12. Observations:

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

(b) Incidents to friendly a/c. Saw E/A attack Lt. Regan's ship on return near coast
coast, shots in his tail.....

(c) New Tactics of E/A......

(d) Targets of Opportunity......

13. Injuries to crew. none.....

(Damage to a/c affecting mission

14. Incidents of Bravery or Skill due to -: Technical failure **yes**
Other
.... No. 2 supercharger failed on way out over coast.....

15. Miscellaneous comments. No. 2 supercharger went out on way over coast.

..... Saw e/c attacked Regan's ship near coast, ~~well~~ believed shot.....

Lt. Richardson.
Interrogating Officer

Time 15 minutes

INTERROGATION FORM

1. Squadron ~~367~~ 368 ~~369~~ ~~422~~

A/c No. C-24493... Date. Oct. 9..., 1942

Crew: Pilot Regan J.M.
Co-Pilot Jankowski, T.A.
Navigator Boring, M.D.
Bombardier Kosakowski, J.E.

Radio Op. Hoffman, W.F.... T/S...
Engineer Puckett, B.O.... T/S...
Top Tur Gun. Puck, C.L.... S/S...
Ball Tur Gun. Knudson R.E.... S/S...
Tail Gun. Kracjikaj, A.J. S/S...

3. (Immediate news to be telephoned)

None

- (a) Planes down in water
- (b) Dinghies
- (c) Enemy Capital ships

4. Target attacked Primary ~~Secondary~~ ~~Lost~~ ~~Resent~~ ~~Jettisoned~~

Time 9:41:15 sec Height 22,400... Heading WSW...

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

6.

6. How was target identified?... "Easily visible!"... From photo Other

From photograph.....

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

8. Results of Bombing:

(a) Own bombs Short and to left... (see photo).....
.....
.....

(b) Other bombing.....
.....
.....
.....

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Some at Felixstowe after circling, P38's.
Then picked up Spitfires just after leaving coast.

Exceptions

no straggled, could not keep up on 3 motors; at least 1 1/2 miles behind; attacked by several formations (1) 3 FW's all cut in from left, bullet holes in left wings, probably 30 cal. (2) 7 FW's came in from left, peeling off one at a time. (3) Three times single planes attacked. Think we got 1 FW

Corroborated by.....

No. of E/A..... Claimed as-- Destroyed - Probable .. Damaged--

By (Name).....(Rank).....(Position).....

Time.....Height.....Locality.....

Narrative.....

.....
.....
.....

Corroborated by.....

12. Observations:

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

None

(b) Incidents to friendly a/c..... Five seen to bail out of ship hit over

target; just west of Raubaix

(c) New Tactics of E/A.....

(d) Targets of Opportunity.....

13. Injuries to crew.....

None

(Damage to a/c affecting mission

14. Incidents of Bravery or Skill due to -: Technical failure

#1 motor went out 15 minutes ^{Other} after target; believe gauge faulty;

..no gas.. Upper turret guns went out during 7 FW attacks. Ball turret

bad oil leak; Intervalometer did not work. RBurned out generator #2

..engine. Sight went out on upper turret.

15. Miscellaneous comments.....

Flak all the way from St. Omer to Calais. Very strong flak; at least 6-8

.. guns on coast 2 miles E. of Calais

P. W. Haberman
Interrogating Officer

Time 12:40

INTERROGATION FORM

d

1. Squadron ~~XXX~~ 368 ~~XXXXXX~~ A/c No. 124465 Date October 9, 1942

2. Crew: Pilot R.W. Seelos Radio Op W.T. Keskey
 Co-Pilot J.R. King Engineer S.P. Stenkowski
 Navigator J.J. Hogan Top Tur Gun. ^{TTE} ~~(name)~~ Al E. Chapman
 Bombardier V.D. McKelvey Ball Tur Gun. R. Magee
 Tail Gun. W.E. Baker

3. (Immediate news to be telephoned) No.

(a) Planes down in water
 (b) Linghies
 (c) Enemy Capital ships

4. Target attacked Primary Secondary Last Resort Jettisoned
 Yes
 Time 9:42 Height 22,000ft. Heading 237M

5. Why wasn't Primary attacked?
 §

6. How was target identified? "Easily visible" From photo Other
 ..Clearly indentified by photo, (exactly like photo)..

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

8. Results of Bombing:
 (a) Own bombs. Hit in train 40ft. apart N.E. S.W. across left of target.
 (b) Other bombing

9. Rendezvous: Place Time Height Escort Seen
Four minutes early.
 "As ordered"
 Exceptions.

10. Flak

Z 18 0
DO 39

INTERROGATION FORM

1. Squadron (367) ~~866~~ ~~222~~ ~~1222~~ A/c No. 4464..... Date October 9... 1942
 (Crew: Pilot... Buckey..... Hopkins (Assist.)
 Radio Op. Browne.....
 Co-Pilot... Brandon..... Engineer... ~~Hicks~~... Clusick.....
 Navigator... Smith..... Top Tur Gun? Hicks.....
 Bombardier... Coons..... Ball Tur Gun.....
 Tail Gun... Standish.....

