

Sheet No. 1

War Diary,

306th Bombardment Group (H)

Month of December

1943

Prepared by Capt. Glass

DECLASSIFIED

GROUP 1

Sep 58

| DAY      | EVENTS  |
|----------|---|
| 1-12-43  | <p>Twenty two A/C led by Capt. Kuckstetter, participated in a P.F.F. mission against Leverkusen, Germany. The target was completely overcast, which resulted in bombs being dropped on what was thought to be the Secondary, Solingen. Important for turning out A/C components and machine tools, with unobserved results. Capt. Fesse of the 43rd got into such turbulence over England that he and his crew had to bail out, all except Bill Turrent Dummer (S/Sgt. Kenneth E. Wood) who's chute did not open and he was killed. There was confusion in crowding at the target, and one of the ships in that group, Lt. Tooms of the 43rd, had bombs dropped through it by a B17 overhead. S/Sgt. Murey thinking the ship had "had it", bailed out. Flak encountered after bombs were, was moderate and accurate. Our score for E/A destroyed was 1-1-0.</p> |
| 3-17-43  | <p>Major Robert C. Williams promoted to Lt. Col. USAF 27-11-43.</p>   |
| 5-12-43  | <p>Twenty two A/C led by Major Regan took off (one abortion) to bomb airfields and factories at La Rochelle, France. Due to bad weather and 10/10 clouds over the Continent and 21 A/C brought their bombs back after running the "flak gamblet", near Rennes and Nantes. Merit credit was given those who participated, which boosted morale.</p>  |
| 11-12-43 | <p>Twenty-one A/C led by Maj. Riordan and Col. Robinson took off and 20 A/C accurately bombed Emden, Germany. A.A. fire was moderate but extremely accurate, accounting for the loss of Lt. Hoack of the 369th, and crew. Lots of friendly P-51 support and no enemy fighters combined to make this a good trip.</p>  |
| 13-12-43 | <p>led by Capt. Witt, 367th, Twenty-two A/C took off and 20 A/C bombed Kiel, Germany, on P.F.F. through 10/10 cloud cover. Excellent close cover by P-38s and P-51s was given and no enemy fighters attacked this Group. Lt. Brindley of 367th and crew failed to return from this raid. Score: C-0-1.</p>  |
| 16-12-43 | <p>Twenty-one A/C led by Capt Lewis took off and 18 A/C bombed Bremen on P.F.F. flares through 10/10 cloud. Flak was accurate and intense but not on our Combat Wing. As the formation left the target smoke columns were seen to mushroom out thickly over the 10/10 cloud. There was practically no E/A opposition and our supporting cover was good. Vapor trails and cirrus at altitude made formation flying difficult on the approach to the target. Visibility at home base was very poor and six of our A/C landed away.</p>  |
| 20-12-43 | <p>Twenty-one A/C took off, led by Col. Haper and Capt. Belsler, and 16 A/C attacked Bremen. Both barrage and tracking flak was intense. P-47s gave close support on way out. About 28 S/E and T/E were seen but no direct attacks. Bombing results were partly obscured by haze, vapor trails and a smoke screen, but strong fires were burning in the town area and severe damage is indicated. Lt. Ryther and crew of the 367th failed to return to base. Lt. H. Bloca of the 369th died from anoxia.</p>  |
| 22-12-43 | <p>Twenty-one A/C led by Capt. Schofield took off and dropped their bombs on P.F.F. through 10-10 cloud at Osnabrock. During a short break in our fighter escort, just after bombs away, the formation received a vicious &amp; attack from about 15 He100s, during which time Lt. Winters of the 367th and crew were knocked down. A.A. fire was heavier and inaccurate. Solid overcast prevented observation of bombing results. Our score for the day was 6-1-1. Major John L. Lambert promoted to Lt. Col. as of 17/12/43.</p>  |

CONFIDENTIAL

Sheet No. 2 War Diary, Sqdn. 306th Bombardment Group (H)

