

By AB/mg NARA, Date 9-21

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

APO 634
9 October, 1943

SUBJECT: Intelligence Narrative

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

1. Hot News

B-17 at 1541 hrs; four chutes over water. Ten minutes out from coast on S.W. heading. B-17 at 1600 hrs. Five chutes. 55° 00' N, 07° 10' E. Radioed in on 500 frequency four times. No acknowledgement. Both reported by Pilot Porter A/C 169, Letter S.

B-17 ditched at 1615 hours at 54° 20' N, 04° 20' E. (could be one of above) reported by Pilot Reese, A/C 515, Letter D.

B-17 going down 70 miles SW Esbjaeg. No. 2 engine on fire. Turned on back, went into water. No fighters around. 5 chutes. 1615 hrs. Reported by Pilot Bickett A/C 971, Letter F. 4 B-17s seen in distress.

B-17 dropped out of formation over Bornholm at 1205 hours. Apparently in trouble.

B-17 on deck 20 miles West of Bornholm at 1400 hrs. All four engines going. Believed headed for Sweden.

B-17 out of formation at Danish Coast. Under control. Smoking. No chutes. 1525 hrs.

B-17 going down over Denmark 55° 16' N. 10° 30' E. under control; landed and burned immediately thereafter. No chutes. Time: 1430 hrs.

2. Narrative

Twenty-one Aircraft took off at 0825 and were over Cromer at 0917. The course was followed as briefed. At target, Group did 360 degree turn, due to B-24s interference on first run, and made second run. On way back lost balance of combat wing due to second run, and attached to B-24s returning to 55° 25' N. 12° 00' E. and from there followed same route as on way out, instead of returning as briefed. Crossed the enemy coast at 1112 at 55° 50' N. 08° 10' E. Time over target 1311; high group of 40th Combat Wing, believed to be first group of Combat Wing to bomb. Heading of run 55°. 18 planes landed at base at 1825 hrs. One missing in action. One crash landed away at RAF Station MATLASK. Total loss. One crash landed at base total loss. Seriously damaging another. Battle damage: 1 serious; 3 slight. All planes bombed target except Pilot Lt. Jeffries, plane No. 812 turned back at 54° 08' N. 03° 47' E. Broken oil line in No. 4 engine and supercharger out. Brought back 5 x 1000.

3. Fighter Opposition

No fighter opposition appeared until Mons Cliff on the South East coast of Sjaelland on way back. Approximately twenty twin engined Aircraft, chiefly ME 110's, ME 210's, and JU 88's, attacked from 1426 hours, persistently but generally from long range, lobbing twenty millimeter shells from between four to eight O'clock. Element of surprise is believed to account for enemy's putting up mediocre opposition by rather green pilots.

By EB/mg NARA, Date 9-91

At 1516 hours shortly before T/E left, six single engine FW 190's made scattered attacks for ten minutes, chiefly on other groups. JU 88's were white, some black; other Twin Engines were gray or green. FW 190's had yellow noses, white fuselage with black bellies. One HE 111 was seen. Fighter escort was met at 1720 hours at 53° 15'N. 02° 26'E. We claim 5-2-3.

4. A.A. Gun Fire

A.A. Gun Fire at Nymindegab---meager, inaccurate tracking from moving railway cars. At the east coast of Sjaelland Island (55° 50'N. 08° 15'E) meager, inaccurate; two four gun batteries. Ronne (Bornholm Island, Den.) meager, inaccurate; four guns. Stolpmunde---meager, light, low inaccurate. Wendisch Silkow---meager, inaccurate, tracking; probably from airfield. GDYNIA---meager, light, inaccurate from eight flak boats in outer harbour. Two battle wagons firing with good altitude but poor deflection because they were doing evasive action. Aerial bombs seen to drop on B-24 formation.

5. Bombing

A formation of B-24's spoiled first bomb run; so leader made a 360 degree turn and tried again. Heavy and effective smoke screen prevented any sight of battle ships, but bombardier oriented himself by position of outer breakwater and dropped through smoke where he estimated briefed MFI to be. Photographs show good concentration very close and possibility of serious damage especially to Emden and Lutzow should not be ruled out. Two of our A/C in trouble, joined and bombed with other formations.

6. Observations

Enemy Destroyer was attacked; 150 rounds by one crew. Thirty (30) miles East of HADERSLEV, DENMARK. Eight (8) large ships, possibly warships, reported at 55° 00'N. 17° 30'E. They were taking evasive action on course of 260 degrees. Two (2) big warships outside Gdynia Harbour accompanied by several smaller ships, threw up heavy flak, while taking evasive action.

7. Comment

Kackstetter found his bomb sight undependable and Reese took over lead about an hour's flying time before I.P.

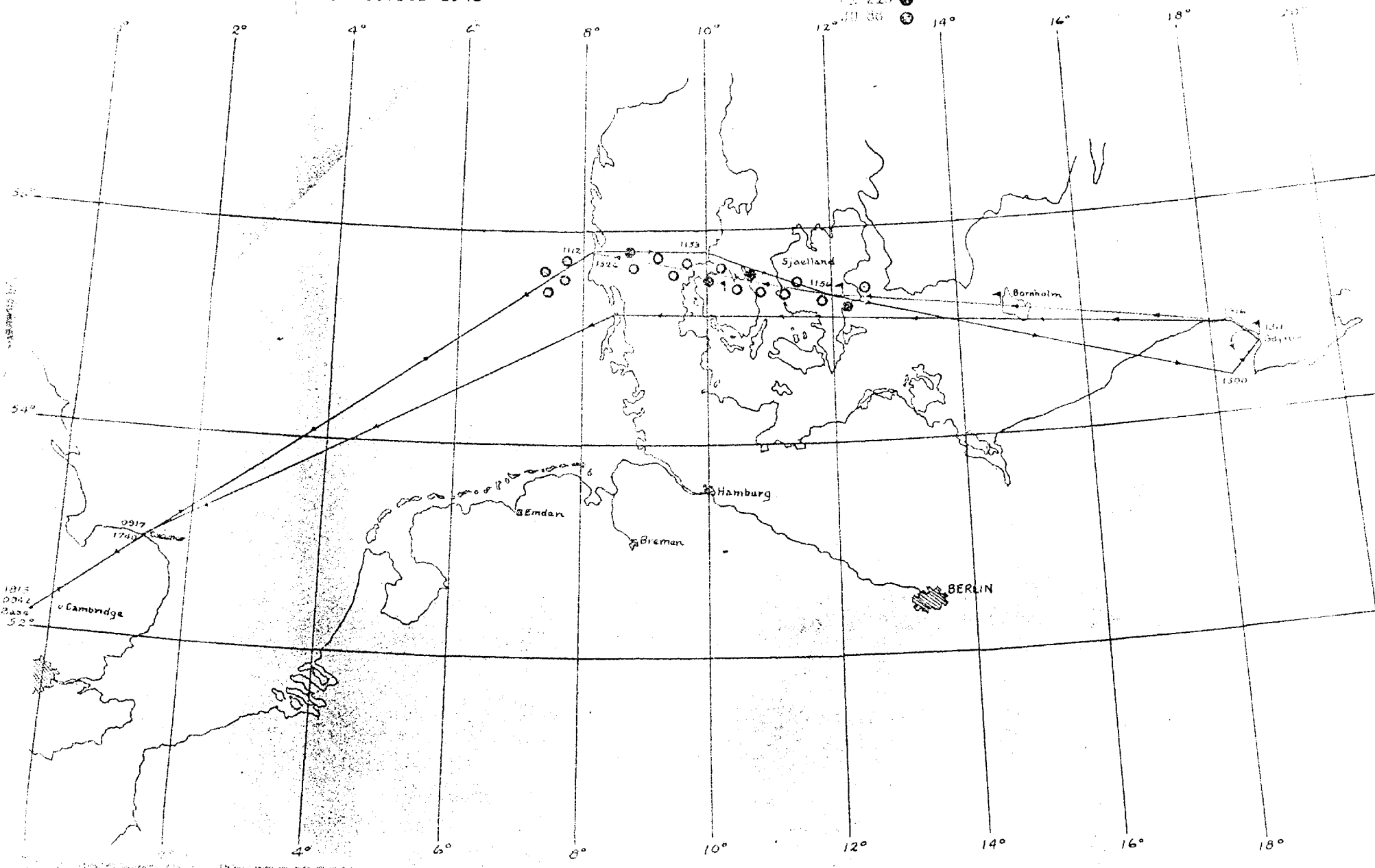
For The COMMANDING OFFICER

JOHN A. BAIRNSFATHER,
Major, AC,
Group S-2.