3. (Immediate news to be telephoned) No

- (a) Planes down in water
- (b) Linghies
- (c) ~~Enemy~~ Capital ships **convoy**

4. Target attacked Primary Secondary Last Resort Jettisoned
 Yes no no no
 Time... 09:54.... Height... 22,700.... Heading... 225 mag.....

5. Why wasn't Primary attacked?.....
 β.....

6. How was target identified?... "Easily visible"... From photo Other
 yes

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

8. Results of Bombing: none

(a) Own bombs.....

(b) Other bombing.....

9. Rendezvous: Place Time Height Escort Seen
Felixstowe Correct
 "As ordered"
 yes
 Exceptions

Narrative.....
.....
.....
.....
Corroborated by.....

12. Observations:

- (a) Dummies, decoys, camouflage etc..... Convoy.....
.....
- (b) Incidents to friendly a/c... Lt. Brandon and Hopkins saw Capt. Olson...
... go down......
- (c) New Tactics of E/A.....
- (d) Targets of Opportunity.....

13. Injuries to crew none.....

(Damage to a/c affecting mission yes

14. Incidents of Bravery or Skill due to -: Technical failure yes
Other
..... Front windows frosted.. Upper turret charging cable broke ..
.. fixed enroute.. One flak hole in wing......

15. Miscellaneous comments..... Gunners had too little time to prepare for.....
.. mission. Another two hours needed..... Route: Thurleigh, Nottingham,.....
.. Kings Lynn, Felixstowe, 5 miles E. Dunquerque.. Turned to target, arc to left
Grausliers canal, Margate, Thurleigh.

Time 11:50

Interrogating Officer

Lt. P.H. Haberman

Weather very turbulent at 20000. Thin cirrus above, scattered status below.
visibility unlimited

INTERROGATION FORM

d

1. Squadron ~~367~~ (368) ~~369~~ ~~423~~ A/c No. 4466..... Date. October 9, 1942

Crew: Pilot... 1st Lt. W.W. Smiley	Radio Op. B. Hockworth..... Small (Assist.)
Co-Pilot... 2nd Lt. R.C. Miller	Engineer... R.C. Clifton..... Kirbow (Assist.)
Navigator... 2nd Lt. M.M. Strass	TopTurGun... ?.....
Bombardier... 2nd Lt. W.W. Breung	BallTurGun.....
	Tail Gun... Kimberling.....

3. (Immediate news to be telephoned) no

(a) Planes down in water none

(b) Dinghies none

(c) Enemy Capital ships none Convoy at 9:10 on way out.

4. Target attacked Primary Secondary Last Resort Jettisoned
 yes no no no
 Time. 09:41..... Height.. 23,000..... Heading.....

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

β.

6. How was target identified?... "Easily visible"... From photo Other
 Rail road made easy approach.....

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

8. Results of Bombing: Observed big fire.

(a) Own bombs.....?

(b) Other bombing...?

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions

10. Flak

Time. 1015hrs. Height. 23300. Locality course out.

Narrative.....

Corroborated by.....

No. of E/A..... (Claimed as-- Destroyed - Probable -- Damaged--
One Fw 190

By (Name). Lt. Levy, Sgt. Kessler(Rank).. Lt. Sgt.(Position).....

Time.. 1015hrs. Height..... Locality.....

Narrative..... Were in another plane and saw the Fw 190 go down in flames....

. Was also seen by Co. Pilot King of this same ship.....

.....

Corroborated by.....

12. Observations: Convoy.

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

(b) Incidents to friendly a/c.... none.....

(c) New Tactics of E/A.....

(d) Targets of Opportunity.....

13. Injuries to crew. Waist Gunner--Arthur E. Chapman, left hand blown off, hit
in chest. ^{Given first aid and} Shot of morphine, ^{Brought to base} and ~~delivered to 4500 ft~~ for treatment.
(Damage to a/c affecting mission)

14. Incidents of Bravery or Skill due to -: Technical failure
Other
Gunner hit on way in, one of first passes got him. One of his guns jammed
three minutes from target. One motor started to smoke, feathered it and came
home on three motors.