Month of December, 1943. Prepared by Capt. Glass

| DAY      | EVENTS   |
|----------|--|
| 24-12-43 | Twenty-six A/C led by Col. Robinson took off and 25 A/C attacked at 20,000 feet what is believed to be implacements for some type of "rocket gun" in the Pas de Calais area. Excellent friendly fighter cover was given our formation and no direct attacks by either E/A or A.A. fire were encountered. Visibility was good and photographs confirmed excellent bombing on our two assigned targets designated as #94 and #51. All of our A/C returned to base and the crews described the mission as "an Xmas present from the General." |
| 27/12/43 | Two of our A/C on a practice mission collided in mid-air, badly damaging both. One landed safely in a field without injury to crew members. Control cables on the other were so badly damaged that the pilot could not control the plane, and the crew had to bail out, all landing safely. The empty plane headed out toward the Channel and it was necessary to have two Spitfires shoot it down.  |
| 29/12/43 | Major Ray V. Hopper, transferred to 8th Bomber Command.  |
| 30/12/43 | The great I.G. Farbindustrie at Ludwigshafen was bombed by 25 of our A/C today. Taking off were 28 A/C led by Major Salada. Two black and one white columns of smoke billowed up through the overcast. A.A. fire was meager and inaccurate, the fighter attacks limited to one weak pass at the whole Group. Four A/C of the group failed to see bombs away and dropped in the Saarbrucken area, on advice from the P.F.F. All of our A/C returned to Base.  |
| 31/12/43 | Briefed to bomb the airrome at Bordeaux, as far as Berlin and back, this Group of 23 A/C, led by Capt. Belser, bombed the Secondary, Cognac Chateau Bernard, with excellent results. Meager A.A. and only a few enemy fighters were seen. All of A/C returned to base.<br>Score: 1-0-0.<br>The New Year was lusterly ushered in with raised glasses and singing at the Group party, held in A and B messes. Many optimistic expressions were voiced that Hitler's Europe would be no more by the end of 1944.                              |

December 1943

1 Mission to Solingen

Twenty-two aircraft from this group followed the briefed route and bombed on PFF through 10/10 undercast. Bombing results were unobserved.

Only one aircraft from the 367th participated, pilot Lt. Davis and co-pilot Capt. Onnen. This was the 25th mission for both of these men.

Fighter support was good until this group crossed the Rhine, then there was a gap after bombs away when the enemy aircraft attacked. Shortly after the target we again picked up our p47 escort and experienced no further attacks from e/a.

AA fire at the target was both barrage and tracking, and fairly accurate. Eight aircraft of this group received varying degrees of flak damage.

5 Mission to La Rochelle

Our group was recalled from deep in enemy territory when our formation ran into a solid walls of cirrus cloud with tops at 27,00 feet. One 306th aircraft bombed with the 390th BG.

Lts. Elliott, Thoms, Ryther, Rector, Brinkley, and F/O Page flew for the 367th. Lt Kirk lost a prop on landing and narrowly averted a serious crash.

11 Mission to Emden

Lts. Smith, Brinkley, Geppert, Thomas, Crapsey, Winter and Elliott flew for the 367th on this successful raid. A smoke screen at the target was nullified either by the high wind or its late start. Photographs confirm accurate bombing report showing strikes on factories, railway station and residential areas.

Our fighter cover was excellent and no attacks were made on our formation by e/a.

AA gun fire at the target was moderate but extremely accurate, Meager flak from Harlingen, , Groningen and Texel. Of the 20 306th a/c over the target, 16 received flak damage.

A 369th a/c piloted by Lt. Noack was hit by flak in no. 2 engine in the target area. He left the formation and one man was seen to bail out. Lt. Noack continued on over the target and dropped his bombs. When last seen his a/c was under control at 18,000 near Bolzward.

13 Mission to Kiel

Lt. Col. Williams, flying with Capt. Witt, led the 367th. The 367th on this mission led the low group of the 92nd combat wing. Other 367th a/c were piloted by Lts. Kirk, Ryther, Elliot, Campert, Stolz and Winter, who returned early. Lt. Brinkley flew with the composite group and failed to return. Although heavy cloud any accurate observation of the ground, photographs show that many bombs were dropped accurately on marker trails of PFF. bombs, and that fires and probably explosions were caused in populated areas.