GDYNIA

9 October 1943

- BT 190 ○
- BT 110 ○
- BT 210 ●
- BT 88 ●



0917
1740
Cambridge

1215
0242
0432
52°
Cambridge

Emden

Bremen

Hamburg

BERLIN

Sjaelland

Bornholm

1112

1322

1153

1154

1304

1341

1300

ZERO-HOUR - MAY CHANGE

DATE 9 October 1943

↑ NB

D. RATIONS AT 0630

BRKFAST 0430 BRIEFING 0300

CAMERAS
LUNCH SANDWICHES 0630
ENVOYS ENGLISH DESTROYERS 0710
From Coast To Division

STATIONS 0805 TAXI 0815
TAKE OFF 0825 ASSEMBLE AT 1000 FT
RADIO CHECK TO AT 0840 HOURS
REND 0842 AT THU AT 1000 FT
REND AT AT FT

FUEL RES 199 : 993 : : :
OXYGEN 0 : 0 : : :
ISPL Loop: 30 : : :
GROUP C.O. KACKSTETTER
GROUP DEPUTY REESE
GROUP DEPUTY

CLIMB AT 150 AT 100 FPM
CRUISE AT AT FT
BOMB AT 24000 AT 150 FT
RETURN AT AT FT
DESCEND AT 170 AT 200 FPM
FLASHER NO. 6 LET DOWN 265.9 DEGREES
ALTIMETERS 2992 TOP TANKS YES
ZERO HOUR 1115 BOMB INT. MIM

AUDIT FLASHING LETTERS
305GP LEADS 92,306
CW LEADS

305GP YY PERIOD 0700-1300: 1300-1900
92 GP RG FLARE G6 : GY
306 GP RY ANSWER X : 0
GP CHALLENGE I : Y

FIGHTER SUPPORT With DVMW MAX RANGE
1GP P-47 For 1st ATF
1GP P-47 - 5700-0400E -1638-
NAVAL SUPPORT - CROMER - DANISH COAST

OTHER EFFORTS MED LILLE + WOENS DRECHT 1035
2ND ATF (2CWS) NIMBENBURG 5525-1200 1130
3 ATF (2CWS) DANZIG 5525-1200 1145
4TH ATF (1CWS) GRYNITZ 5525 1200 1155
1st ATF (2CW) DANZIG 1115
FIGHTERS MAYBANK
COMBERS PHONE BOX 5
S.G. WARMUN

THU 0842 1,000
CROMER 0916 2,000
5550-0810 1111 13,000
5550-1000 1132
5525-1200E 1155
IP. 5420-1812E 1307
TARGET 1313 24000
5445-1825 1319 24000
5576-0833E 1519 13000
CROMER 1725 2,000
BASE 1755
START ENGINES HALLOWEEN
STAND BY MESSAGE CHRISTMAS
DELAY TAKE OFF EASTER
SCRUB THANKS GIVING
ABANDON

AIR COMMANDER - JUPITER
MIMAH OVER DENMARK 1200
SWEDISH NEUTRALITY

FORCED LANDING - SW. DE.
GREEN FLARE-FRIENDLY FIGHTERS
TOG TAKEOFF

Kackstetter
603

Robinson 767
Thomas 759
Davis 728
White 720
Tackkier 727
Kirk 074
Munast 993
Jeffries 812
Bickett 971
McCallum 813
Cook 832
Paulsen 145
Gay 724
Katz 794
Petels 811
Porter 169
Ranch 718
Holmstrom 889
Reese 515
Thomas 779

Capt. Bennett; Dont forget maps

D. RATIONS AT 0630 AT NISSEN HUT ADJUTANT GENERAL TO MANAGER

KACKSTETTER ✓
603

? MUNGER ✓
~~510~~
993

BICKETT ✓
971
?

REESE ✓
515

ROBINSON ✓
767

JEFFRIES ✓
812
?

McMILLAN ✓
813

COOK ✓
832

THOMAS ✓
759

WHITE ✓
720

GALT ✓
724

PHILSEN ✓
145

TACKMIR ✓
727
?

KATZ ✓
794

DAVIS ✓
728

KIRK ✓
074

PETERS ✓
811

RANCK ✓
4718

PORTER ✓
169

THOMAS ✓
779

HOLMSTROM ✓
889

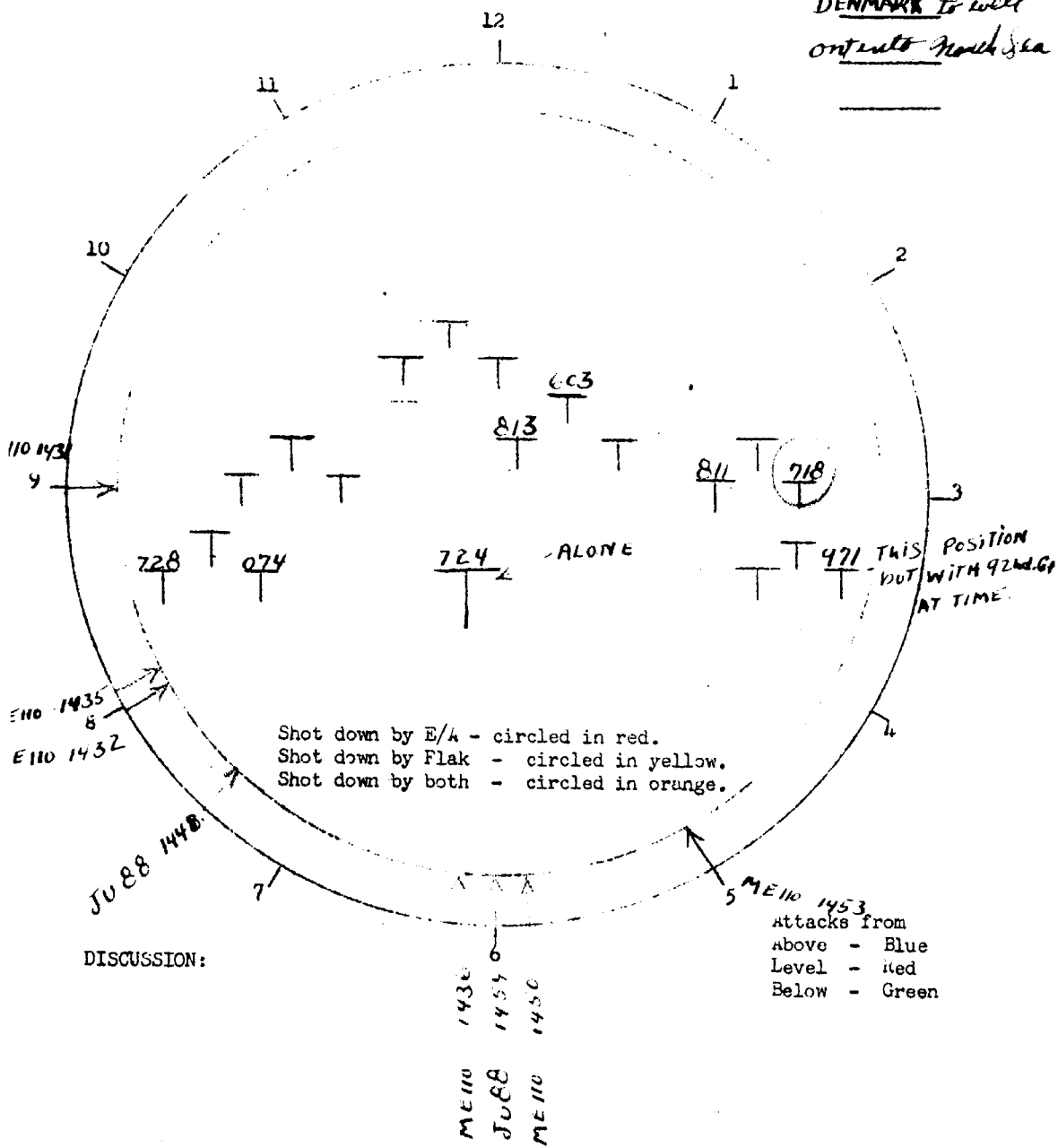
993 SPAVE
199 spare gas eater

TARGET GdYNIA GROUP 306

DATE 9/10/43

TIME OF ATTACKS 1430 to 1454 hours

VICINITY OF ATTACK East Coast of DENMARK to well out into North Sea



1
B

HEADQUARTERS
VIII BOMBER COMMAND
APO 634

Bomber Command Narrative of Operations
113th Operation - 9 October, 1943.

- Mission No. 1 - Anklam.
- Mission No. 2 - Marienburg.
- Mission No. 3 - Danzig - Gdynia.
- Mission No. 4 - Gdynia.
- Mission No. 5 - Gdynia.

Five Air Task Forces of Fortresses and Liberators made the deepest penetration into Germany since the beginning of operations by VIII Bomber Command to successfully attack important naval and industrial targets in eastern Germany. Bombing results were excellent. The Air Task Force which attacked Anklam had particularly strong e/a opposition, while the other three air task forces had only moderate fighter opposition. Excellent withdrawal support was provided by VIII Fighter Command P-47s. USAAF B-26s carried out a diversionary attack on the Woensdrecht Airfield. 28 heavy bombers failed to return and claims against e/a are 122-29-61.