15. Miscellaneous comments. Saw enemy pilots clearly as well as the markings on
planes. They were all silver or had a yellow nose and silver body:

INTERROGATION FORM

d

1. Squadron ~~xxx~~ 368 ~~xxx~~ ~~xxx~~ A/c No. G-24507.... Date. Oct. 9...., 1944

2. Crew: Pilot. Smith R.W. 1st Lt. Radio Op. Fehr. C.F. S/S.....
 Co-Pilot. Gillegly F.D. 2nd Lt. Engineer. Edwards. L.V. T/S.....
 Navigator. Ketchie C. 2nd Lt. TopTurGun.....
 Bombardier. Jones C.G. 2nd Lt. BallTurGun. Allen W. S/S.....
 Tail Gun. Warren H.E. S/S.....

3. (Immediate news to be telephoned)

- (a) Planes down in water
- (b) Dinghies
- (c) Enemy Capital ships **saw convey on way out**

4. Target attacked Primary ~~Secondary~~ ~~1st Bomb~~ ~~2nd Bomb~~
 Time. 0939 hrs. Height. 23,200 ft. Heading. 270°.....

5. Why wasn't Primary attacked?.....
 6.

6. How was target identified?... "Easily visible"... From photo Other
 by R.R's etc.... No trouble.....

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

8. Results of Bombing:
 (a) Own bombs.....
 saw big fire in middle of target.... Saw own bombs drop on.....
 southern boundary of target......

(b) Other bombing.....

9. Rendezvous: Place Time Height Escort Seen
 "As ordered"
 Exceptions **Over Dunkirk 9:28 but did not see escorts**

10. Flak

Narrative.....

.. One FW 190 shot in from right, across tail.....

Corroborated by.....

No. of E/A..... Claimed as-- Destroyed - Probable -- Damaged--

By (Name)..... (Rank)..... (Position).....

Time..... Height..... Locality.....

Narrative.....

On way home, half way to coast, six 190's raked formation from left to right. Damage slight

Corroborated by.....

12. Observations:

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

Saw good target decoy to NWW about 10 miles.....

(b) Incidents to friendly a/c.....

Saw B-24 go down just out of target, Saw B-17 go down about 5 minutes after leaving target (Saw 3 chutes open)

(c) New Tactics of E/A.....

(d) Targets of Opportunity.....

13. Injuries to crew..... None.....

(Damage to a/c affecting mission

14. Incidents of Bravery or Skill due to -: Technical failure

Other

... Bomb bay doors would not close after dropping bombs.....

~~1 FF failed on way out~~

... #2 supercharger registered 35" at best.....

15. Miscellaneous comments.....

Lt. Richardson

Time 12:00

Interrogating Officer

Wrote too long to get on this sheet

INTERROGATION FORM

1. Squadron (367) ~~368~~ ~~369~~ ~~422~~ A/c No. 4486 Date. October 9, 1942

2. Crew: Pilot.. It. Stewart Radio Op... Langan
Co-Pilot. It. Dickey Engineer... F.
Navigator..... Merriwether
Bombardier... It. Creamer BallTurGun... Schwayer
Tail Gun... Wheeler

3. (Immediate news to be telephoned) none

- (a) Planes down in water none
- (b) Dinghies lost in the way to target
- (c) ~~Enemy~~ Capital ships (Convoy) 10 miles long

4. Target attacked Primary Secondary Last Resort Jettisoned
no yes no no
Time.. 09:50 Height. 22,500 Heading... Same as Terries formation

5. Why wasn't Primary attacked? They were following formation

6. How was target identified? ... "Easily visible" .. From photo Other
yes
..... Alternate camouflaged, but looked like meat cleaver,

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

8. Results of Bombing:

(a) Own bombs... not seen

(b) Other bombing... Fire seen on primary target

9. Rendezvous: Place Dunkirk Time 23,000 Height 3 squadrons of Spitfires ? Escort Seen
"As ordered" yes
Exceptions

10. Flak

Place	Height	Type	Intensity			Accuracy	
			Severe	Mod'te	Color	Height	Direction
Target				X			
Dunkirk			X		Red	POOR	poor
Target							

11. Encounters with enemy aircraft:

No. of E/A... Claimed as - Destroyed - Probable - Damaged -

By (Name) Sgt's Wheeler, Merriveth (Rank)... Sgt... (Position) Tail & Top Tur Resp

Time... Height... Locality

Narrative.....

Corroborated by.....