Enemy air opposition was weak and our P-38, P-51 and RAF spitfire escort prevented the enemy from making any direct attacks on this group. AA fire was moderate, and because of the 10/10 undercast, did not cause us much trouble.

December 1943 - 2

367th crew missing in action include:

|                        |                       |
|------------------------|-----------------------|
| 2Lt Wesley B. Brinkley | SSgt Frederick B.     |
| 2Lt Charles F. Hall    | SSgt Frank R. Cargill |
| 2Lt Bernard Grossman   | SSgt Stanley Rust     |
| 2Lt Donald F. Dickson  | SSgt George Wurst     |
| T/Sgt Ralph G. Landers | SSgt Floyd G. Younger |

14 Air-Sea Rescue: Lt. Kirk and Capt. Witt.

16 Mission to Bremen

The 367th did not participate on this very successful raid. The group bombed on PFF through 10/10 undercast and as the Combat Wing left the target, smoke columns were seen to mushroom out thickly over the undercast.

Fighter opposition was practically nil and although a considerable amount of flak was seen, it was for the most part low and inaccurate. Only one of the 306th a/c received battle damage and all returned safely to base.

20 Mission to Bremen

The enemy was late in starting his smoke screen and our group bombed through 9/10 cloud cover starting large fires in the center of town.

Our fighter escort was excellent and fighter opposition relatively weak. One 25 e/a were seen.

AA fire was intense at the target and the 367th flying low squadron, received the greatest amount of battle damage. Lts. Campert, Recter, Mack, Stolz, Kirk, Smith and Ryther flew today.

Lt. Ryther left the formation over the North Sea after reporting to the group leader that he had a wounded bombardier and was leaving to make landfall as quickly as possible. He failed to return to base.

Missing in action are:

|                         |                        |
|-------------------------|------------------------|
| 2Lt Roy W. Ryther       | SSgt Thomas A. Gold    |
| 2Lt Alvie N. Myers      | SSgt Lee R. Laney      |
| 2Lt John N. Donaldson   | SSgt Leets Terry       |
| 2Lt Jay R. Heiselberg   | SSgt Paul R. Wells     |
| TSgt Wilmer D. Griffith | SSgt LeMoyné Bilheimer |

Late reports show that Lts. Ryther and Myers are POWs and TSgt Griffith has escaped.

22 Mission to Osnabruck

Led by Pathfinders, we attacked Osnabruck through 10/10 cloud. No assessment of results was possible due to continued bad visibility over the target areas. Bombing results were believed to have been good.

AA fire was meager and inaccurate. Only one a/c received flak damage.

Just after bombs away, 15 ME109s ganged up in front of our squadron and made headon attacks. At least eight e/a came straight through our formation, knocking down one a/c and making a direct hit on the nose of another, wounding five men, including the pilot, Lt. Crapsey, and Lts. Wright and Smith, Sgts. Neon and Kilcoyne. As a result of his wound, Lt. Crapsey lost his right leg.

Flying for the 367th: Lts. Kirk, Smith, Crapsey, Campert, Stolz, Winter and Page.

Missing in action are:

|                      |                   |
|----------------------|-------------------|
| Lt. J. E. Winter     | TSgt D. E. Hovis  |
| Lt. R. W. Ashley     | Sgt. J. E. Olsen  |
| Lt. R. F. Jones      | SSGt. H. Sall     |
| Lt. R. K. Pringle    | SSGt H. R. Wilson |
| TSgt. W. C. Rozanski | SSGt O. F. Thomas |

24 MISSION to Calais Area

Col. Robinson, flying with Major Buckey as co-pilot, led the 367th and the group on military targets in northwest France.

The bombardier of the 306th lead squadron identified target 94 from four to five minutes away and made a one minute bomb run on AFCE, 80° magnetic. He is positive that the 367th bombs landed smack on the target. The 306th ships flying with the composite were forced to the left by the 305th and passed to the north of target 51. They made a 270° turn and bombed on a magnetic heading of 307°. Bombing results unobserved but ships burning off target 94 report 51 well hit.

Our fighter support was excellent and e/a nil in all departments. All a/c returned to base safely.

Other 367th pilots participating with F/O L. E. Page, Lts. C. O. Smith, A. W. Fuessel, J. J. Stolz and Capt. D. Fuhrmeister.