Unit	Number of A/C					Claims	Personnel Casualties		
	Dispatched	Attacked	Failed	Lost	To Bomb+		(Killed)	Wounded	Missing
<u>1ST BOMB DIV. (MISSION NO. 1)</u>									
<u>ANKLAM</u>									
303	20	18	2	0	1	2-2-6	0	0	10
379	20	20	0	0	2	9-2-4	0	10	20
384	21	19	1	1	2	9-1-2	0	0	20
351	21	20	0	1	5	26-2-18	0	5	51
91	17	13	4	0	5	6-5-7	0	4	50
381	16	16	0	0	3	13-7-10	0	6	34
	<u>115</u>	<u>106</u>	<u>7</u>	<u>2</u>	<u>18</u>	<u>65-19-47</u>	<u>0</u>	<u>25</u>	<u>185</u>

<u>3RD BOMB DIV. (MISSION NO. 2)</u>									
<u>MARIENBURG</u>									
385	22	21	0	1	1	2-0-0	0	2	11
94	18	18	0	0	0	0-1-0	0	0	0
390	21	21	0	0	0	2-1-0	0	0	0
100	16	13	3	0	0	0-0-0	0	0	0
95	23	23	0	0	1	5-0-0	0	1	10
	<u>100</u>	<u>96</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>9-2-0</u>	<u>0</u>	<u>3</u>	<u>21</u>

<u>2ND BOMB DIV. (MISSION NO. 3)</u>									
<u>DANZIG - GDYNIA</u>									
93	17	13	3	1	2	0-0-0	0	1	21
389	12	10	2	0	0	2-0-0	0	0	0
44 x	8	8	0	0	0	3-3-0	0	0	0
392 x	14	10	4	0	0	2-0-4	0	0	0
	<u>51</u>	<u>41</u>	<u>9</u>	<u>1</u>	<u>2</u>	<u>7-3-4</u>	<u>0</u>	<u>1</u>	<u>21</u>

x Attacked Gdynia.

Unit	Number of A/C					Personnel Casualties			
	(Dispatched)	Attacked	Failed		Lost	Claims	(Killed)	Wounded	Missing
			To Bomb+						
MISSION NO. 4			A.	B.					
96	28	28	0	0	2	13-3-4	0	4	20
388	<u>24</u>	<u>23</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>17-1-2</u>	<u>0</u>	<u>2</u>	<u>20</u>
	52	51	0	1	4	30-4-6	0	6	40
1ST BOMB DIV.									
MISSION NO. 5									
GDYNIA									
305	18	17	1	0	0	2-0-0	0	0	0
92	21	21	0	0	1	7-0-0	0	0	10
306	<u>21</u>	<u>20</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2-1-4</u>	<u>0</u>	<u>0</u>	<u>10</u>
	60	58	2	0	2	11-1-4	0	0	20
TOTALS	378	352	21	5	28	122-29-61	0	35	287

+ Failed to Bomb - A - Mechanical and Equipment Failures.
 B - Other than Mechanical and Equipment Failures (includes weather, enemy action, recall, etc.)

MISSION NO. 1 - ANKLAM

The 1st Bombardment Division dispatched 115 B-17s of which 106 attacked the target of Anklam with excellent results. Withdrawal support was furnished by VIII Fighter Command P-47s. The formations had particularly strong enemy air opposition and lost 18 B-17s. Claims are 65-19-47.

BOMBING RESULTS: 106 B-17s dropped 318 x 1000 ^{G.P} fused 1/10 sec. nose and 1/100 sec. tail, and 530 x 100 I.B. at 1142 - 1146 hours from 12,200 - 14,500 feet on the Arado Plant at Anklam. This plant produces the major airframe component for FW-190s finally assembled at Tutow. Concentrations of high explosives and incendiary bursts blanketed the entire factory and surrounding area. Every major unit of the plant sustained damage and photographic reconnaissance two and one-half hours after the attack showed two large fires were still burning. Hits were scored on railway lines, as well as the east part of the town of Anklam.

REASONS FOR FAILURE TO BOMB: 9 a/c failed to bomb - 7 because of mechanical and equipment failures, 1 was unable to overtake the group and 1 was lost before target.

ENCOUNTERS: Fighter opposition was very strong and the formations encountered from 70 - 300 e/a which were FW-190s, Me-109s, Me-110s, Me-210s, DO-217s, JU-87 JU-88s, FW-189s and He-111s. The attacks were vigorously pressed from 300 - 400 yards and delivered from all clock positions. They began at 1030 hours just inside the Danish coast and continued until 1327 hours. Another group of e/a intercepted the formation at 1345 hours and attacked until 1405 hours. Air-to-air bombing, as well as the use of rocket guns, was reported by the crews. Some twin-engine fighters stayed out at the side and fired what appeared to be 37 mm. cannons. Many e/a also stayed out of range and fired rocket guns before

HEADQUARTERS
VIII BOMBER COMMAND
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Five Air Task Forces of Fortresses and Liberators made the deepest penetration into Germany since the beginning of operations by VIII Bomber Command to successfully attack important naval and industrial targets in eastern Germany. Bombing results were excellent. The Air Task Force which attacked Anklam had particularly strong e/a opposition, while the other three air task forces had only moderate fighter opposition. Excellent withdrawal support was provided by VIII Fighter Command P-47s. USAAF B-26s carried out a diversionary attack on the Woensdrecht Airfield. 28 heavy bombers failed to return and claims against e/a are 122-29-61.

Unit	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	(Attacked)	(Failed)	(Lost)	(To Bomb+)		(Killed)	(Wounded)	(Missing)
<u>1ST BOMB DIV.</u>									
<u>MISSION NO. 1</u>									
<u>ANKLAM</u>									
			A.	B.					
303	20	18	2	0	1	2-2-6	0	0	10
379	20	20	0	0	2	9-2-4	0	10	20
384	21	19	1	1	2	9-1-2	0	0	20
351	21	20	0	1	5	26-2-18	0	5	51
91	17	13	4	0	5	6-5-7	0	4	50
381	16	16	0	0	3	13-7-10	0	6	34
	<u>115</u>	<u>106</u>	<u>7</u>	<u>2</u>	<u>18</u>	<u>65-19-47</u>	<u>0</u>	<u>25</u>	<u>185</u>

3RD BOMB DIV.
MISSION NO. 2
MARLENBURG

385	22	21	0	1	1	2-0-0	0	2	11
94	18	18	0	0	0	0-1-0	0	0	0
390	21	21	0	0	0	2-1-0	0	0	0
100	16	13	3	0	0	0-0-0	0	0	0
95	23	23	0	0	1	5-0-0	0	1	10
	<u>100</u>	<u>96</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>9-2-0</u>	<u>0</u>	<u>3</u>	<u>21</u>

2ND BOMB DIV.
MISSION NO. 3
DANZIG - GDYNIA

93	17	13	3	1	2	0-0-0	0	1	21
389	12	10	2	0	0	2-0-0	0	0	0
44 x	8	8	0	0	0	3-3-0	0	0	0
392 x	14	10	4	0	0	2-0-4	0	0	0
	<u>51</u>	<u>41</u>	<u>9</u>	<u>1</u>	<u>2</u>	<u>7-3-4</u>	<u>0</u>	<u>1</u>	<u>21</u>

x Attacked Gdynia.

pressing in to make conventional attacks. Some of the aircraft appeared to be equipped to reload the guns from within the plane, as some crews report as many as nine bursts in a row coming from one plane. One pilot saw an Me-210 fire what looked like a "pile of clay pigeons" which were tapered and followed by a tail of smoke. Another Me-210 was seen to fire two guns which resulted in eight bursts in clusters of four each. Another report stated that a JU-88 was seen which had three rocket guns under each wing. E/A attacks were aggressive and determined.

CASUALTIES: Personnel - 1 crew member seriously wounded, 24 were slightly wounded and 185 are missing.

Equipment - 18 B-17s were lost - 13 to e/a and 5 by reasons unknown.

Estimated Battle Damage - 47 category "A" and 1 category "E".

ANTI-AIRCRAFT FIRE: Meagre and inaccurate AA fire was encountered on the way in to the target. At Anklam the flak was meagre but very accurate as to deflection and altitude. Moderate to intense gunfire was encountered on the route back.

ROUTE: Cromer to 55°24'N - 08°50'E, to 55°20'N - 10°22'E, to 54°40'N - 12°00'E, to 54°35'N - 13°15'E (I.P.), to target to 54°15'N - 12°13'E, to 54°41'N - 10°00'E, to 54°38'N - 08°20'E, to 53°52'N - 05°21'E to bases.

MISSION NO. 2 - MARIENBURG

The 3rd Bombardment Division dispatched an Air Task Force of 100 B-17s, of which 96 bombed the FW-190 plant at Marienburg. This plant was completely destroyed from an operational point of view. The bombers had e/a opposition which was generally weak. Fighter withdrawal support was furnished by VIII Fighter Command P-47s. 2 B-17s were lost and claims are 9-2-0.