No. of E/A... Claimed as - Destroyed - Probable - Damaged -

By (Name)..... (Rank)..... (Position).....

Time... Height... Locality.....

Narrative.....

Corroborated by.....

Weather: To England coast 7/10 Channel clear but hazy, clear over France, scattered clouds, clear over target.

12. Observations:

(a) Dummies, decoys, camouflage etc. Alternate ^{target} camouflage.....

(b) Incidents to friendly a/c. Langan saw B-17 go down, two engines on fire. 5 FWs then attacked this plane and shot it down. Saw two chutes open at 9:36 A.M.

(c) New Tactics of E/A.....

(d) Targets of Opportunity.....

13. Injuries to crew... Ball turret gunner received burns due to his ^{mechanically heated} suit.....

14. Incidents of Bravery or Skill due to -: Technical failure ^{yes}

planes to nearest airport... Radio failed... Gloves failed to heat properly.

Two holes in prop. Hole in wing and elevator. 2 damaged engines. Bomb sight gyro casing glass broke from 30 cal. vibration. Shell eject on sight.

15. Miscellaneous comments... Langan missed good shot because he lacked long

hope of oxygen mask. ^{was} lost dummies on way to target.

Interrogating Officer

Time

INTERROGATION FORM

1. Squadron (367) ~~XXX~~ ~~XXX~~ ~~XXX~~ A/c No. 4489 Date October 9, 1944

2. Crew: Pilot Terry (Capt.) Radio Op Eastham
Co-Pilot Maj Holt Engineer Ploeger
Navigator Creed TopTurGun Creed
Bombardier Tolland BallTurGun Wendelauski
Tail Gun Baumyerkier

3. (Immediate news to be telephoned)

(a) Planes down in water Lt. Stewart's Ship down at 10:07 Right off Cliffs of Dover. Speedboats in vicinity.

(b) Dinghies

Speed Boats seen in vicinity.

(c) Enemy Capital ships

None.

4. Target attacked Primary Secondary Last Resort Jettisoned
NO YES NO NONE
Time 09:54 Height 22,700 Heading Approx. 5 degrees Mag.

5. Why wasn't Primary attacked? Lead Squadron turned sharply to right and prevent Bombing Run.

6. How was target identified? Easily visible From photo Other
Clearly Identified.

7. Any photos? XXX (No) (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own bombs Did not observe results of own Bombing.

(b) Other bombing Primary Target afire when this Squadron left.

No hits observed on Secondary Target.

9. Rendezvous: Place Time Height Escort Seen
"As ordered" Felixsbone Hit at 09:07 21,500
Left at 09:15
Exceptions None

(Name).....(Rank).....(Position).....
 Time.....Height.....Locality.....
 Narrative.....
 Corroborated by.....

12. Observations:

- (a) Dummies, decoys, camouflage etc...... None
- (b) Incidents to friendly a/c...... One Spitfire smoking on way back.
- (c) New Tactics of E/A...... None Observed.
- (d) Targets of Opportunity...... None.

13. Injuries to crew...... None.

14. Incidents of Bravery or Skill due to - : Technical failure None.
 Other None.

15. Miscellaneous comments...... Saw B-24 go down in flames while making run on target. Time-- Apprx: 09:48
 Over Menin after leaving Secondary Target Olsons #1 and #4. Engines seen to smoke. He stayed in formation until they caught fire. Then dropped back. Several EA's pounced on him and plane dropped seemingly out of control.

Time 11:56

Interrogating Officer John A. Bairnsfather, Capt. A/C.

Stewart - at 10:07 over Calais - #4 hit and dropped back. Squadron stayed over him. Landed in water off Dover. Reported rescued.

INTERROGATION FORM

1. Squadron ~~302X~~ ~~302~~ 369 423 A/c No ~~C-24471~~ Date, Oct. 9, 1942

Crew: Pilot Overacker, C.A., Col. Radio Op. Stevenson, Lt/Sgt.
Co-pilot Johnston, J.A., Capt. Engineer Wyley, Glenn, S/Sgt.
Navigator Salternik, Lt. Top Tur Gun Tipton, G.R., S/Sgt.
Bombardier Daniels, G., Lt. Ball Tur Gun McJahon, Cpl.
Tail Gun Morrison, S/Sgt.

3. (Immediate news to be telegraphed) Cleveland, Wm. Lt. Col.

- (a) Planes down in water none
(b) Dinghies none
(c) Enemy Capital ships none

4. Target attacked Primary Secondary Lost Escort Jabbed
Time 0942 Height 23600 Heading 305 Deg

5. Why wasn't Primary attacked?
6. How was target identified? "Easily visible" From photo Other

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

8. Results of Bombing:
(a) Own bombs. Smoke on east end of target, also thought to be on the target.
...itself. ...10 bombs in train, 40 ft. interval.