30 Mission to Ludwigshafen

The 367th led the composite with eight a/c and bombed at 1234 hours on a magnetic heading of 271°. Lt. Elliott aborted from deep in enemy territory because of engine failure. Capts. Witt and Kirk leading and Lts. Campert, Rector, Beck, Smith, Elliott and F/O Page completed the mission and returned safely to base.

Bombs dropped right on PFF through 10/10 undercast. Four of our a/c failed to see bombs away and asked PFF for a secondary with they bombed, believed in the Saarbrucken area.

Fight support was excellent. E/a opposition weak and AA fire meager and inaccurate, A few ground rockets came up through the clouds and burst high above the formation. Crews were pleased with the results obtained from the use of chaff. . . fire seemed to follow the chaff.

31 Mission to Cognac

Lt. Elliott led the squadron on this successful raid on the airfield at Cognac. Weather closed in before return and Lts. Rector, Campert, Jacks, Mack, Smith and F/O Page landed away from the base. Lt. Smith, with his VHF and command out because of static, ran out of gas and crashed near Stevage, England. His co-pilot, Lt. E. J. Andres, was seriously injured and eight other crew members were slightly injured with the a/c struck a tree.

The leader of the 306th Group identified the airfield at Cognac and requested the Combat Wing leader to wait while our group went in to bomb, followed by the 92nd Group. Seeing fires at the north end, our leader's bombardier synchronized on the installations at the southern part of the field. Our bombs were seen to strike across the field from East to West, hitting the NE/SW runway and the installations on both sides. Photographs show large fires at the target.

AA fire was meager, inaccurate and e/a opposition weak.

Group claims one destroyed.

DAY

~~SECRET~~

- |    |   |
|----|---|
| 2  | Major Robert C. Williams promoted to Lt Colonel.                                      |
| 4  | Major Toland relieved from organization.  |
| 5  | Captain William C. Golladay assigned to organization as Group Communications Officer. |
| 18 | 1st Lt John D. Threadgill assigned to organization as Group Equipment Officer.        |
| 19 | Colonel George L. Robinson awarded Oak Leaf Cluster to Air Medal.                     |
| 29 | Major Cooper relieved from organization.  |
| 31 | Big New Year's party at "A" Mess.   |

SECRET

LEVERKUSEN, GERMANY - 1 DECEMBER

| Unit | Partici-<br>pated | Attacked | Failed to<br>Bomb |    | Sorties | Percentage of Bombs |          | Lost |
|------|-------------------|----------|-------------------|----|---------|---------------------|----------|------|
|      |                   |          | A.                | B. |         | BE                  | PRO      |      |
| 807  | 4                 | 4        | 0                 | 0  | 4       | 8                   | 8 12/20  | 0    |
| 808  | 5                 | 5        | 0                 | 0  | 5       | 10                  | 5        | 0    |
| 809  | 7                 | 7        | 0                 | 0  | 7       | 14                  | 5 8/10   | 0    |
| 423  | 6                 | 6        | 0                 | 0  | 6       | 12                  | 6        | 0    |
| 806  | 22                | 22       | 0                 | 0  | 22      | 44                  | 20 19/20 | 0    |

LA ROCHELLE, FRANCE - 5 DECEMBER (Abandoned)

|     |    |   |   |    |    |   |   |   |
|-----|----|---|---|----|----|---|---|---|
| 807 | 7  | 0 | 1 | 6  | 6  | 0 | 0 | 0 |
| 808 | 7  | 0 | 0 | 7  | 7  | 0 | 0 | 0 |
| 809 | 8  | 0 | 0 | 8  | 8  | 0 | 0 | 0 |
| 423 | 0  | 0 | 0 | 0  | 0  | 0 | 0 | 0 |
| 806 | 22 | 0 | 1 | 21 | 21 | 0 | 0 | 0 |