BOMBING RESULTS: 96 B-17s dropped 598 x 500 G.P. fused 1/10 sec. nose and 1/100 sec. tail, and 1368 x 100 I.B. at 1253 - 1302 hours from 11,000 - 13,500 feet with most successful results on the FW-190 plant at Marienburg. The plant was practically wiped out - another Regensburg. Hits were scored on all the major units of the plant, except one assembly shop at the northern end. The entire target area was a mass of smoke and flame. When reconnaissance photography was attempted three hours after the attack the fires were still so intense that photography was not possible. Besides damage caused to the buildings and facilities it was estimated 15 e/a were destroyed on the ground.

REASONS FOR FAILURE TO BOMB: 4 a/c failed to bomb - 3 because of mechanical and equipment failures and 1 was lost before reaching the target.

ENCOUNTERS: Enemy fighter opposition was generally weak over the entire route. The first e/a, which were a few Me-109s, FW-190s and JU-88s, were met over Denmark on the way into the target. None of these pressed their attacks home, but remained a considerable distance from the formation. The most persistent attacks were encountered on the way back and started over Denmark at Esbjaerg at 1530 hours and continued until the formation was well out over the North Sea. From 30 to 40 e/a, mostly Me-110s, Me-109s, Me-210s, FW-190s and JU-88s participated. 37 mm. cannons, as well as rockets were reported to be used. One B-17 was observed to be hit by a rocket from an Me-110.

CASUALTIES: Personnel - 3 crew members were slightly wounded and 21 are missing.
Equipment - 2 B-17s were lost - 1 to e/a and 1 by reasons unknown.
Estimated Battle Damage - 20 category "A" and 1 category "AC".

ANTI-AIRCRAFT FIRE: Meagre and accurate heavy gunfire of the continuously pointed type was encountered at Esbjaerg and Nordby. Accurate AA fire which was out of range was observed at Elbing, Gdynia and Danzig.

ROUTE: Bases to Cromer to 55°38'N - 08°07'E, to Vejle to 55°43'N - 10°20'E, to 55°10'N - 12°07'E, to 54°38'N - 17°00'E, to I. P. to target to 54°49'N - 17°54'E, to 55°08'N - 12°07'E, to 55°20'N - 09°53'E, to 55°25'N - 08°38'E, to 55°24'N - 08°27'E, to 54°44'N - 06°03'E, to Bases.

OBSERVATIONS: The smoke screens at both Danzig and Gdynia were very effective. An airfield was seen two miles south of Danzig. It was a large grass field and buildings were under construction. Another airfield was observed to be under construction at Puck. Just south of Stuttof in east Prussia the crews observed eight large rectangular shaped red-topped fortifications or buildings arranged in two rows of four each. Several large gas storage tanks were seen alongside very active marshalling yards at Esbjaerg, Denmark.

MISSION NO. 3 -- DANZIG -- GDYNIA

The 2nd Bombardment Division dispatched 51 B-24s, of which 23 bombed Danzig and 18 attacked Gdynia. Bombing results at both Danzig and Gdynia were good. The B-24s had only moderate e/a opposition. Two failed to return and claims are 7-3-4.

BOMBING RESULTS: The 23 B-24s dropped 201 x 500 G.P. fused 1/10 sec. nose and 1/40 sec. tail at 1305 hours from 21,000 - 22,500 feet on Danzig. A direct hit was made on an oil storage tank, and others were made on buildings and stores of the Baltisch-Amerikanische Oil Co. Numerous hits were made on railroad facilities, warehouses in the harbor area, a direct hit on a large building of a chemical works, damage to a large gas holder and hits in a barracks area.

18 B-24s dropped 144 x 500 G.P. on Gdynia which was bombed as a secondary target. Results are given under Missions 4 and 5.

REASONS FOR FAILURE TO BOMB: 10 B-24s failed to bomb - 9 because of mechanical and equipment failures, and 1 a/c was lost before reaching the target.

ENCOUNTERS: The formation experienced half-hearted attacks on the way in from the Danish Coast to the East Coast of the Island of Sjaelland. On the way out, from 20 to 25 e/a in the same area continued attacks for 15 to 20 minutes over the Danish Coast. E/A were 7 - 8 JU-88s, 7 - 8 FW-190s, and the balance divided evenly between Me-109s, Me-110s and Me-210s. Attacks were made from the rear - 5 - 7 o'clock out of the sun. Tactics were mainly to sit out and fire from extreme range using heavy caliber cannon-fire with time fuse. Rocket firing and air-to-air bombing were employed by 3 Me-110s flying 500 feet above the formation.

CASUALTIES: Personnel - 1 crew member was slightly wounded and 21 are missing.
Equipment - 2 B-24s are lost - 1 to flak and 1 by reasons unknown.
Estimated Battle Damage - 16 category "A" and 2 category "AC".

735025
YSW
PARA Date 10/25/44
~~CONFIDENTIAL~~

near Nymindaga and was sighted intermittently until 26 hours.

ANTI-AIRCRAFT FIRE: Mission No. 4 - Accurate gunfire of the continuously pointed type was encountered at Nymindaga at 12,000 feet. Intense AA fire was observed in the target area but it was inaccurate. Inaccurate, meager AA fire was seen at Esbjærg, Holunbert and Stolpmunde.

Mission No. 5 - The formations encountered only meager AA fire on the route into Gdynia. At the target meager inaccurate light AA fire was encountered.

CASUALTIES: Personnel - 3 crew members were seriously wounded, 6 slightly wounded and 60 are missing.

Equipment - 6 B-17s were lost - 1 to flak and 5 to e/a.

Estimated Battle Damage - 33 category "A", 2 category "AG" and 3 category "E".

ROUTE: Mission No. 4 - Bases to English Coast to 53°24'N - 02°20'E, to 53°48'N - 03°12'E, to 54°16'N - 04°13'E, to 54°40'N - 05°17'E, to 54°40'N - 05°54'E, to 55°23'N - 07°05'E, to Coast, to 55°50'N - 10°00'E, to 55°45'N - 10°36'E, to 55°25'N - 12°00'E, to I. P. to target (Gdynia) to 54°58'N - 15°15'E, to 55°20'N - 12°06'E, to 55°16'N - 08°33'E, to 54°45'N - 07°05'E, to 54°32'N - 05°28'E, to 54°07'N - 04°33'E, to 53°42'N - 03°27'E, to bases.

Mission No. 5 - Bases to English Coast to 52°55'N - 01°20'E, to 55°50'N - 08°10'E, to 55°18'N - 12°26'E, to 55°20'N - 13°10'E, to 55°10'N - 13°50'E, to 54°45'N - 14°55'E, to 54°52'N - 15°20'E, to 54°35'N - 16°45'E, to 54°20'N - 18°32'E, to 54°45'N - 19°00'E (I.P.) to target to 54°49'N - 17°52'E, to 54°56'N - 15°14'E, to 54°07'N - 12°11'E, to 55°27'N - 08°37'E, to 54°31'N - 05°28'E, to 52°48'N - 01°35'E, to bases.

OBSERVATIONS: Smoke screens in the target areas were very effective. There was also a dummy smoke screen south of Gdynia. Danzig was seen to be well screened by smoke.

FIGHTER SUPPORT

153 P-47s of three Groups of VIII Fighter Command provided withdrawal support. The P-47s first carried out sweeps in the Locuwarden area and two groups contacted the bombers and escorted them back to the English Coast. The fighters met no e/a and losses were nil.

WEATHER

ANKLAW - 0 to 1/10 cumulus cloud. No medium or high cloud. Visibility was 8 to 10 miles.

MARIENBURG - 2/10 to 3/10 cumulus cloud, tops 5,000 feet, and 4/10 to 5/10 cirrus above 18,000 feet. Target was clear of clouds and visibility was 15 miles.

~~CONFIDENTIAL~~

9 Oct 43

Gydnia

Fuel consumption ranged from 2140 to 2680 gals for 16 planes, total

avg. 2335.9

9:50 to 10:45 time flown on mission

67,400 rounds of ammunition

By AB/mg NARA, Date 2-91HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-A-10

APO 634,
9 October 1943.

SUBJECT: Navigation Narrative Report.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. The 306th Bombardment Group (H) left Thurleigh at 0842 hours on October 9 1943 to bomb the primary target at Gdynia, Poland.
2. Rendezvous was made with the 305th Bombardment Group (H) and the 92nd Bombardment Group (H) between Thurleigh and Cromer. The 306th Group was flying high.
3. The Combat Wing adhered strictly to the course to the target but did not fly the return course as briefed. The Group became separated from the Combat Wing returning to base alone.
4. Due to a malfunction of the bombsight in the lead ship, the deputy Group Commander took over the lead when about an hour flying time from the Initial Point.
5. ACP opposition was encountered along the route but was very light at the target. Fighter opposition lasted about an hour and the enemy used his twin engine planes.
6. The Group returned to base at 1815 hours.

