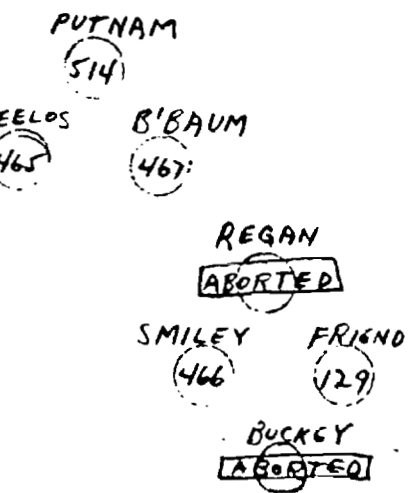
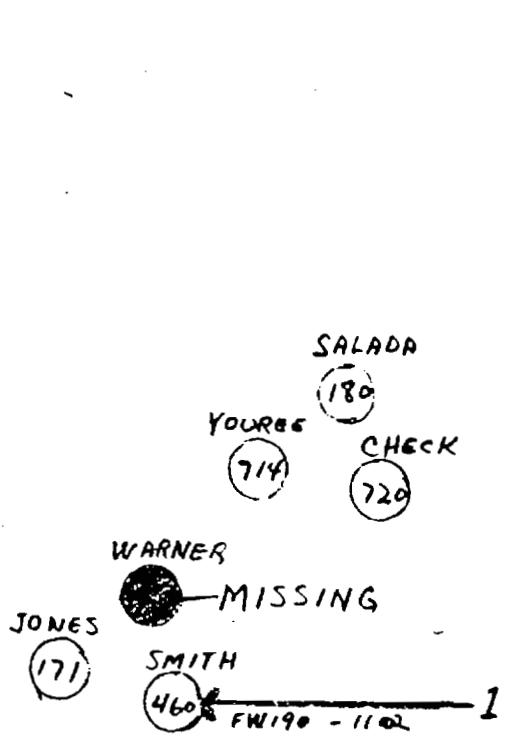
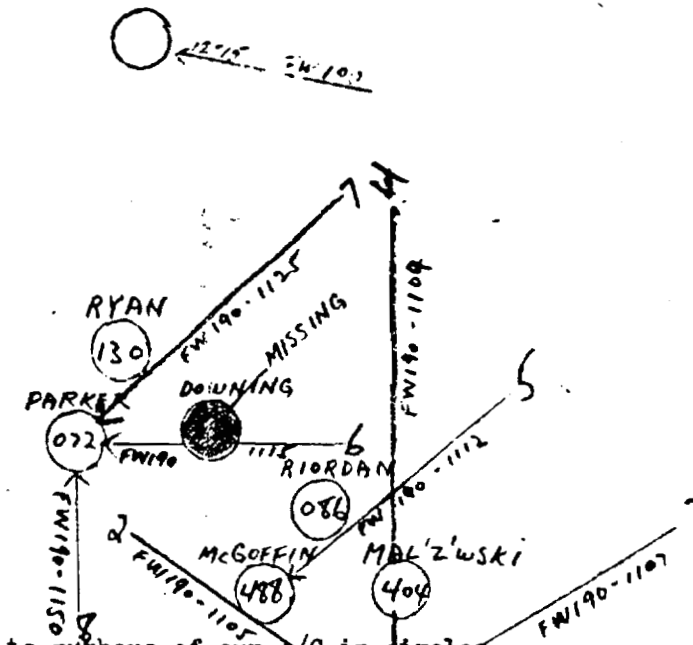


GROUP 306
 DATE 16/2/43

COMBAT DUPLICATION CHECK FORM

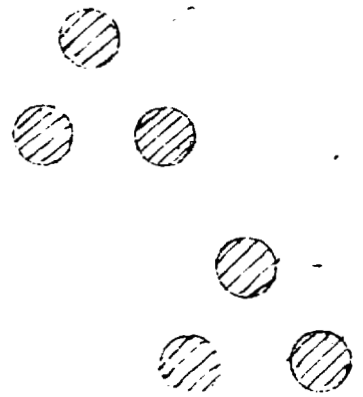
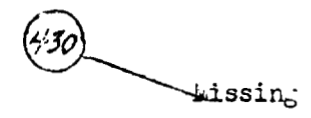


Show direction, approx. time and type E/A of each attack with arrow.
Above with red arrow - Below with green - Level with black.



Write numbers of our A/C in circles.
 Draw lines through circles not applying.
 Block out our missing A/C in Red.

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



THU NR THU 17/16 174. A IMPORTANT NOT WT
CG, 1ST BOMB WING (ATTENTION A-2)
FROM 306 BG
F-233-D 16 FEB 43

INTELLIGENCE TELETYPE REPORT.

1. 2 A/C MISSING . 2 A/C RETURNED EARLY BROUGHT BACK 10X1000 1 A/C
BROUGHT BACK 1X1000.

3. HEADING 90 DEGREES TO 135 ~~DEG~~ DEGREES . BOMB RUN 40 SECONDS
BURSTS SEEN DIRECTLY ON TARGET AND ENTIRE AREA ADJACENT THERETO.
OTHER BURSTS IN WATER. BOMBING IN GENERAL APPEARS GOOD.

4. 40 TO 50 E/A SEEN.