EMMEN, GERMANY - 11 DECEMBER

|     |    |    |   |   |    |    |   |   |
|-----|----|----|---|---|----|----|---|---|
| 807 | 7  | 7  | 0 | 0 | 7  | 21 | 0 | 0 |
| 808 | 0  | 0  | 0 | 0 | 0  | 0  | 0 | 0 |
| 809 | 7  | 6  | 1 | 0 | 6  | 18 | 0 | 1 |
| 423 | 7  | 7  | 0 | 0 | 7  | 21 | 0 | 0 |
| 806 | 21 | 20 | 1 | 0 | 20 | 60 | 0 | 1 |

KIEL, GERMANY - 13 DECEMBER

|     |    |    |   |   |    |    |         |   |
|-----|----|----|---|---|----|----|---------|---|
| 807 | 8  | 7  | 1 | 0 | 7  | 14 | 6       | 1 |
| 808 | 7  | 6  | 1 | 0 | 6  | 10 | 4       | 0 |
| 809 | 0  | 0  | 0 | 0 | 0  | 0  | 0       | 0 |
| 423 | 7  | 7  | 0 | 0 | 7  | 14 | 5 7/10  | 0 |
| 806 | 22 | 20 | 2 | 0 | 20 | 38 | 16 7/10 | 1 |

BREMEN, GERMANY - 16 DECEMBER

|     |    |    |   |   |    |    |    |   |
|-----|----|----|---|---|----|----|----|---|
| 807 | 0  | 0  | 0 | 0 | 0  | 0  | 0  | 0 |
| 808 | 7  | 7  | 0 | 0 | 7  | 14 | 7  | 0 |
| 809 | 7  | 5  | 2 | 0 | 5  | 10 | 5  | 0 |
| 423 | 7  | 5  | 1 | 0 | 5  | 12 | 5  | 0 |
| 806 | 21 | 18 | 3 | 0 | 18 | 36 | 18 | 0 |

BRUNNEN, GERMANY - 20 DECEMBER

| Unit | Partici-<br>pated | Attacked | Failed to |    | Sorties | Percentage of Bombs |         | Lost |
|------|-------------------|----------|-----------|----|---------|---------------------|---------|------|
|      |                   |          | A.        | B. |         | BE                  | INC     |      |
| 367  | 7                 | 7        | 0         | 0  | 7       | 0                   | 14 7/10 | 1    |
| 368  | 7                 | 4        | 3         | 0  | 4       | 0                   | 8 4/10  | 0    |
| 369  | 7                 | 5        | 1         | 1  | 6       | 0                   | 10 5/10 | 0    |
| 423  | 0                 | 0        | 0         | 0  | 0       | 0                   | 0       | 0    |
| 306  | 21                | 16       | 4         | 1  | 17      | 0                   | 33 6/10 | 1    |

OSNABRUCK, GERMANY - 22 DECEMBER

|     |    |    |   |   |    |   |    |   |
|-----|----|----|---|---|----|---|----|---|
| 367 | 7  | 7  | 0 | 0 | 7  | 0 | 14 | 1 |
| 368 | 1  | 1  | 0 | 0 | 1  | 0 | 2  | 0 |
| 369 | 6  | 6  | 0 | 0 | 6  | 0 | 12 | 0 |
| 423 | 7  | 7  | 0 | 0 | 7  | 0 | 14 | 0 |
| 306 | 21 | 21 | 0 | 0 | 21 | 0 | 42 | 1 |

RETAIL 84 & 51 (FRANCE) - 24 DECEMBER

|     |    |    |   |   |    |        |   |   |
|-----|----|----|---|---|----|--------|---|---|
| 367 | 6  | 6  | 0 | 0 | 6  | 14 2/5 | 0 | 0 |
| 368 | 0  | 5  | 1 | 0 | 5  | 12     | 0 | 0 |
| 369 | 7  | 7  | 0 | 0 | 7  | 16 4/5 | 0 | 0 |
| 423 | 7  | 7  | 0 | 0 | 7  | 16 4/5 | 0 | 0 |
| 306 | 26 | 25 | 1 | 0 | 25 | 60     | 0 | 0 |