LUTHER S. FIERCE,
1st Lieut., AC.
Lead Navigator.

GROUP LEADER'S DEBRIEFING REPORT CHECK SHEET

(To be filled out and submitted to 40th Combat Bomb Wing
A-3 by telephone immediately on landing by group leader
or group operations officer.)

The following points are to be covered:

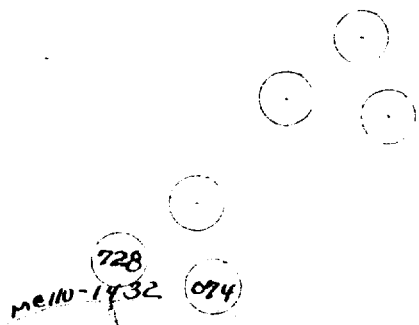
1. Group take-off and assembly:
USUAL TAKE OFF AND ASSEMBLY. PARTIAL GROUP ASSEMBLY
ON TAKE OFF TO THE SEAS.
2. Combat Wing assembly and route to goal:
JOINED IN WING FORMATION OVER THURLEIGH AND
PROCEEDED ON COURSE DIRECT TO SPINHEC 5
Air Division
3. ~~Approach~~ assembly and formation:
4. Flak:
INAPPROPRIATE FLAK OVER VARIOUS POINTS IN DENMARK.
ALSO AT TARGET
5. Enemy aircraft and fighter support:
ENCOUNTERED ABOUT 25 TWIN AND SINGLE ENGINE
FIGHTERS OVER DENMARK. ALSO 6 ME 109 OVER N. SEA.
6. Bombing results:
APPARENTLY GOOD. REPORTS HARD TO OBTAIN BECAUSE OF
SMOKE SCREEN.
7. Route back (break up) landing:
ROUTE BACK ABOUT 60 MI. NORTH OF COURSE
8. Losses:
LT. RANCK UNACCOUNTED FOR

COMBAT DUPLICATION CHECK FORM

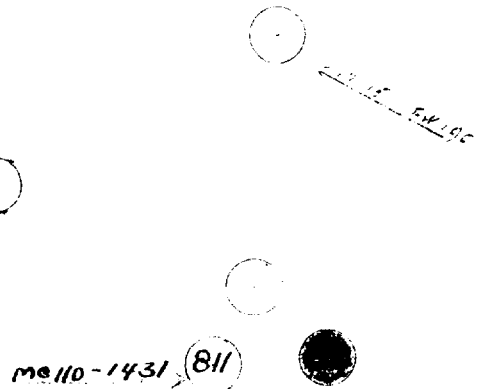
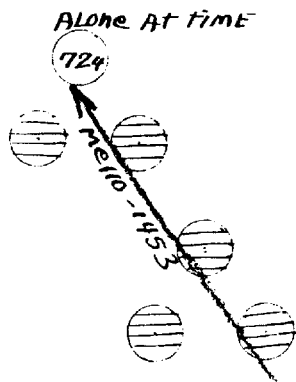
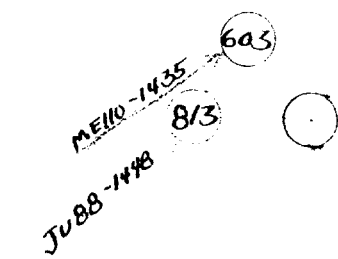
GROUP 306

DATE 9/10/43

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



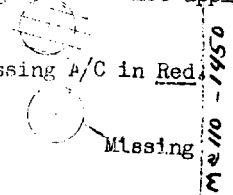
If actual formation is completely different from position of circles turn page over and prepare diagram on back.



FLYING WITH 92nd GROUP AT TIME

Write numbers of our A/C in circles. Draw lines through circles not applying.

Block out our missing A/C in Red.



By EP/mg NARA, Date 9-91

HEADQUARTERS 306TH BOMBARDMENT GROUP (H) (E-A-7)
Office of the Operations Officer

A P O 634,
9 October, 43.

SUBJECT: S-3 Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. At 0825 hours on 9 October 1943, the first of twenty-one aircraft of the 306th Bombardment Group (H) took off to bomb naval craft and harbor installations at Gdynia, Poland. One was abortive, none flew with other units, and one is missing.

2. The mission was well planned and enemy opposition was surprisingly weak. The diversion of fighters created by the other effort was invaluable on this long and hazardous flight. Navigation to the target was excellent. A formation of B-24's arrived at the target at the same time that we did, thereby causing a great deal of confusion and a poor bomb run. The Group executed a 360° turn and made a second run over the target. Although an effective smoke screen made identification difficult, bombing results are thought to be good. Due to making two runs on the target, the 306th Bombardment Group (H) lost the Combat Wing formation and followed the B-24's from target to base. The P-47's failed to rendezvous with the returning bombers.

3. No recommendations.

ROBERT C. WILLIAMS,
Major, AC,
Operations Officer.

By EB/mg NARA, Date 9-91HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Operations OfficerA P O 634,
8 October, 43.

SUBJECT: Group Leader's Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. Take-off was made on time. The Group was assembled on passing over Thurlough at 1,000 feet. The Combat Wing assembly was effected at the same time.

2. The route out to the coast was direct, as briefed.

3. The low Group was several miles behind, until several miles over the North Sea, where the interval was closed up. Good Wing formation was maintained to the target.

4. As the AFCE was set up in the lead ship, it was noted that the bomb sight stabilizer was not operating properly. The bombardier decided he could not even make a manual run. Therefore, after entering the Baltic Coast, the Group deputy assumed the lead and stayed in that position for the rest of the mission.

5. A dry run was made over the target the first time. A 360° turn was made and bombs were dropped on the second run. The lead Group must have made a third run. Our Group followed a B-24 Wing until well over the North Sea.

6. The route back was as briefed until over the North Sea, where the Group veered 60 miles North of course.

7. Inaccurate AAGF was seen at several points over Denmark. At the target, AAGF was light and inaccurate. A larger concentration of AAGF was noted several miles South of the target, apparently over Danzig.

8. Fighters were encountered over Denmark on the return trip. There were approximately 15 twin engine and 10 single engine fighters. Six additional fighters were encountered off the Danish Coast, over the North Sea.

FRANK M. KACKSTETTER,
Captain, Air Corps,
Group Leader.

By SP/mg NARA, Date 9-91

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

F-D-4

A P O 634,
9, Oct., 1943.

SUBJECT: Ammunition and Bomb Expenditure for the Mission of 9, Oct., 1943.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. The following is the expenditure by individual gun positions of AP and T ammunition for the mission of 9, October 1943.

a.	36 UPPER TURRET GUNS	9,700 Rounds
	36 LOWER TURRET GUNS	9,000 Rounds
	36 TAIL GUNS	14,820 Rounds
	18 RADIO GUNS	4,245 Rounds
	18 LEFT WAIST GUNS	8,355 Rounds
	18 RIGHT WAIST GUNS	8,055 Rounds
	16 LEFT NOSE GUNS	2,070 Rounds
	17 RIGHT NOSE GUNS	1,845 Rounds
	20 FRONT NOSE GUNS	2,810 Rounds

2. A total of 215 .50 calibre guns expended a total of 67,400 rounds of ammunition. Expenditure included for missing aircraft.

3. 95 - one thousand pound, M-44 Demolition Bombs were expended on this mission. Expenditure included for missing aircraft.

4. Aircraft No. 42-5889, not included in this report.

WILLIAM R. CAIN,
Capt., Air Corps,
Armament Officer.

By AB/MG NARA, Date 9-91

HEADQUARTERS 306TH BOMBARDMENT GROUP (H) (E-D-7)
Office of the Operations Officer

A P O 634,
9 October, 43.

SUBJECT: Bombing Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. A.F.C.R. was use throughout the entire mission. Wind plots were obtained and retro wind checked as briefed.

2. The lead bombardier, Lt. D.A.R. TELLER, discovered about an hour before the I.P. that his bombsight stabilizer gyro had ceased to function. This information was passed on to the lead pilot, who turned over the lead to the Group deputy. The first run on the target was hindered by a very effective smoke screen. So, the lead deputy bombardier, Lt. W.R. WICK, made a good 60 second run a second time to get a better line of sight. The smoke screen was intense.

3. The 306th Group dispatched 21 aircraft, all of which carried 5 X 1000 lb. M44 bombs. One aircraft was abortive and returned to base with its bomb load. All other aircraft released at target. One aircraft was lost after the target.

4. Smoke screen hindered observation of results by bombardiers. Strike photographs show no wasted bombs in the water, and it is believed all hits were on dock area and slips.

5. Pertinent Information:

- a. True altitude 24,600 feet
- b. Indicated altitude 24,000 feet
- c. True heading 57°
- d. Time of release 1311 hours
- e. Wind direction and velocity 310° @ 20 MPH
- f. 100 X 1000 lb. AN M44 bombs were released. 5 X 1000 lb. AN M44 bombs were returned to base.