FORMATION ATTACKED FIRST JUST AFTER LEAVING TARGET AREA CONTINUING
UNTIL MIDWAY TO COAST. SLIGHT LULL THERE AND THEN NEW ATTACK FROM
COAST TO KI MID CHANNEL.

ATTACKS WERE MOSTLY FRONTAL.

CLAIMS TO FOLLOW.

5. SEE PHONE REPORT.

6. 5 FROM 4 CREWS NONE SERIOUS.

7. 1 WITH OXYGEN FAILURE.

8. SUBSTANTIAL ~~LXXX~~ SUBSTANTIAL DAMAGE TO SEVERAL SHOPS XX SIPS SS

SHIPS PRIMARILY FROM FLAK OVER TARGET. ~~MOST SHIPS HAVE AT LEAST~~
SOME DAMAGE FROM FLAK OR ENEMY ACTION.

9. ~~XEN~~ SMOKE SCREEN INEFFECTIVE -PROBABLY TURNED ON TOO LATE.

1 OF OUR A/C FROM FOLLOWING GROUP REPORTED FIRED UPON AT ENGLISH
COAST AND MAY HAVE BEEN ~~E~~ DAMAGED.

SPIT SUPPORT NEVER SEEN.

F.V. 'S REPORTED FLYING FORMATION WITH OURS AND APPARENTLY

MAKING OBSERVATIONS.

~~-----~~ J.B. WRIGHT

~~-----~~ ~~TRACOR 6-2~~

HOLD
CC N IN PARA 4. WA TARGET ..ATTACK AND NOT AS SENT

:JM B2

THU R...1916A/16 EC VA+?

MEMORANDUM:

TO : Commanding Officer, 306th Bombardment Group (M), APO 63.

In compliance with Memorandum Headquarters First Bombardment Wing, dated 25 January 1943, the following suggested report is submitted.

1. Route followed by this Group on mission 14 February 1943, Field Order No. 09, VIII Bomber Command, is as follows.

- T.O. 0820
- Depart Base 0852 (3000')
- Bassingbourne 0902 (assemble at 3000')
- Horncastle 0934 (climbing to 13,000')
- Sutton Bridge 0945 (climbing to 17,000')
- Norwich (climbing to 18,000')
- Groner 1000 (climbing to 19,000')
- String to maintain formation 1015-1024 (climbing to 22,000')
- Turn Around 53°36' N 1040 (22,000') (05°15' E)
- 53°25' N 05°15' E 1042 (22,500' flak)
- 53°25' N 04°15' E 1058 (descending to 12,500')
- 53°17' N 03°13' E 1112 (descending to 8,500' IFF on)
- 53°05' N 02°15' E 1130 (descending to 6,000')
- Groner 1139 (6000')
- Base 1214 (1000')
- Landed 1226

2. Bombing - Information

Objective was not reached by Group due to bad weather conditions over Channel and German Coast. Upon reaching the approximate vicinity of the group of islands off of the German Coast the Group Leader continued no further and returned to base. No land was visible so consequently no objectives were in sight and Pins were replaced in bombs. Aircraft returned with full load.

3. Formation

a. Two Squadrons of seven in "V's" echeloned to the right, and one Squadron of six in "V's" echeloned to the left. Lead Squadron at base altitude, with right Squadron low and left Squadron high.

b. (1) Right turns at assembly point to visible line, then proceeding on course.

(2) Due to adverse weather conditions none of the targets

were reached. Aircraft landed at base with bombs aboard.

(3) Flak was encountered over islands off the Coast of Germany, but was light and behind the formation.

4. Battle Damage

No battle damage on this mission.

5. Communications

a. The general procedure was followed throughout. Radio silence was maintained prior to and during take-off. All radio operators picked up message sent from first Wing. Three airplanes obtained QDM's from our HF/DF station.

b. Equipment

Plane No. 42-5717 - 423rd Squadron - Interphone in ball turret out. This was worked on until one o'clock this morning and a temporary arrangement installed. Ball turret must be dismantled to fix it properly.

Plane No. 42-5171 - 423rd Squadron - Ball turret microphone poor, replaced.

Plane 41-24465 - 368th Squadron - Liaison receiver reception poor, being replaced while other is being inspected.

Plane No. 42-4560 - 369th Squadron - Command antenna off, replaced.

c. Navigational Aids

No reports available because of no interrogation of crews. One Navigator reported good results with multi-group beacons.

No reports on SRA, VHF, or Command reception.

6. Fire Control

a. Fire Control was that of the individual gunners calling out the angle of attack by the clock method. Gunners having been assigned their angle of fire before take-off.

b. There was one attack from underneath and from 3 to 5 o'clock.

c. Guns were in perfect working order - only one having been reported as having a jam. This was due to a twisted belt in the Ammunition Chute.

7. a. Enemy Fighter Attacks

One attack by Me 109 at 1105, twenty miles from enemy coast on return trip.

b. Flak

Formation fired upon by flak from islands off the German Coast. No hits or flak damage were inflicted upon our aircraft.

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

A P O 634,
17 February, 1943.

MEMORANDUM:

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

In compliance with Memorandum, Headquarters First Bombardment Wing, dated 25 January 1943, the following suggested report is submitted.