(b) Other bombing

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions escort not seen at rendezvous, A/C was 5-6 min. early and following formation.

10. Flak

Time.....Height.....Locality
Narrative.....FW 190, yellow nose, painted silver.....
.....Top turret kept busy. Three attacked at nose; top ship in.....
.....formation; some mess.....

Corroborated by.....

NO. of E/A..... Claimed as-- Destroyed - Probable - Damaged--

By (Name).....(Rank).....(Position).....

Time.....Height.....Locality.....

Narrative.....

.....
.....
.....

Corroborated by.....

12. Observations:

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

.....Convoy.....

(b) Incidents to friendly a/c.....

.....Saw 6 parachutes near target.....

(c) New Tactics of E/A.....

(d) Targets of Opportunity.....

13. Injuries to crew.....

.....None.....

(Damage to a/c affecting mission

14. Incidents of Bravery or Skill due to -: Technical failure

Other

Plane Ran like a top.....Ten holes from flak and

machine gun

15. Miscellaneous comments.....

.....Flak deadly as to height; always there.....

John A. Bairnsfather
Interrogating Officer

Time 12:37

INTERROGATION FORM

1. Squadron ~~X36XX369XX369~~ 423 A/c No 4508..... Date October 9..., 1942
 2. Crew: Pilot 1st. Lt. W.H. Warner. Radio Op S/Sgt. C.W. Wilson (Assist.)
 Co-Pilot 2nd. Lt. W. George... Engineer T/Sgt. Espitalier..E.F...
 Navigator. 1st. Lt. P.J. Fryer. TopTurGun.....
 Bombardier 2nd. Lt. F. D. Yaussi. BallTurGun.....
 Tail Gun T/Sgt. Williams.W.E.....

3. (Immediate news to be telephoned) No.

(a) Planes down in water None.

(b) Dinghies

(c) Enemy Capital ships

4. Target attacked Primary Secondary Last Resort Jettisoned
Yes

Time. 0938..... Height. 23,000..... Heading.. 220°... (Approx.)

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

6.

6. How was target identified?...!Easily visible!..From photo Other

Looked just like photo supplied and railroads clearly seen......

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

8. Results of Bombing:

(a) Own bombs... Bombs seemed to drop about 500 yds South of Target, but target

had been well hit and was on fire......

(b) Other bombing. ?????????????

9. Rendezvous: Place Time Height Escort Seen

"As ordered"
Yes

Exceptions.

10. Flak Nil. over target

Time.....Height.....Locality
Narrative..... FW 190s peeling off in threes, most by the side, one hit us..
at nine o'clock.. Some yellow nosed a/c.....

Corroborated by.....

No. of E/A..... Claimed as-- Destroyed - Probable - Damaged--

By (Name).....(Rank).....(Position).....

Time.....Height.....Locality.....

Narrative.....
.....
.....

Corroborated by.....

Weather: Turbulent over the channel, clouds to half way across channel,
6/10 over.

12. Observations:

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

..... B.17's another B.17 dropped behind
(b) Incidents to friendly a/c. Two observed in trouble, one with motor
smoking-straggler- 2 seen bailing out, one straggled out after leaving
the target. Four (FWs) pounced on it.....

(c) New Tactics of E/A. FW 190s peeling off in threes--mostly the side--...
one hit us from 900 o'clock. Total of least 50 observed--saw yellow noses.

(d) Targets of Opportunity.....

13. Injuries to crew..... None.....

..... (Damage to a/c affecting mission **yes**

14. Incidents of Bravery or Skill due to -: Technical failure **yes**
Other

No. 1 turbo is erratic--ball turret jerks when guns lowered and leaks hydraulic
fluid. Damaged tail in landing.

..... One bullet hole in no. 2 Nacelle, engine not effected.....

15. Miscellaneous comments.. Letting down over coast at 150 airspeed too slow...
..should go out faster with more evasive action.....

INTERROGATION FORM

1. Squadron ~~XXXXXXXXXXXX~~ 423 A/c No C-24476... Date October 9., 1942

2. Crew: Pilot Lt. Col. D.E. Wilson Radio Op T/S W.L. Nisbett.....
Co-Pilot 1st. Lt. J.B. Brady Engineer S/Sgt. J. Casberry
Navigator 2nd. Lt. Wm. Lewis Waist Gun Calvard
Bombardier 2nd. Lt. R.E. Kylius Ball Tur Gun.....
Tail Gun S/Sgt. J.F. Elick.....