LIECHTENBERG, GERMANY - 30 DECEMBER

|     |    |    |   |   |    |    |          |   |
|-----|----|----|---|---|----|----|----------|---|
| 367 | 7  | 6  | 1 | 0 | 7  | 0  | 18 11/20 | 0 |
| 368 | 8  | 6  | 2 | 0 | 7  | 15 | 2 1/10   | 0 |
| 369 | 7  | 7  | 0 | 0 | 7  | 21 | 0        | 0 |
| 423 | 6  | 6  | 0 | 0 | 6  | 18 | 0        | 0 |
| 306 | 28 | 25 | 3 | 0 | 27 | 54 | 14 13/20 | 0 |

COGNAC, FRANCE - 31 DECEMBER

|     |    |    |   |   |    |    |   |   |
|-----|----|----|---|---|----|----|---|---|
| 367 | 7  | 7  | 0 | 0 | 7  | 21 | 0 | 0 |
| 368 | 8  | 8  | 0 | 0 | 8  | 24 | 0 | 0 |
| 369 | 8  | 8  | 0 | 0 | 8  | 24 | 0 | 0 |
| 423 | 0  | 0  | 0 | 0 | 0  | 0  | 0 | 0 |
| 306 | 23 | 23 | 0 | 0 | 23 | 69 | 0 | 0 |

| Date | Target   | Objective           | Results            | Planes | Tons | Claims | Losses          |
|------|----------|---------------------|--------------------|--------|------|--------|-----------------|
| 1    | 10/9/42  | Lille, France       | Marshalling yards  | Good   | 20   | 46     | 10-12-1 1 10    |
| 2    | 11/7/42  | Brest, France       | Submarine Pens     | Fair   | 15   | 37 1/2 | 1- 4-4 0        |
| 3    | 11/8/42  | Lille, France       | Marshalling yards  | Good   | 13   | 32 1/2 | 9-12-6 1 10     |
| 4    | 11/9/42  | St. Nazaire, France | Submarine pens     | Good   | 18   | 42 1/2 | 0- 0-0 3 31     |
| 5    | 11/14/42 | La Pallice, France  | Submarine Pens     | Fair   | 6    | 12.    | 0- 0-0 0        |
| 6    | 11/17/42 | St. Nazaire, France | Submarine pens     | Good   | 9    | 22 1/2 | 1- 1-1 0        |
| 7    | 11/18/42 | La Pallice, France  | Submarine pens     | Poor   | 13   | 32     | 2- 2-1 1 9      |
| 8    | 11/22/42 | Lorient, France     | Submarine pens     |        |      | None   | 0- 0-0 0        |
| 9    | 11/23/42 | St. Nazaire, France | Submarine pens     | Fair   | 2    | 4      | 9- 1-0 1 10     |
| 10   | 12/12/42 | Rouen, France       | Airfield           | Poor   | 6    | 12 3/4 | 14- 5-0 1 10    |
| 11   | 12/20/42 | Romily Sur Seine, F | Airfield           | Good   | 14   | 35     | 12- 6-0 3 29    |
| 12   | 12/30/42 | Lorient, France     | Submarine pens     |        |      | None   | 1 10            |
| 13   | 1/ 3/43  | St. Nazaire, France | Submarine pens     | Fair   | 15   | 41 1/2 | 0- 1-0 2 20     |
| 14   | 1/13/43  | Lille, France       | Marshalling yards  | Good   | 14   | 35     | 0- 0-0 2 20     |
| 15   | 1/23/43  | Lorient, France     | Submarine pens     | Good   | 7    | 17 1/2 | 2- 0-0 0        |
| 16   | 1/27/43  | Wilhelmshaven, Ger. | Dock installations | Good   | 14   | 35     | 0- 0-0 0 Led AF |
| 17   | 2/ 2/43  | Emden, Germany      | Dock installations |        |      | None   | 5- 2-0 0        |
| 18   | 2/ 4/43  | Hamm, Germany       | Marshalling yards  | Unobs. | 16   | 40q    | 0- 0-0 0        |