HUGH J. TOLAND,
Captain, AC,
Group Bombardier.

MISSION LOADING LIST

Squadron 368th Bomb Sq (H) A/C Number 7718
Total time for complete mission --- Date 9 October 1943

P. <u>RANCK, R., 1st Lieut</u>	R. <u>SKAHAN, W., T/Sgt.</u>
CP. <u>MC CORMACK, M., 2nd Lieut</u>	G. <u>KOSIER, H., Sgt.</u>
N. <u>CROSEBECK, C., 2nd Lieut</u>	G. <u>BARTON, W., S/Sgt.</u>
B. <u>HEWITT, W., 2nd Lieut</u>	G. <u>FARRIS, D., Sgt.</u>
E. <u>HALL, H., S/Sgt.</u>	G. <u>NABORS, F., S/Sgt.</u>

MISSING IN ACTION

MISSING IN ACTIONN

MISSION LOADING LIST

Squadron 369th Bomb Sq. A/C Number 889
Total time for complete mission 10:00 Date 9/10/43

O P. <u>Holmstrom, G. S., 1st. Lt.</u>	O R. <u>Uhrin, M. S/Sgt.</u>
O CP. <u>Ferguson, F. E. 2nd. Lieut.</u>	O G. <u>Massev, F. K. Sgt.</u>
O N. <u>Anderson, P. D. F/O</u>	O G. <u>Oliver, B. Sgt.</u>
O B. <u>Dunlap, C. L. 2nd. Lt.</u>	O G. <u>Maron, H. M. Sgt.</u>
O E. <u>Loubet, P. R. T/Sgt.</u>	O G. <u>Fatigati, C. A. S/Sgt.</u>

APO 634.
9 Oct., 1943.

SUBJECT: Communications Report for Mission of 9 October, 1943.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. PROCEDURE:

The correct radio procedure was followed throughout the flight.

2. RADIO AIDS:

Nineteen airplanes were equipped with "Gee" and reported good results up to as far as $06^{\circ} 56'$ E. longitude in some cases. No jamming was reported, but signals faded due to distance.

Splasher Beacons numbers 4 and 5 were used for homing, and one airplane reported using B group of Multi-Group Beacons to fifteen degrees East longitude for L.O.F.'s.

The local 40th Combat Wing Buncher was used for homing.

Two airplanes obtained QDM's from our base HF D/F station.

One airplane sent an SOS to Section "H" HF D/F for another airplane seen to ditch at 1522, acknowledgment was received.

One radio operator, on seeing five parachutes come out of an airplane in distress, sent the position on the International Distress frequency as he was unable to tune up his transmitter on the assigned HF D/F section.

3. RADIO DISCIPLINE:

No breaches in radio discipline were observed or reported.

4. EQUIPMENT:

4-29971 - 423rd Squadron - Waist gun mike button out, fixed.

4-23515 - 423rd Squadron - Interphone noisy. Right waist interphone out. Command antenna shot off, all being checked.

4-30813 - 423rd Squadron - Interphone intermittent, being checked.

4-30832 - 368th Squadron - Command antenna shot off, replaced.

- 4-37724 - 38th Squadron - Interphone poor in nose position, being fixed.
- 4-30199 - 369th Squadron - Interphone in both turrets out. Command antenna shot off, replaced.
- 4-30794 - 369th Squadron - Liaison and Command antennae shot off. Radio Compass out, being checked.
- 4-23169 - 369th Squadron - Interphone noisy and weak, being checked.
- 4-30779 - 369th Squadron - Interphone poor, being checked.

5. REMARKS:

Good radio reception was reported to the target area and back.

Exceptionally long ranges were reported from the Multi-Group

Beacons.

Ray V. Hopper C.S.
RAY V. HOPPER,
Major, A.C.,
Communications Officer.

Target Gdynia

1. Route followed. Cromer to 55° 50' N 08° 10' E, to 55° 50' N, 10° 00' E to 55° 25' N, 12° 00' E, to 54° 20' N, 18° 12' E (IP) to target, made 360° turn at target and followed same route home.

2. Visibility at Target (Any condensation trails?) **Some condensation trails. No cloud at target, some haze.**

3. No. of A/C over Target. **20A/C**

4. Formation over target, with height of each A/C. Those A/C damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:-

	<u>767</u>		<u>515</u>		<u>832</u>	
<u>759</u>		<u>720</u>	<u>24090</u>		<u>724</u>	<u>145</u>
	<u>727</u>			<u>779</u>		<u>794</u>
<u>728</u>		<u>974</u>	<u>603</u>		<u>811</u>	<u>718</u>
				<u>813</u>		<u>169</u>

971 lost engine at Bornholm, bombed with the 305th, flew home with 92nd. in tail of high squadron.

169 bombed with 305th, flew # 3 ship of second element of low squadron.

5. General Axis of attack (from lead A/C if possible) **55° Magnetic.**

6. How long did formation fly straight and level before bombing? **Two minutes.**

7. Turn after bombing. **Sharp 90° left turn, 1/2 needle width bank.**

8. Position of Group in relation to other Groups. **First group of C.W. to bomb.**

9. What evasive action was taken? **Lazy "S" turns with slight changes in altitude.**

10. A short description of Flak en route (if any) and at the Target, including if possible a suggestion as to type of fire control employed - i.e. Continuous following predicted concentrations, predicted barrages, or fixed barrages.

Nymindegab—meager, inaccurate, tracking, from moving railway cars.

55° 50' N 08° 15' E (East coast of Sjælland Island) meager, inaccurate, two four gun batteries.

Ronne (Bornholm Island, Den.) meager, inaccurate, four guns.

Stolpmunde—Meager, light, low, inaccurate.

Wendisch Silkow—Meager, inaccurate, tracking, probably from an airport.

Lauenburg—moderate, inaccurate, predicted concentration.

Gdynia—meager, light, inaccurate from light flak boats in outer harbor.

Two battle wagons firing with good altitude but poor deflection because they were doing evasive action.

11. Any other Comments, Phenomena, etc.

1. Aerial bombs seen to drop on B-24 formation.

2. Small round white balloon seemed to be following the formation about 1,000 feet above, just before target.

By EB/mg NARA, Date 9-21

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

F-D-4

A P O 634,
9, Oct., 1943.

SUBJECT: Armament, Bombing Equipment, C-1 Autopilot, and Bombsight Report,
Mission of 9, October, 1943.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. The following is a report of armament equipment failures provided by interrogation of gun crews and reports from individual Squadron Armorsers.

a. Aircraft No. 42-30199, 2nd position stoppage of radio gun, and Right Hand Tail Gun, due to broken extractor assemblies.

b. Aircraft No. 42-30794, Right Hand Upper Turret gun, 2nd position stoppage caused by ammunition links jamming in link ejection chutes. Left Upper Turret gun, 1st position stoppage caused by a burned out firing solenoid. Left Ball Turret gun, 1st position stoppage caused by faulty feeding of ammunition.

c. Aircraft No. 42-3074, Right Tail gun, 2nd position stoppage caused by a ruptured cartridge case in the chamber.

d. Aircraft No. 42-30727, Right Tail gun, 2nd position stoppage caused by a ruptured cartridge case in the chamber.

e. Aircraft No. 42-30813, Left Upper Turret gun, 2nd position stoppage, caused by jamming of ammunition links in link ejection chutes.

f. Aircraft No. 42-30603, Radio gun, 1st position stoppage, caused by broken firing pin extension.

g. Aircraft No. 42-30832, Right Nose gun, 2nd position stoppage, ruptured cartridge case in the barrel.

h. Aircraft No. 42-30145, Right Upper Turret gun, failed to fire due to gun muzzle striking flash hider set screws in barrel jacket.

2. Bombing Equipment failure was limited to the following:

a. Aircraft No. 42-30145, A-2 Bomb Release Unit failed to release electrically; last two bombs were salvaged. Unit has been replaced.

By AB/mg NARA, Date 9-91

3. The following is a report of the C-1 autopilot and Bombsight equipment.

a. The bombsight stabilizer gyro of the group lead ship No. 42-30603, developed a malfunction after take-off. Bombing equipment was ground checked by the Bombardier and bombsight maintenance personnel prior to take-off and found to be operating satisfactorily. Failure of the stabilizer gyro prevents the stabilization of the bombsight in azimuth and also the stabilization of the aircraft about the vertical axis while flying on I.F.C.S.

b. Aircraft No. 42-3515, took over the lead and made the Bombing Run on I.F.C.S.

WILLIAM R. CHIN,
Capt., Air Corps,
Armament Officer.

APO 834,
9 October, 1948.

SUBJECT: B-4 Combat Mission Report on Mission of 9 October, 1948.

TO : Commanding Officer, 306th Bombardment Group (H), APO 834.

1. The following listed aircraft of this Group was abortive due to listed reasons:

- (1) B-17F-42-50812, 425rd Squadron, returned early due to internal failure of No. 4 engine.