3. (Immediate news to be telephoned) None.
(a) Planes down in water None.
(b) Dinghies
(c) ~~Enemy~~ Capital ships Convoy.

4. Target attacked Primary Secondary Last Resort Jettisoned
Yes.
Time 0940..... Height 22,500 ... Heading 225° Mag.....

5. Why wasn't Primary attacked?.....
6.

6. How was target identified?... "Easily visible!" From photo Other
... Marshalling yards plain, smoke seen......

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

8. Results of Bombing:
(a) Own bombs? Saw plenty of smoke at target coming from a large building...
just to the north,.....
.....
(b) Other bombing.....
.....
.....

9. Rendezvous: Felixstowe, Place Time 69:16 Height 22,500 Escort Seen
"As ordered"
yes
Exceptions

10. Flak .

INTERROGATION FORM

1. Squadron 367 368 369 423 A/c No. 4-24509 Date. Oct. 9, 1942

Crew: Pilot. Wilson, J.W., Maj. Radio Op. Goldberg, Pvt.
 Co-Pilot. Salada, N.V., Capt. Engineer. Rezak, A., C/Sgt.
 Navigator. Shively, J.C., 1st Lt. TopTurGun. Hart, 1st, C/Sgt.
 Bombardier. Ray, C.W., 1st Lt. BallTurGun. Wilson, H.V., C/Sgt.
 Tail Gun. Counts, C.W., C/Sgt.
Kelly, P.D., 2nd Lt,
extra waist gunner

3. (Immediate news to be telephoned)

- (a) Planes down in water --
- (b) Dinghies --
- (c) Enemy Capital ships ---

4. Target attacked Primary Secondary Last Resort Jettisoned
 Time. 0946 Height. 22,500 Heading. 130° Mag. B target

5. Why wasn't Primary attacked?

6. How was target identified? ... "Easily, visible!" . From photo Other

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

8. Results of Bombing:

(a) Own bombs. Not observed.

.....

.....

(b) Other bombing. Train hits on target B in 3 different places. Target in

flames. Large building in A target in flames.

.....

.....

9. Rendezvous: Place Time Height Escort Seen

"As ordered" (Except early)

Exceptions

10. Flak

.....
.....
Corroborated by.....

No. of E/A..... Classed as-- Destroyed - Probable -- Damaged--

By (Name).....(Rank).....(Position).....

Time.....Height.....Locality.....

Narrative.....
.....
.....

.....
.....
Corroborated by.....

Weather : Clear at target, no turbulence, cloudy on return.

12. Observations: Convoy.

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

(b) Incidents to friendly a/c. One B-24 went down over target from flak,....
another B-17 with engine blazing over target.

(c) New Tactics of E/A.....
.....

(d) Targets of Opportunity.....
.....

13. Injuries to crew... None.....
.....

(Damage to a/c affecting mission

14. Incidents of Bravery or Skill due to -: Technical failure

Other

Cannon and flak holes in wing and fuselage also. 30 cal. M.G. also ball-turret
and tail. Radio antenna shot away. Hydraulic emergency system went down.
Guns jammed. Defective ammunition.

15. Miscellaneous comments..... At 500 yds. one Fw's engine burst into flames and tail

started lashing--went into a flat spin, not seen to recover, this followed for
2,000ft. Another Fw hit by other planes in this flight was seen to disintegrate.

P. W. Haberman , Time 13:05
Interrogating Officer

Haberman

2 Bay Staters Saved by Alert RAF Pilot

WITH THE BOMBER COMMAND, UNITED STATES ARMY AIR FORCES, Somewhere in England, Oct. 15 (AP)—Nine American Flying Fortress crewmen are alive and their \$250,000 plane will fly against Hitler again because, in one split second, an alert British Spitfire pilot improvised an air sign language.

But for Flight Lieut. A. J. Andrews, fighter pilot of the R. A. F., the Flying Fortress would have crashed in the rough English Channel and these men in its crew might not have been here today to tell the story:

Lieut. William W. Dickey, 23, of Beverly, Mass., a former Scout-master, co-pilot;

Lieut. Joseph E. Consolmagno, 24, of Boston, Mass., navigator;

Alert R. A. F. Pilot

Continued on Page 12



LIEUT. J. E. CONSOLMAGNO

Alert RAF Pilot Saves 2 Bay Staters

Continued from the First Page

Lieut. James M. Stewart, 22, a clergyman's son from Marrowbone, Ky., the pilot;

Lieut. James A. Creamer, 23, of Louisville, Ky., bombardier;

Sergt. U. L. Langan, 22, of Sioux City, Iowa, radio operator-gunner;

Sergt. Charles J. Merryweather, 22, Sanford, Fla., top turret gunner;

Sergt. Raymond C. Schmoyer, 24, East Greenville, Penn., ball turret gunner;

Sergt. Thomas E. McMillan, 23, Steubenville, Ohio, waist gunner;

Sergt. Jack M. Wheeler, 19, Muskogee, Ok., tail gunner.