| Date | Target  | Objective           | Results            | Planes | Tons | Claims | Losses |               |
|------|---------|---------------------|--------------------|--------|------|--------|--------|---------------|
| 19   | 2/14/43 | Bremen, Germany     | Dock installations |        |      | None   | 0- 0-0 | 0             |
| 20   | 2/16/43 | St. Nazaire, France | Submarine pens     | Fair   | 18   | 44 1/2 | 3- 3-1 | 2 19          |
| 21   | 2/26/43 | Wilhelmshaven, Ger. | Dock installations | Fair   | 14   | 32 1/2 | 1- 1-0 | 0             |
| 22   | 2/27/43 | BREST, France       | Submarine pens     | Unobs. | 17   | 40     | 0- 0-0 | 0             |
| 23   | 3/ 4/43 | Hamm, Germany       | Marshalling yards  |        |      | None   | 1- 0-0 | 1 9           |
| 24   | 3/ 6/43 | Lorient, France     | Submarine pens     | Good   | 19   | 52 1/2 | 6- 2-1 | 2 20          |
| 25   | 3/ 8/43 | Rennes, France      | Marshalling yards  | Good   | 15   | 37 1/2 | 3- 0-1 | 1 10 Led Wing |
| 26   | 3/12/43 | Rouen, France       | Marshalling yards  | Good   | 19   | 46 1/2 | 0- 0-0 | 0             |
| 27   | 3/13/43 | Amiens, France      | Marshalling yards  | Poor   | 20   | 60     | 0- 0-0 | 0             |
| 28   | 3/18/43 | Vege sack, Germany  | Power Station      | Good   | 20   | 47 1/5 | 7- 0-0 | 0 Led Wing    |
| 29   | 3/22/43 | Wilhelmshaven, Ger. | Dock installations | Good   | 19   | 47 1/2 | 2- 1-0 | 0             |
| 30   | 3/28/43 | Rouen, France       | Marshalling yards  | Good   | 20   | 60     | 1- 1-0 | 0 Led Wing    |
| 31   | 3/31/43 | Rotterdam, Holland  | Dock Installations |        |      | None   | 0- 1-0 | 0             |
| 32   | 4/ 4/43 | Paris, France       | Renault Eng. Works | Good   | 27   | 81     | 7- 1-0 | 0 Led Wing    |
| 33   | 4/ 5/43 | Antwerp, Belgium    | Gen. Motors Works  | Good   | 16   | 48     | 5- 2-3 | 4 40          |
| 34   | 4/16/43 | Lorient, France     | Submarine pens     | Good   | 12   | 30     | 3- 0-0 | 0             |
| 35   | 4/17/43 | Bremen, Germany     | Focke Wulf plant   | Good   | 14   | 10     | 8- 0-1 | 10 101        |
| 36   | 5/ 1/43 | St. Nazaire, France | Submarine pens     | Good   | 12   | 24     | 0- 0-0 | 3 35          |

| Date | Target  | Objective           | Results            | Planes | Tons | Claims | Losses   |      |         |
|------|---------|---------------------|--------------------|--------|------|--------|----------|------|---------|
| 37   | 5/13/43 | Meauŕte, France     | Aero repair depot  | Good   | 21   | 52 2/5 | 0- 0-0   | 0    | Led Wng |
| 38   | 5/14/43 | Kiel, Germany       | Naval installation | Good   | 26   | 64 1/2 | 11- 1-3  | 0    | Led Wng |
| 39   | 5/15/43 | Heligoland Island   | Airfield           | Fair   | 19   | 47 1/2 | 17-14-11 | 3 31 |         |
| 40   | 5/17/43 | Lorient, France     | Submarine pens     | Good   | 21   | 52     | 2- 0-0   | 0    |         |
| 41   | 5/19/43 | Kiel, Germany       | Dock installations | Fair   | 21   | 34.7   | 3- 0-1   | 0    |         |
| 42   | 5/21/43 | Wilhelmshaven, Ger. | Port installations | Poor   | 14   | 35     | 23- 1-3  | 2 21 |         |
| 43   | 5/29/43 | Str Nazaire, France | Submarine pens     | Good   | 22   | 42     | 0- 0-0   | 0    |         |
| 44   | 6/11/43 | Wilhelmshaven, Ger. | Port installations | Fair   | 22   | 60     | 7- 1-0   | 1 10 |         |
| 45   | 6/13/43 | Bremen, Germany     | Port installations | Fair   | 28   | 70     | 0- 1-0   | 1 10 |         |
| 46   | 6/22/43 | Huls, Germany       | Syn. Rubber Plant  | Good   | 18   | 39 1/2 | 4- 0-0   | 1 10 |         |
| 47   | 6/25/43 | Hamburg, Germany    | City               | Poor   | 23   | 50     | 3- 0-3   | 1 10 |         |
| 48   | 6/26/43 | Tricqueville, Fran. | Airfield           | Fair   | 19   | 15 1/4 | 4- 2-0   | 1    |         |
| 49   | 6/28/43 | St. Nazaire, Fran.  | Submarine pens     | Good   | 19   | 37     | 3- 0-0   | 0    |         |
| 50   | 6/29/43 | Villacoublay, Fran. | Airfield           |        | None | None   | 0- 2-1   | 1 10 |         |
| 51   | 7/4/43  | Nantes, France      | Aircraft factory   | Good   | 22   | 55     | 7- 2-3   | 0    | Led Wng |
| 52   | 7/10/43 | Caen-Carpiquay, Fr. | Airfield           | Fair   | 15   | 36 1/2 | 0- 0-0   | 0    |         |
| 53   | 7/14/43 | Villacoublay, Fran. | Airfield           | Fair   | 23   | 57 1/2 | 5- 4-7   | 0    |         |
| 54   | 7/17/43 | Hanover, Germany    | Syn. Rubbert Plant |        |      | None   | 3- 0-0   | 0    |         |