1. Route followed by this Group on mission 16 February 1943, Field Order No. 100, VIII Bomber Command, is as follows:

T.O.	(0825)	
Depart Base	0849	(2,000'
Bassingbourne	0856	(12,000'
Chippenham	0929	(16,000'
Farnham	0949	(20,000'
Selsey Bill	0955	(20,000'
360° to Right	(assemble 102nd Wing,	20,500')
Selsey Bill	1003	(21,000'
Carentan	1019	(23,000'
Tombelaine	1028	(23,500'
Elven		(23,500'
Penvins	1047	(23,000'
Target	1052 $\frac{1}{2}$	(22,300'
Pont Chateau		(22,000'
5 mi E Pleneston	1101	(21,500'
Ploermel	1113	(17,000'
Guingamp	1145	(12,000'
Start Point	1235	(6,500'

REMARKS: Arrived Selsey Bill 4 $\frac{1}{2}$ min. early, 102nd Wing over channel. 360° to right waiting for 102nd Wing.

2. Bombing - Information.

<u>Bombardier</u>	<u>Rate</u>	<u>Deflection</u>	<u>Toggle</u>	<u>Salvo</u>	<u>Reason</u>
Lt. Yaussi	x	x			
Lt. Ford	x				
Lt. Kisseberth				x	Bombardier hit.
Lt. May	x				
Lt. Saunders			x		
Lt. Rotter	x				
Lt. Kylius			x		Did not return.
Lt. Wilkins			x		

MEMORANDUM: (Cont'd)

<u>Bombardier</u>	<u>Rate</u>	<u>Deflection</u>	<u>Toggle</u>	<u>Salvo</u>	<u>Reason</u>
Lt. Colantoni	x				
Lt. Travis			x		
Lt. Laine	x				
Lt. Bryan	x				
Lt. Horner	x				
S/Sgt. Hall			x		Twin nose gun
Sgt. McDonald			x		Twin nose gun
Twin nose guns in two other ships x					

3. Formation.

a. Two Squadrons of seven in "V's" echeloned to the left, and one Squadron of six in "V's" echeloned to the right. Lead Squadron at base altitude, with right Squadron high and left Squadron low.

b. Airplane no. 42-5175, which did not return, was in no. 2 position of First element of the second Squadron echeloned to the left. Airplane no. 42-5717, which did not return, was lead ship of second element of the Squadron echeloned to the right.

c. (1) 360° right turn at assembly point to assemble wing, then proceeded on course.

(2) Flak was very intense and accurate for about five minutes duration at target area. Very little encountered elsewhere. Gentle evasive action was taken.

d. Overcast all but coastal areas. North coast 8/10 to 10/10 target clear, 10 mile radius.

e. None.

4. Battle Damage.

Plane No. 42-4560- Leading edge of right wing at supercharger duct pierced by flak causing aileron cable to be shot in two. Outer wing panel and aileron pierced by 303. Inner wing panel at trailing edge pierced in three places by 303. Outer wing panel peppered by 303 on left wing. Left aileron damaged by 303. Hole in fuselage above and just in back of ball turret on left side, by flak. Tail section on left side hit in two places by 303 causing oxygen line to be punctured. Rudder hit in one place by 303. Both pilot and co-pilots windshield damaged by shells coming back from lead ships.

Plane No. 42-24488- Leading edge of left wing next to no. 2 and 3 engine pierced by flak and causing hydraulic line to be punctured. Leading edge of left wing next to nacelle punctured by flak and causing lines to be punctured. Leading edge of right wing next to outboard side punctured by flak, also another flak hole in front part of outer wing panel. De-icer boot damaged in two places by flak on right wing. Nose section has small flak hole in left front. Landing elevator de-icer boot hit in two places by flak. Flak hole in ring cowling of no. 2 engine causing no. 6 cylinder rocker arm to be damaged.

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

A P O 634,
17 February, 1943.

MEMORANDUM:

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

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360° To Right	(assemble	102nd Wing, 20,500')
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Elven		(23,500'
Penvins	1047	(23,000'
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Lt. Ford	x				
Lt. Kisseberth				x	Bombardier hit.
Lt. May	x				
Lt. Saunders			x		
Lt. Rotter	x				
Lt. Kylius			x		Did not return.
Lt. Wilkins			x		

MEMORANDUM: (Cont'd)

<u>Bombardier</u>	<u>Rate</u>	<u>Deflection</u>	<u>Toggle</u>	<u>Salvo</u>	<u>Reason</u>
Lt. Colantoni	x				
Lt. Travis			x		
Lt. Laine	x				
Lt. Bryan	x				
Lt. Horner	x				
S/Sgt. Hall			x		Twin nose gun
Sgt. McDonald			x		Twin nose gun
Twin nose guns in two other ships x					

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(2) Flak was very intense and accurate for about five minutes duration at target area. Very little encountered elsewhere. Gentle evasive action was taken.

d. Overcast all but coastal areas. North coast 8/10 to 10/10 target clear, 10 mile radius.

e. None.

4. Battle Damage.

Plane No. 42-4560- Leading edge of right wing at supercharger duct pierced by flak causing aileron cable to be shot in two. Outer wing panel and aileron pierced by 303. Inner wing panel at trailing edge pierced in three places by 303. Outer wing panel peppered by 303 on left wing. Left aileron damaged by 303. Hole in fuselage above and just in back of ball turret on left side, by flak. Tail section on left side hit in two places by 303 causing oxygen line to be punctured. Rudder hit in one place by 303. Both pilot and co-pilots windshield damaged by shells coming back from lead ships.