Stewart was piloting his Fortress in the big raid last Friday when he was jumped by swarms of German fighters. They knocked two motors out, smashed the radio apparatus, riddled the life raft and drilled shell holes in the rudder.

The Fortress finally shook them off, but lost height rapidly over

the Channel until, approaching England's hills, it had dropped to about 1500 feet.

Decide on Landing in Channel

The third motor was beginning to cough of the Fortress, waggled his wings.

"I knew it was only a question of several hundred yards before I would have to make a crash landing and with hills in front of me it looked like the best chance was to land in the Channel," said Stewart.

"I was picking out a soft spot in the water which was very rough."

At this critical moment Andrews appeared and instantly sized up the situation. He could not communicate by radio so he jumped in front violently and headed directly for shore.

"I knew he wanted me to follow him so I took a chance," Stewart continued.

The Spitfire sped straight over a low hill, he said, and "just as he reached the crest of the hill he waggled his wings again and dropped his landing gear to show me there was a field below."

The struggling bomber just cleared the hill and rolled onto a runway directly in front on a field of which its crew had never known before. The crew agreed that their plane probably could not have flown another 100 yards.

Schmoyer suffered the only injury. He had been cold on the way to France and had turned on the heating apparatus in his electric flying suit. In the fight and the return he had neglected to shut it off and he was slightly "cooked."

INTERROGATION FORM

1. Squadron ~~367~~ ~~368~~ (369) ~~368~~ A/c No. 4488..... Date. October 9, 1944

2. Crew: Pilot. R.D. Adams..... Radio Op. J.T. McCloy.....
Co-Pilot. C.W. Cook..... Engineer. P. Greyno.....
Navigator. J.A. Latchford..... TopTurGun. A.J. Lasek.....
Bombardier. J.C. Landrum..... BallTurGun. J.S. Sanders.....
Tail Gun. Winchell.....

3. (Immediate news to be telephoned) **Yes**

- (a) Planes down in water
- (b) Dinghies
- (c) Enemy Capital ships

4. Target attacked Primary Secondary Last Resort (Jettisoned)

Time. 10:05..... Height. 4,000..... Heading.....

5. Why wasn't Primary attacked?... Lower turret and waist gun would not.....
operate......

6. How was target identified?... "Easily visible!"... From photo Other

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

8. Results of Bombing: **none**

(a) Own bombs.....
.....
.....

(b) Other bombing.....
.....
.....

9. Rendezvous: Place Time Height Escort Seen
none
"As ordered"

Exceptions

10. Flak

INTERROGATION FORM

1. Squadron 367 368 369 423 A/c No. F-24502 Date. Oct. 9, 1942

2. Crew: Pilot Buddenbaum, C.A., 1 Lt Radio Op. Horstman, R., S/Sgt.
 Co-Pilot Judas, H.V., 2nd Lt. Engineer Guthrie, R., S/Sgt.
 Navigator Owens, G.W., 2nd Lt. Top Tur Gun Becker, E., S/Sgt.
 Bombardier Wilkins, J.C., 1st Lt. Ball Tur Gun Listcavage, R.S., Pvt.
 Tail Gun Bowlin, R.L., S/Sgt.

3. (Immediate news to be telephoned)

- (a) Planes down in water ---
- (b) Dinghies ---
- (c) Enemy Capital ships ---

4. Target attacked Primary Secondary Last Resort Jettisoned

Time. 09:11 Height. 22,800' Heading. 225 True

5. Why wasn't Primary attacked?

6.