2. The following listed engineering malfunctions occurred:

- Controls stiff - 1
- Supercharger out - 1
- Low oil pressure - 1
- Supercharger bucket out - 1
- Supercharger lags - 1
- Broken exhaust stack - 1
- Supercharger erratic - 1
- Engine rough - 1

3. The following listed instrument malfunctions occurred:

- APCR out - 1
- Flight indicator - 1 (Out)
- Oil temperature gage out - 1
- Fuel content gage out - 1
- Cylinder head temperature gage out - 1

4. The following listed armament malfunctions occurred:

- RS2 rack selector switch out - 1
- Vicker's unit out in ball turret - 1
- Tail gun gear out - 1
- Reticule bulb in upper turret out - 1
- Solenoid out in upper turret - 1
- Solenoid out in chin turret - 1
- Nose gun out - 1
- 2nd position stoppage - 1

6. The following listed communications malfunctions occurred:

Noisy interphone - 2
Mike button out - 1
Interphone intermittent - 1
Command transmitter out - 1
Command receiver out - 1
Interphone out - 1

6. The following listed safety equipment malfunctions occurred:

Oxygen system leaking - 3

7. The following listed heated clothing malfunctions occurred:

Heated gloves shorted out - 1

8. The following listed battle damages were incurred:

Total Damaged - 5
Seriously Damaged - 2
Slightly Damaged - 3
Damaged by flak - 0
Damaged by SOM - 1
Damaged by SOB - 4
Damaged by 60 Cal. friendly fire - 0
Damaged by Empty 60 Cal. Shell Cases
(Friendly) - 0
Missing in Action - 1

HENRY J. SCHMIDT,
Major, Air Corps,
Material Officer.

MISSION LOADING LISTSquadron 367th Bomb Sq (H) A/C Number 42-30728Total time for complete mission 10:25 Date October 9, 1943.

O P.	<u>Davis, Z.D.</u>	<u>1st Lt.</u>	O R.	<u>McCullar, L.C.</u>	<u>T/Sgt.</u>
O CP.	<u>Elliot, I.R.</u>	<u>1st Lt.</u>	O G.	<u>Foster, D.J.</u>	<u>S/Sgt.</u>
O N.	<u>Houck, R.V.</u>	<u>1st Lt.</u>	O G.	<u>Shade, F.M.</u>	<u>Sgt.</u>
O B.	<u>Anderson, G.R.</u>	<u>S/Sgt.</u>	O G.	<u>Ball, B.E.</u>	<u>Sgt.</u>
O E.	<u>Webb, G.T.</u>	<u>T/Sgt.</u>	O G.	<u>Antonelli, D.J.</u>	<u>S/Sgt.</u>

MISSION LOADING LISTSquadron 367th Bomb Sq (H). A/C Number 42-3074Total time for complete mission 10:30 Date October 9, 1943.

O P.	<u>Kirk, W.S.</u>	<u>1st Lt.</u>	O R.	<u>Roberts, G.G.</u>	<u>S/Sgt.</u>
O CP.	<u>Cosper, C.W.</u>	<u>F/O.</u>	O G.	<u>Kelly, E.H.</u>	<u>S/Sgt.</u>
O N.	<u>Dougherty, J.L.</u>	<u>2nd Lt.</u>	O G.	<u>Poff, G.A.</u>	<u>S/Sgt.</u>
B.	<u>_____</u>	<u>_____</u>	O G.	<u>Kristoff, E.W.</u>	<u>Sgt.</u>
O E.	<u>Boyd, T.E.</u>	<u>S/Sgt.</u>	O G.	<u>Shore, H.</u>	<u>Sgt.</u>
			O G.	<u>Nabors, O.K.</u>	<u>Sgt.</u>

MISSION LOADING LIST

Squadron 367th Bomb Sq (H). A/C Number 42-30767

Total time for complete mission 10:30 Date October 9, 1943.

o P.	<u>Robinson, L.L.</u>	<u>Captain</u>	o R.	<u>Merson, J.R.</u>	<u>T/Sgt.</u>
o CP.	<u>Jacobs, D.L.</u>	<u>2nd Lt.</u>	o G.	<u>Clark, W.R.</u>	<u>S/Sgt.</u>
o N.	<u>Titus, A.F.</u>	<u>1st Lt.</u>	o G.	<u>Heffner, H.W.</u>	<u>S/Sgt.</u>
o B.	<u>Phelan, H.E.</u>	<u>1st Lt.</u>	o G.	<u>McGinnis, D.A.</u>	<u>S/Sgt.</u>
o E.	<u>Walkenhorst, J.W.</u>	<u>T/Sgt.</u>	o G.	<u>Hifler, W.J.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 367th Bomb Sq (H) A/C Number 42-30727

Total time for complete mission 10:30 Date October, 9, 1943.

o P.	<u>Tackmier, W.J.</u>	<u>1st Lt.</u>	o R.	<u>Coulter, A.G.</u>	<u>T/Sgt.</u>
o CP.	<u>Stafford, C.R.</u>	<u>2nd Lt.</u>	o G.	<u>Corcoran, J.E.</u>	<u>S/Sgt.</u>
o N.	<u>Moore, C.D.</u>	<u>1st Lt.</u>	o G.	<u>Twing, H.K.</u>	<u>S/Sgt.</u>
o B.	<u>Pierce, F.X.</u>	<u>1st Lt.</u>	o G.	<u>Sall, H.</u>	<u>S/Sgt.</u>
o E.	<u>Argentos, J.</u>	<u>T/Sgt.</u>	o G.	<u>Bloom, J.P.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 367th Bomb Sq (H). A/C Number 42-37759

Total time for complete mission 10:30 Date October 9, 1943.

o P. <u>Thomas, W.W.</u>	<u>1st Lt.</u>	o R. <u>Hill, T.R.</u>	<u>S/Sgt.</u>
o CP. <u>Kappmeyer, J.W.</u>	<u>1st Lt.</u>	o G. <u>St Louis, M.J.</u>	<u>S/Sgt.</u>
o N. <u>McCaleb, H.K.</u>	<u>1st Lt.</u>	o G. <u>Henderson, E.H.</u>	<u>S/Sgt.</u>
o B. <u>Lukens, J.W.</u>	<u>1st Lt.</u>	o G. <u>DeBuyser, E.</u>	<u>S/Sgt.</u>
o E. <u>Heyburn, A.</u>	<u>T/Sgt.</u>	o G. <u>Harris, J.E.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 367th Bomb Sq (H). A/C Number 42-37720

Total time for complete mission 10:20 Date October 9, 1943.

x o P. <u>White, D.H.</u>	<u>1st Lt.</u>	o R. <u>Boselli, J.C.</u>	<u>T/Sgt.</u>
o CP. <u>Rasmussen, E.O.</u>	<u>1st Lt.</u>	o G. <u>Pulliam, F.W.</u>	<u>S/Sgt.</u>
o N. <u>Alexander, C.A.</u>	<u>1st Lt.</u>	o G. <u>Earnest, W.R.</u>	<u>S/Sgt.</u>
o B. <u>Sparks, J.A.</u>	<u>2nd Lt.</u>	o G. <u>Whiteside, R.L.</u>	<u>Sgt.</u>
o E. <u>Harbour, E.E.</u>	<u>Sgt.</u>	o G. <u>Sherrill, W.D.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 368th Bomb Sq (H) A/C Number 42-30832

Total time for complete mission 10:15 Date 9 October 1943.

P. <u>COOK, L.G., Captain</u>	R. <u>PHILPOT, D.A., T/Sgt.</u>
CP. <u>LOGUE, C.K., 1st Lieut</u>	G. <u>TREMPER, W.J., S/Sgt.</u>
N. <u>SIMMEN, A.E., 2nd Lieut</u>	G. <u>KENNEY, R.J., S/Sgt.</u>
B. <u>SWAPP, W.W., 1st Lieut</u>	G. <u>GRAMM, E.F., S/Sgt.</u>
E. <u>HERMAN, J.K., T/Sgt.</u>	G. <u>JENNIGES, A.N., S/Sgt.</u>

MISSION LOADING LIST

Squadron 368th Bomb Sq (H) A/C Number 42-37724

Total time for complete mission 10:45 Date 9 October 1943.

P. <u>GAY, J.M., 2nd Lieut</u>	R. <u>DANIELSON, E.G., T/Sgt.</u>
CP. <u>BRADY, T.J., 2nd Lieut</u>	G. <u>BROFFORD, L., S/Sgt.</u>
N. <u>MARINOS, P., 2nd Lieut</u>	G. <u>KRISKO, S.J., S/Sgt.</u>
B. <u>DMOCHOWSKI, M.J., 2nd Lieut</u>	G. <u>LILJA, G.E., S/Sgt.</u>
E. <u>HUGHES, P.F., T/Sgt.</u>	G. <u>NICHOLSON, C.R., S/Sgt.</u>

MISSION LOADING LIST

Squadron 368th Bomb Sq (H) A/C Number 42-30794

Total time for complete mission 10:15 Date 9 October 1943.