Plane No. 42-24488- Leading edge of left wing next to no. 2 and 3 engine pierced by flak and causing hydraulic line to be punctured. Leading edge of left wing next to nacelle punctured by flak and causing lines to be punctured. Leading edge of right wing next to outboard side punctured by flak, also another flak hole in front part of outer wing panel. De-icer boot damaged in two places by flak on right wing. Nose section has small flak hole in left front. Left elevator de-icer boot hit in two places by flak. Flak hole in ring cowling of no. 2 engine causing no. 6 cylinder rocker arm to be damaged.

MEMORANDUM: (Cont'd) Battle Damage-

Plane No. 41-24466- No. 1 main tank hit by flak. Small flak hole in left hand stabilizer. 2 small flak holes in left outboard wing. 1 flak hole in front left inboard wing. 2 flak holes in no. 2 engine cowling. 1 small flak hole in rear right inboard wing. 2 small flak holes in rudder.

Plane No. 41-24514- Medium flak hole in right inboard wing. Small flak hole in left inboard wing. Small flak hole in no. 3 engine cowling. Small flak underneath ship just in front of ball turret.

Plane No. 41-24465- Flak hole in front of ball turret. Flak hole underneath nose. Ribs and skin torn loose around station 6.

Plane No. 41-24467- No. 2 engine push rod housing damaged by flak. Front spark plug lead cut in two by flak. Hydraulic line shot in two under instrument panel shot by flak. One 303 hole and one flak hole in rudder. Small flak hole in right side elevator. Small flak hole in left horizontal stabilizer. Two flak holes in plexiglass in nose. No. 2 engine cowling has flak hole. 2 flak holes in top of navigator's compartment.

Plane No. 42-5129- One small flak hole in left horizontal stabilizer. One small flak hole in left hand elevator. 1 small flak hole in No. 2 engine cowling. Two flak holes underneath left inboard wing. One small flak hole in leading edge of wing (inboard). Two flak holes in right inboard wing. Four flak holes in rudder. One flak hole in waist gunner's window left side. Two flak holes on left side of fuselage in front of waist window. One small flak underneath waist window left side.

Plane No. 42-5086- No. 1 prop. damaged by 303. Right flap damaged by 303. Left elevator damaged slightly by flak.

Plane No. 42-5404- Pilots windshield pierced by 303. Left wing trim tab damaged by 303. Left aileron damaged by 303. No 4 propellor damaged by 303. Left stabilizer damaged slightly by 303. Left elevator damaged slightly by 303.

Plane No. 42-5130- Flak holes in bombardier's compartment. Side of center section of left wing along side no. 1 engine nacelle on side trailing edge of left wing. Left wing outer section, top surface left wing, left side fuselage below pilot's window, leading edge left wing, left side nose section, No. 1 engine nacelle, no. 2 engine nacelle left side, exhaust tail pipe, no. 2 supercharger bucketwheel bent. Trim tab control cable shot out. Aileron control cable shot out. Tail wheel latch cable shot out. Numerous other flak holes throughout fuselage.

Plane No. 42-5072- 1 flak hole in trailing edge of right wing flap, 6 ft. from end of flap. Flak hole leading edge right hor. elevator 6 ft. from fuselage. 3 flak holes left hor. stab. and elevator on top side and three holes underneath. 2 flak holes trailing edge left wing 12 ft. from fuselage. Flak hole midway left wing on leading edge. Flak hole by no. 1 nacelle, underneath. Flak hole left side top turret. Flak hole in fairing by left wing, leading edge. Flak hole No. 4 wing cowling. No. 3 cylinder fins damaged.

SECRET 3.

MEMORANDUM: (Cont'd) Battle Damage-

Plane No. 42-5714- A hole in the waist severed the rudder control cable. Two vacuum lines, to the rear and under no. 3 engine, were shot out. There is a hole in the plexiglass nose.

Plane No. 42-5180- Flak hole in the right wing, damaging a vacuum line and a rib.

Plane No. 42-5720- Flak hole in the plexiglass nose. Hole in no. 2 engine nacelle damaging a former.

Plane No. 41-24460- Hydraulic system shot out. No. 3 engine is leaking oil. Radio shot out.

Plane No. 42-5171- Left horizontal stabilizer damaged. Rudder shot up. Left tire shot up. Nose section shot up.

5. Communications Report.

a. Procedure:

General prescribed procedure was followed during the flight. Radio silence was maintained very well prior to and during take-off. Radio operators reported good radio reception on Wing operational frequency and all copied message sent. Two A/C which turned back (378, 367th Sq. and 251, 368th Sq.) each obtained one QDM from base HF D/F station. No MF D/F contacts were made.

b. Equipment:

460-423rd Sq.- tail gunner's interphone wiring shot out.
180-423rd Sq.- co-pilot's mike button out.
720-423rd Sq.- Liaison antenna shot off.
130-367th Sq.- Wiring shot up, general check up needed.
514-368th Sq.- Liaison antenna shot off.
465-368th Sq.- Liaison antenna shot off. Ball turret interphone out.
560-369th Sq.- Command antenna off and pilot's mike button out.
404-369th Sq.- Upper turret mike cord broken.

c. Navigational Aids:

One plane tried B and D multi-group beacons, reported good results while another navigator reported no results. One plane tried Nos. 11 and 15 Splasher beacons and reported interference, another reported using no. 15 on route back. One pilot reported using J beam, no results reported, another reported that nothing was heard. Command set reported as working good.