| Date | Target  | Objective           | Results             | Planes | Tons | Claims | Losses       |
|------|---------|---------------------|---------------------|--------|------|--------|--------------|
| 55   | 7/24/43 | Heroya, Norway      | Magnesium works     | Good   | 20   | 50     | 3- 2-0 0     |
| 56   | 7/26/43 | Hanover, Germany    | Syn. Rubber Plant   | Good   | 21   | 52 1/2 | 4- 0-0 2 20  |
| 57   | 7/28/43 | Kassel, Germany     | Aero Repair Depot   | Good   | 16   | 39     | 10- 2-1 2 20 |
| 58   | 7/29/43 | Kiel, Germany       | Naval Installations | Unobs. | 13   | 25     | 6- 0-4 4 40  |
| 59   | 8/12/43 | Gelsenkirchen, Ger. | Synthetic Oil Plant | Unobs. | 16   | 40     | 1- 2-1 1 10  |
| 60   | 8/15/43 | Flushing, Holland   | Airfield            | Good   | 20   | 47 1/4 | 0- 0-0 0     |
| 61   | 8/16/43 | Paris, France       | LeBourget airfield  | Good   | 20   | 45 1/2 | 1- 0-0 0     |
| 62   | 8/17/43 | Schweinfurt, Germ.  | Ball bearing works  | Good   | 30   | 75     | 16- 1-3 0    |
| 63   | 8/19/43 | Flushing, Holland   | Airfield            | Fair   | 20   | 48     | 0- 0-0 0     |
| 64   | 8/24/43 | Villacoublay, Fran. | Airfield            | Fair   | 18   | 54     | 0- 0-0 0     |
| 65   | 8/27/43 | Watten, France      | Aeronautical Facil. | Good   | 9    | 18     | 0- 0-0 0     |
| 66   | 8/31/43 | Amiens, France      | Airfield            |        |      | None   | 0- 0-0 0     |
| 67   | 9/ 3/43 | Romilly Sur Seine F | Airfield            | Fair   | 18   | 48     | 1- 1-1 0     |
| 68   | 9/ 6/43 | Stuttgart, Germany  | General Engineering | Fair   | 20   | 50     | 3- 0-0 2 20  |
| 69   | 9/ 9/43 | Lille, France       | Airfield            | Good   | 18   | 20 1/2 | 0- 0-0 0     |
| 70   | 9/ /43  | Brussels, Belgium   | Airfield            | Good   | 11   | 33 1/2 | 0- 0-0 0     |
| 71   | 9/15/43 | Romilly Sur Seine F | Airfield            | Good   | 17   | 51     | 0- 0-0 0     |
| 72   | 9/16/43 | Nantes, France      | Airfield            | Good.  | 18   | 54     | 0- 0-0 0     |