P. <u>KATZ, W., 1st Lieut</u>	R. <u>GOMEZ, S.J., T/Sgt.</u>
CP. <u>MC MAHON, J.B., 2nd Lieut</u>	G. <u>SCHAEFFLER, A.C., S/Sgt.</u>
N. <u>EZELL, H.F., 1st Lieut</u>	G. <u>O'CONNELL, J.G., S/Sgt.</u>
B. <u>ASHMAN, C., 2nd Lieut</u>	G. <u>GEMBORSKI, J.J., S/Sgt.</u>
E. <u>OWENS, O.G., T/Sgt.</u>	G. <u>COLE, W.W., S/Sgt.</u>

MISSION LOADING LIST

Squadron 368th Bomb Sq (H) A/C Number 42-30145

Total time for complete mission 10:00 Date 9 October 1943.

P. <u>PAULSEN, P.F., 1st Lieut</u>	R. <u>ZARRILIO, J.J., T/Sgt.</u>
CP. <u>ZARDIN, J.F., 1st Lieut</u>	G. <u>LITHERLAND, R.E., S/Sgt.</u>
N. <u>ZABORSKY, H., 1st Lieut</u>	G. <u>WEITZEL, F.A., S/Sgt.</u>
B. <u>BLATNICA, L.P., 1st Lieut</u>	G. <u>ARDEN, J.E., Sgt.</u>
E. <u>POWELL, T.P., T/Sgt.</u>	G. <u>WOODALL, O., S/Sgt.</u>

MISSION LOADING LIST

Squadron 369th. Bomb. Sq. A/C Number 42-30811

Total time for complete mission 10:15 Date 9/10/43

o P. <u>Peters, R. T. 1st. Lt.</u>	o R. <u>Hill, O. C. S/Sgt.</u>
o CP. <u>Hughel, E. B. 2nd. Lt.</u>	o G. <u>Kern, R. L. Sgt.</u>
o B. <u>Vaughter, J. V. 1st. Lt.</u>	o G. <u>Steed, B. S. Sgt.</u>
o N. <u>Welton, P. N. 2nd. Lt.</u>	o G. <u>Piedmont, D. J. Sgt.</u>
o E. <u>Wesner, F. J. Sgt.</u>	o G. <u>Lastinger, W. Sgt.</u>

MISSION LOADING LIST

Squadron 369th. Bomb. Sq. A/C Number 42-3169

Total time for complete mission 10:30 Date 9/10/43

o P. <u>Porter, R. W. 1st. Lt.</u>	o R. <u>Krueger, H. H. S/Sgt.</u>
o CP. <u>Hilton, W. R. 2nd. Lt.</u>	o G. <u>Gates, R. N. Sgt.</u>
o N. <u>Belknap, G. M. 2nd. Lt.</u>	o G. <u>Hodge, J. E. T/Sgt.</u>
o B. <u>Dowden, L. A. "</u>	o G. <u>McCabe, J. E. T/Sgt.</u>
o E. <u>Kimball, J. B. T/Sgt.</u>	o G. <u>Rogers, H. E. T/Sgt.</u>

MISSION LOADING LIST

Squadron 369th. Bomb. Sq. A/C Number 42-30779

Total time for complete mission 10:00 Date 9/10/43

<u>P. Thomas, G. F. 1st. Lt.</u>	<u>OR. Hufnagel, C. J. S/Sgt.</u>
<u>CP. Fallow, R. L. "</u>	<u>OG. Williams, D. J. "</u>
<u>MB. Bittman, H. H. 1st. Lt.</u>	<u>OG. Johnson, E. M. Sgt.</u>
<u>N. Fay, D. H. 2nd. Lt.</u>	<u>OG. Smith, K. H. Sgt.</u>
<u>E. Jones, W. R. Sgt.</u>	<u>OG. Smith, T. H. S/Sgt.</u>

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-29971

Total time for complete mission 9:50 Date October 9, 1943

<u>P. Bickett, K. R. 1st Lt.</u>	<u>OR. Shields, R. C. T/Sgt.</u>
<u>CP. Thompson, R. B. 2nd Lt.</u>	<u>OG. Wright, A. H. S/Sgt.</u>
<u>N. Kuehn, C. R. 2nd Lt.</u>	<u>OG. Zumpf, F. W. S/Sgt.</u>
<u>B. Columbus, J. M. 2nd Lt.</u>	<u>OG. Richardson, D. S/Sgt.</u>
<u>E. Capper, L. C. T/Sgt.</u>	<u>OG. Werner, D. C. S/Sgt.</u>

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-230812

Total time for complete mission 3:25 Date October 9, 1943

P. <u>Jeffries, V. H.</u> 2nd Lt.	R. <u>Mewrer, R. G.</u> T/Sgt.
CP. <u>McGalliard, T. R.</u> 2nd Lt.	G. <u>Michaely, G.</u> S/Sgt.
N. <u>Clarida, W. J.</u> 2nd Lt.	G. <u>Shelly, C.</u> S/Sgt.
B. <u>Meen, J. H.</u> 1st Lt.	G. <u>Threatt, W. L.</u> S/Sgt.
E. <u>Porter, J. S.</u> T/Sgt.	G. <u>Cordery, H. C.</u> T/Sgt.

ABORTION

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ABORTION

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-30603

Total time for complete mission 10:00 Date October 9, 1943

o P. <u>Kackstetter, F. M.</u> Capt.	o R. <u>Pfister, E. A.</u> T/Sgt.
o CP. <u>Lewis, J. H.</u> 1st Lt.	o G. <u>Adrian, A. R.</u> S/Sgt.
o N. <u>Pierce, L. S.</u> 1st Lt.	o G. <u>Jack, H. M.</u> S/Sgt.
o B. <u>Teller, D. A. R.</u> 1st Lt.	o G. <u>Steelsmith, H. A.</u> S/Sgt.
o E. <u>Gray, W. J.</u> T/Sgt.	o G. <u>Partridge, R. E.</u> 2nd Lt.

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-30813

Total time for complete mission 10:10 Date October 9, 1943

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|-------|------------------------|----------------|------|-------------------------|---------------|
| O P. | <u>McCallum, R.</u> | <u>2nd Lt.</u> | O R. | <u>Hamby, C. W.</u> | <u>S/Sgt.</u> |
| O CP. | <u>Carey, D. H.</u> | <u>2nd Lt.</u> | O G. | <u>Dunford, J. E.</u> | <u>S/Sgt.</u> |
| O N. | <u>Prentice, A. J.</u> | <u>2nd Lt.</u> | O G. | <u>Sadler, A. H.</u> | <u>S/Sgt.</u> |
| O B. | <u>Manning, P. V.</u> | <u>2nd Lt.</u> | O G. | <u>Bestic, N. L.</u> | <u>S/Sgt.</u> |
| O E. | <u>Bartlett, M. L.</u> | <u>T/Sgt.</u> | O G. | <u>McQuarrie, W. H.</u> | <u>S/Sgt.</u> |

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-230199

Total time for complete mission 10:40 Date October 9, 1943

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|-------|------------------------|----------------|---------|------------------------|---------------|
| O P. | <u>Munger, C. E.</u> | <u>1st Lt.</u> | O G. | <u>Brinkman, J. T.</u> | <u>S/Sgt.</u> |
| O CP. | <u>Engel, H. J.</u> | <u>1st Lt.</u> | O G. | <u>Park, L. B.</u> | <u>S/Sgt.</u> |
| O N. | <u>Barton, R. D.</u> | <u>1st Lt.</u> | O G. | <u>Braman, J. L.</u> | <u>S/Sgt.</u> |
| O B. | <u>Feldman, L.</u> | <u>2nd Lt.</u> | O RO G. | <u>Day, W. F.</u> | <u>T/Sgt.</u> |
| O E. | <u>Caldwell, W. G.</u> | <u>T/Sgt.</u> | O G. | <u>Naylor, W. E.</u> | <u>S/Sgt.</u> |

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-3515

Total time for complete mission 10:30 Date October 9, 1943

0	P. <u>Reese, G.</u>	<u>1st Lt.</u>	0	R. <u>Buzard, J. S.</u>	<u>T/Sgt.</u>
0	CP. <u>Eckles, R. B.</u>	<u>1st Lt.</u>	0	G. <u>Reed, K. B.</u>	<u>S/Sgt.</u>
0	N. <u>Bernstein, B. A.</u>	<u>2nd Lt.</u>	0	G. <u>Walters, E. D.</u>	<u>S/Sgt.</u>
0	B. <u>Wick, W. R.</u>	<u>1st Lt.</u>	0	G. <u>Shutts, H. R.</u>	<u>S/Sgt.</u>
0	E. <u>Mihelick, T. F.</u>	<u>T/Sgt.</u>	0	G. <u>Mills, I. J.</u>	<u>S/Sgt.</u>