SECRET

Squadrons 473 Groups 306 Wing 106 Date 11-11-50

L. Results of bombing: (Include Secondary and Last resort in separate paragraphs)

Heading - 90° to 135° . Bomb run 40"
Bursts seen directly on primary and on entire area adjacent thereto. Other bursts in water.

2. Were photos taken? Yes. - 4 cameras.

3. Friendly A/C in distress:

1. 1 B17 hit and blew up over target at 1055 - 1100! Chute

2. 1 B17 seen going down in spin at same time - 4 chutes

4. 1 B17 with 2 motors out disappeared in cloud at 1156 after

leaving coast -
3. 1 B17 in distress directly over coast at 1153 - 1 chute.

4. Combats & Claims: (Summaries only, no details. Delay report for Claims)

40-50 E/A seen

Formation attacked first just after leaving target. attack continued thru diving to coast. hell - then new attacks from east & mid channel.

5. Ask: Location, Intensity, Accuracy, Heavy or Light?

Very intense and accurate over St. Nazaire. little seen elsewhere.

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

5 from 4 crews;

7. Reason for abortives:

1 Oxygen failure

1 Ball turret gunner sick

8. Route: (If different than ordered. Start with rendezvous point)

As ordered.

9. Other Important Information:

Substantial damage to several ships
Primarily from flak.

Clear view of target - Smoke screen operating ineffectively.

Spit support never seen.

Phoned by:

To:

Time:

70110 1
Sheet 751

Attack by USAF on 16/2/43

A. A very large concentrations of bombs bursting across the southern nar or entrance, from the Avenue de Lesseps, south of the U-boat shelters, to the Vieux Mole off the Jeteo Est. Some of these bursts are seen individually on other prints one on or very near to the inner lock gate, another in the SE corner of the Bassin de St. Nazaire, but even an approximate count is impossible.

B. About eighteen bursts in the water East of the entrance.

C. Seven bursts in the water $2\frac{1}{4}$ miles south of the harbor, between Le Pointeau and Fort Leve.

D. About thirty bursts in the water $2\frac{1}{4}$ miles South of the harbour, between Le Pointeau and Fort Leve.

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

RESERVED

SAV-309-3 (E) (A) 1550 12-75 000

U-BOAT
SHELTERS

BAST
ENTRANCE
LOCK

SOUTH ENTRANCE
LOCK TO BASSIN
DE ST. NAZAIRE

SA 226
ST. NAZAIRE

16-2-43

Annotated Print No 1

Neg No 19355



2-16-43

MISSION REPORT
(To be submitted by teletype within three hours after landing)

1. Group participating	a. Primary Target	b. Secondary Target	c. Last Resort Target
306	AT NAZARIE		

2. Sqdn	a. Aircraft Off Grd.	b. Atkd Prim	c. Atkd Secy	d. Atkd L.R.	e. Abortive	f. Lost Flak	g. Lost E/A	h. Lost Acdt	i. Lost Unkn	j. Time of Attack	k. Alt of Attack	l. HE Bombs No	m. HE Bombs Size	n. Inc. Bomb No	o. Bomb Size	p. EA/C Deds	q. EA/C Prob.	r. EA/C Dand.
367	4	3	0	0	1	1	0	0	0	10 ⁵²	23000	15	1000	0				0
368	6	5	0	0	1	0	0	0	0	10 ⁵⁴	23000	75	1000					
509	4	4	0	0	0	0	0	0	0	10 ⁵²	22500	14	1000					
423	6	6	0	0	0	1	0	0	0	10 ⁵³	22500	30	1000					
306	20	18	0	0	2	2	0	0	0	10 ⁵²	23000	89	1000					claims to follow
					2 shifts working after bombing target													

NOTES: 1. Targets will not be listed unless actually attacked. 2. j. Average altitude of attack 2. m. n. Bombs dropped at target. In case more than one target is bombed by a formation, additional lines will be added under that unit to show how many bombs were dropped on each target, and the time.

By RLB/ku NARA, Date 5/25/89

Lt. Maliszewski A/c 25404

Capt Ryan
X Maj Oleser

Parker
X

X Downing

McGuffin
X

X Riordan

Hemsey
X

X Mal

STAND BY FOR B/CAST

BAS, MOL, CLV , THU PASS SELF

NR GPH 19/15 2145/15 U.S. SECRET URGENT NOTWT

TO: C.O. 91,303,305 , 306 GPs, VIII BOMBER COMMAND, (REPEAT 2ND WING).