6. How was target identified? ... "Easily visible" .. From photo Other

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

8. Results of Bombing:

(a) Own bombs.... Target obscured by smoke from previous hits

(b) Other bombing... Some bombs over and some short, but all on course

<u>9. Rendezvous:</u>	<u>Place</u>	<u>Time</u>	<u>Height</u>	<u>Escort Seen</u>
	Felixstowe	0906-0 13 $\frac{1}{2}$	23,000	NO
	"As ordered"			

Exceptions

10. Flak

INTERROGATION FORM

d

1. Squadron 367 368 369 423 A/c No. --- Date. Oct. 9, 1942

2. Crew: Pilot Granmer Radio Op. Constantine
 Co-Pilot Brysoning Engineer Harris, P.E.
 Navigator Dyer TopTurGun Meyers
 Bombardier Feed BallTurGun Davis
 Tail Gun Wall

3. (Immediate news to be telephoned)

- (a) Planes down in water --
- (b) Dinghies --
- (c) Enemy Capital ships --

4. Target attacked Primary Secondary Last Resort Jettisoned
Time 0941 Height 23,000 Heading 300° Mag.

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

6.

6. How was target identified?... "Easily visible!" From photo Other

.....

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

8. Results of Bombing:

(a) Own bombs..... Not seen to burst.....

(b) Other bombing. Target seen to be smoking.....

9. Rendezvous: Place Time Height Escort Seen
"As ordered" Dunkirk 0928 23,000 to starboard

Exceptions

10. Flak

~~SECRET~~

INTERROGATION FORM

1. Squadron ~~367~~ ~~368~~ ~~369~~ (423) A/c No. ~~4491~~ Date. 9 - 10 - , 1942

Crew: Pilot. Felts Radio Op. Westcalt
Co-Pilot. Jones Engineer. Beers
Navigator. Hartin TopTurGun. Fatigatti
Bombardier. Graham BallTurGun. Bowman
Tail Gun. Webb

3. (Immediate news to be telephoned) none
(a) Planes down in water none
(b) Dinghies none
(c) Enemy Capital ships none

4. Target attacked Primary Secondary Last Resort Jattisoned
Time. ~~0915~~ Height. ~~22,000~~ Heading. none

5. Why wasn't Primary attacked? Ball turret out

6. How was target identified? "Easily visible" From photo Other none

7. Any photos? ~~YES~~ No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own bombs. none

(b) Other bombing. none

9. Rendezvous: Place Time Height Escort Seen
Felixstowe 0915 22,000 none

"As ordered"

no

Exceptions

Gun turret out

10. Flak none

Time.....Height.....Locality between Lille and Calais.
Narrative.....
.....
.....

Corroborated by.....

No. of E/A..... Claimed as-- Destroyed - Probable - Damaged--

By (Name).....(Rank).....(Position).....

Time.....Height.....Locality.....

Narrative.....
.....
.....
.....

Corroborated by.....

12. Observations: Convoy at Felixstove.

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

(b) Incidents to friendly a/c. 1000hrs. 10 miles NE of target. 21,000ft.
seven parachutists together. 1002hrs North of target one parachutist.
Over target at approximately 0938hrs. one friendly aircraft was seen to spin.

(c) New Tactics of E/A.....
.....

(d) Targets of Opportunity.....
.....

13. Injuries to crew... Nil.....

(Damage to a/c affecting mission yes

14. Incidents of Bravery or Skill due to -: Technical failure yes
Other
Flak hit one tire and punched it, also on wings and fuselage, also.....
A/C hit by E/A... Bomb racks faulty and held up bombs.....

15. Miscellaneous comments..... No friendly a/c seen except on way back.....
... Weather clear over target.....
.....

Lt. C. F. Bemrose. Time 12:50
interrogating Officer

INTERROGATION FORM

d

1. Squadron ~~XXX~~ ~~XXX~~ 369 ~~XXX~~ A/c No. 4461 Date. October 9, 1944

2. Crew: Pilot.. 1st. Lt. Clay, M. Isbell Radio Op. Krijak

Co-Pilot.. 2nd. Lt. Edward J. Hennessy Engineer. Granke

Navigator... 1st. Lt. Frank, J. Jacknik TurGun. 7. Houx

Bombardier.. 2nd. Lt. Abraham L. Burden TurGun. ? Cestecki

Tail Gun.. Higleam

3. (Immediate news to be telephoned) No.

(a) Planes down in water None.

(b) Dinghies

(c) ~~Enemy~~ Capital ships Convoy

4. Target attacked Primary Secondary Last Resort Jettisoned

Time 10:42 Yes Height 23,000 no Heading 300°M no

5. Why wasn't Primary attacked?

6. How was target identified? "Easily visible" From photo Other

From Photo and Maps.

7. Any photos? ~~XXX~~ No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own bombs... No results observed. Heading 200 deg. 35 sec.

(b) Other bombing. ? ? ? ? ? ? ?

9. Rendezvous: Place Time Height Escort Seen

No escort seen till halfway from Dunkirk to target.

"As ordered"

yes

Exceptions

10. Flak Severe at Calais