1. BW F257E 15/2

FIELD ORDER NO 100

1. TO FOLLOW

2. A. PRIMARY TARGET: Z-540, AIMING POINT 8925 S5490/4.

B. SECONDARY TARGET: Z-540, AIMING POINT 4245 S5490/5.

C. LAST RESORT: Z-544, AIMING POINT BETWEEN "A" AND "B" ON ANNOTATED PHOTO S/574.

3. A. 101 COMBAT WING LEADING 102 COMBAT WING WITH ALL AVAILABLE AIRCRAFT TO ATTACK Z-540 TO CAUSE MAXIMUM DAMAGE TO LOCKS IN BASSIN ENTRANCE.

B. 101 COMBAT WING ASSEMBLE EAST OF LINE BEDFORD-PETERBOROUGH EXTENDED AND 102 COMBAT WING ASSEMBLE WEST OF ABOVE LINE.

101 COMBAT WING PROCEED TO FARNBOROUGH AT 20,000 FT AT ZERO MINUS 11 MIN TO CHICHESTER AT 20,000 FT AT ZERO MINUS 2 MIN. 102 COMBAT WING JOIN 101 COMBAT WING ON LINE FARNBOROUGH-CHICHESTER AT 21,000 FT AND FOLLOW 101 COMBAT WING.

C. ROUTE OUT: DEPART SELSEY BILL AT ZERO HOUR TO ISIGNY TO AVRANCHES TO LA GREE PENVINS TO TARGET.

CLIMB TO REACH BOMBING ALTITUDE BEFORE REACHING ENEMY COAST.

D. AXIS OF ATTACK: 290 DEGREES.

E. RALLY: TURN LEFT AFTER BOMBING AND RALLY ON LINE TARGET TO

REDON.

LEAD GROUP TO MAKE A SERIES OF S TURNS UNTIL THE WING HAS
FORMED INTO DEFENSIVE FORMATION.

F. ROUTE BACK: TARGET TO REDON TO GUINGAMP TO START POINT TO
BASE REMAINING AT BOMBING ALTITUDE UNTIL MID CHANNEL.

G. BOMBING ALTITUDE:

101 COMBAT WING 23,000 FT.

102 COMBAT WING 24,000 FT.

H. BOMB LOADING: ALL A/C NOT ALREADY LOADED, LOAD 5 - 1,000 LB GP
1/10 SEC NOSE, 1/40 SEC TAIL.

X. A. ZERO HOUR: 1000 BST 16 FEB.

B. ALL BOMBARDIERS SET ALTIMETER ON 29.92.

4. NORMAL

5. A. SEC 'E' MF/DF

B. 'J' BEAMS: QTE 'F'-182 DEG TO BE TURNED ON AT ZERO PLUS
105 MIN.

C. SPLASHER BEACON NOS. 10 AND 11 TO BE TURNED ON AT ZERO MINUS
90 MIN.

SPLASHER BEACON NO. 15 TO BE TURNED ON AT ZERO PLUS 105 MIN.

DK CHANNEL B VHF FIGHTER TO BOMBER

COMMAND FREQUENCY: 5010 KCS BOMBER TO BOMBER FROM ENGLISH
COAST OUT AND RETURN, THEN ~~6440KCS~~ 6440KCS TO HOME BASE.

E. CALL SIGNS:

306 - ROCKSACK ONE

91 - " TWO

305 - " THREE

303 - " FOUR

FIGHTERS - GAFFER

GROUND SECTOR- BASTEL.

COMBOMWIG ONE

MINUS 90 MIN TO ZERO PLUS 30 MIN. SPLASHER BEACONS NO. 11 AND 12 W
XXX 15 TO BE TURNED ON AT ZERO PLUS 76 MIN TO ZERO PLUS
200 MIN.
F. GROUP IDENTIFICATION SIGNALS FOR ASSEMBLY

305 - YELLOW - YELLOW
303 - YELLOW
306 - RED- YELLOW
91 - GREEN

CHANGE THE FOLLOWING TO READ:

3D AXIS OF ATTACK: 110 DEGREES
3F. ROUTE BACK: TARGET TO REDON TO GUINGAMP
TO START POINT TO BASE DESCEND TO 12000 FT OR 1000 FT
ABOVE THE OVERCAST BETWEEN REDON AND GIUNGAMP.
5 B "J" BEAMS QTE "F" - 182 DEG IN OPERATION FROM TIME
OVER TARGET UNTIL END OF MISSION
5 C. CANCEL 2ND PARA.
5 E GROUND SECTOR : BASTO

COMBOMWIG ONE

H O L D L

CC IN PARA 3 F. WA REDON AND = GUINGAMP

K.WILCOCK VA
ALL STATIONS Q FOR K WITH R
THU K WITH R R 0028/16 CJM VA

STAND BYE RO GPH B+X

STAND BY FOR GPH B/C

DAS= MCL = CLV= THU V GPH NR GPH 22/15 2345A/15 URGENT SECRET
SENT IN CLEAR AUTHORITY A-3

1 BW F-261-E 15/2

REFERENCE FIELD ORDER NO 100.

ADD:

- 7 SQDNS SPIT V WITHDRAWAL SUPPORT FROM QUINGAMP TO START POINT
(2 SQDNS AT QUINGAMP AT ZERO PLUS 121 XXXX MINS, 3 SQDNS AT
ZERO PLUS 128 MINS, 2 SQDNS AT ZERO PLUS 135 MINS) 2ND WING
WILL JOIN 1ST WING AT SELSEY BILL AND FOLLOW FORMATION TO
TARGET AND BACK. RAF DIVERSIONS FOR SUPPORT ON ROUTE OUT.
- X (C) TIME SCHEDULE

SELSEY BILL	ZERO HOUR
ISIGNY	ZERO PLUS 26 MIN
AVRANCHES	ZERO PLUS 38 MIN
LA GREE PENVINS	ZERO PLUS 70 MIN
TARGET	ZERO PLUS 76 MIN
REDON	ZERO PLUS 88 MIN
QUINGAMP	ZERO PLUS 118 MIN
START POINT	ZERO PLUS 155 MIN

L.V. 38/43 - 1 -

COPY.

The Reich Minister of Aviation and
Commander in Chief of the Air Forces
Office of Air Force Personell
File remark: Casualty Report 25 No. 100626/43
(Chief-Dep. IID)

Berlin W. 8 , 23 Febr. 1943
Leipziger Street 7
Internal Phone : 1193

Subject : Preliminary report on Engl. or American Air Force Personell.

To

Supreme Command of the Wehrmacht
Dep. for Prisoners of War (V)
Berlin-Schoenberg, Badensche Street 50/51

We received the following reports on Engl. or American Air Force members.

1A) 16 Febr. 1943 Fortress, 1/43/44 2 dead, 1 prisoner

<u>Name:</u>	<u>First Name:</u>	<u>Rank:</u>	<u>ASN:</u>	<u>Date of Birth:</u>
ZSPITALIER	Eddy	Sgt.	39083381	captured
GAFFNEY	J.C.	Dead, according to statement of the prisoner		
UTLEY	Lewis	Dead, " " " " " "		

AV 80/43

4393 16 Feb. 1943

Boeing

ESPITALIER, Eddie Frank

T/Sgt., born 18 Aug. 1916, ASN. 39 083 381
captured

CARLSON,

2nd Lt. dead

KISLING, Robert D.

S/Sgt. ")

according to statement

KYLIUS,

2nd Lt. ")

given by

NEELEY, Colon

S/Sgt. ")

T/Sgt. Espitalier, E.F.

WILLIAMS, Williams E.

" ")

UTELY,

2nd Lt. ")

WARNER, William

1st Lt. ")

300TH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER
APG #634

17th February, 1943

SUBJECT: Encounter Report. (St. Nazaire, 16th February, 1943)

TO.....: Commanding General, 1st Bombardment Wing.
Attention A-2.

NARRATIVE OF CLAIMS

1. S/Sgt. B. J. Smith, right waist gunner of ship #24460, piloted by Captain Smith, claims one E/A. This plane, an FW190, came in from three o'clock and level. Time of attack about 1102. Height, 21,500. Place, about 15 miles after leaving target enroute back. As E/A came in, it was picked up at 500 yards and was definitely seen to be hit at 300 yards, the bullets hitting in the center of the engine. At 150 yards, this E/A suddenly peeled off, smoking and in such intense flames that the right waist gunner and tail gunner did not see how it could pull out.

Destroyed

2. Our A/C #560, piloted by Lieutenant Hennessey, 369th Squadron, 300th Group, claims one FW190. Our A/C was flying at 23,000 feet over St. Nazaire at about 1105 hours, when attacked by FW190 and two or three others which came in at 11 o'clock from just above. E/A was first hit at 200 yards and at about 180 yards went down in a flaming dive and disintegrated in the air. This was seen by most members of the crew. It was fired upon by the navigator, 1st Lt. C. F. Jones, and no other crews were believed to have fired upon this A/C.

Destroyed

3. Our A/C #560, piloted by Lieutenant Hennessey, 369th Squadron, 300th Group, claims one FW190. Our A/C was flying at 23,000 feet over St. Nazaire. At about 1107 hours, a FW190 came in with two others at two o'clock from just below. The E/A was fired upon at 600 yards, and at 400 yards it broke away and was seen to descend in flames in a steep glide into the clouds below, after being fired upon by the bombardier, 1st Lt. W. Colantoni. This encounter was witnessed by most of the crew.

Prob.

4. Our A/C #560, piloted by Lieutenant Hennessey, 369th Squadron, 300th Group, claims one FW190. Our A/C was flying at 23,000 feet over St. Nazaire. At about 1109 hours, an FW190 came in with three others at twelve o'clock, level. The E/A was fired upon at 300 yards, and at 100 yards it broke away and went down in a steep glide. It was descending in flames and was last seen going into clouds. It had been fired at by the bombardier, 1st Lt. W. Colantoni, and no other of our A/C were believed to have fired at this E/A.

Prob.

5. Our A/C #488, piloted by Lieutenant McGiffin, 369th Squadron, 300th Group, approximately in number 2 position (crossing on Lt. Maliszewski's right wing), hit one FW190 at approximately 1112 hours when attacked from two o'clock, below, at 600 yards. Tracers were seen striking E/A, which, turned away in a burst of flames. Places died down, but E/A dived into cloud, under control, smoking heavily, and was lost to sight. 2nd Lt. C. J. Travis, bombardier, was the only one to fire at this E/A. Navigator, 2nd Lt. D. F. MacGhee, witnessed the incident. E/A is believed to have been damaged. No other friendly A/C were seen to fire at E/A.

Damaged

6. Our A/C #5072, piloted by Lieutenant Parker of 367th Squadron, 306th Bomb. Group, claims one F4190. At about 1115 hours, northwest of Rezon, altitude 18,000 feet, four F4190s came in from three o'clock and below. They turned to eight o'clock and Sergeant G. W. Pederson, right waist gunner, fired several bursts at them. One of them made several fast snap rolls, broke out in heavy, black smoke, and was seen to disappear through a thin film of clouds after a plunge of at least 8,000 feet. This A/C is claimed by Sergeant G. W. Pederson.

7. Our A/C #5072, piloted by Lieutenant Parker of 367th Squadron, 306th Group, claims one F4190. At about 1125 hours, northwest of Rezon, altitude 18,000 feet, one F4190 came in from 11 o'clock and level. He went under our A/C and came out at seven o'clock when ball turret gunner, S/Sgt. J. S. Clark, let him have it. At about 700 yards, tail gunner L. H. O'Brien saw him break into flames which seemed to envelope the A/C and he went down in a slow spin. S/Sgt. J. S. Clark claims this A/C.

8. Our A/C #5072, piloted by Lieutenant Parker, of 367th Squadron, 306th Group, claims one F4190. At about 1150 hours, near Guingamp, while at 8,000 feet, an F4190 came from below and at six o'clock, and apparently was attacking a formation of B-24s above our A/C. As he went by, radio gunner S/Sgt. R. B. Haert let go a long burst right into his belly. He stopped, flopped over and went down spinning, apparently out of control. S/Sgt. R. B. Haert claims this A/C.

For the Commanding Officer.

JOHN B. WRIGHT,
Major, Air Corps,
Group S-2.

Ltr: 16/2/43 S-2, 306th Bomb. Group TO: CG, 1st Bomb Wing. Att. A-2.

claim

6. Our A/C #5072, piloted by Lieutenant Parker of 367th Squadron, 306th Bomb. Group, claims one FW190. At about 1115 hours, northwest of Redon, altitude 18,000 feet, four FW190s came in from three o'clock and below. They turned to eight o'clock and Sergeant G. W. Pederson, right waist gunner, fired several bursts at them. One of them made several fast snap rolls, broke out in heavy, black smoke, and was seen to disappear through a thin film of clouds after a plunge of at least 8,000 feet. This A/C is claimed by Sergeant G. W. Pederson.

destroyed

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Prob.

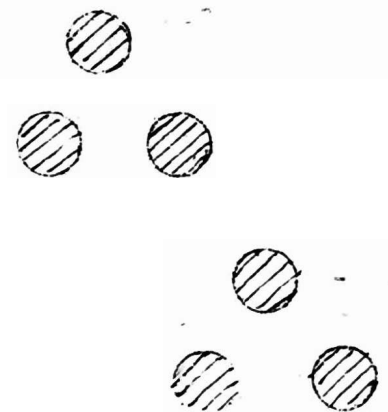
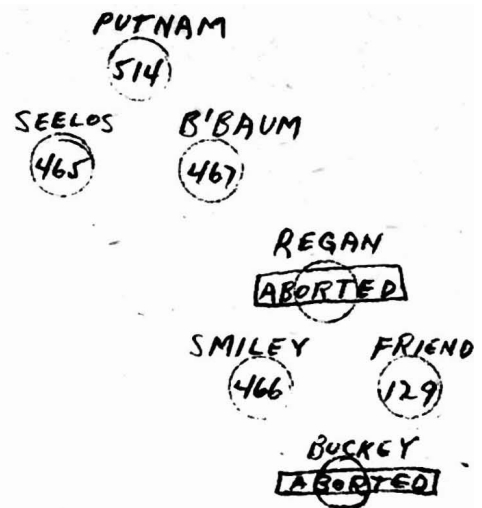
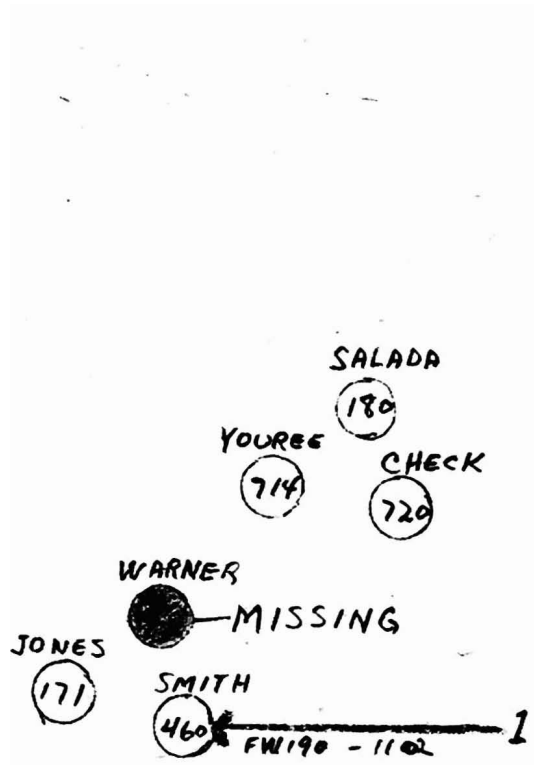
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For the Commanding Officer.

John B. Wright
JOHN B. WRIGHT,
Major, Air Corps,
Group S-2.

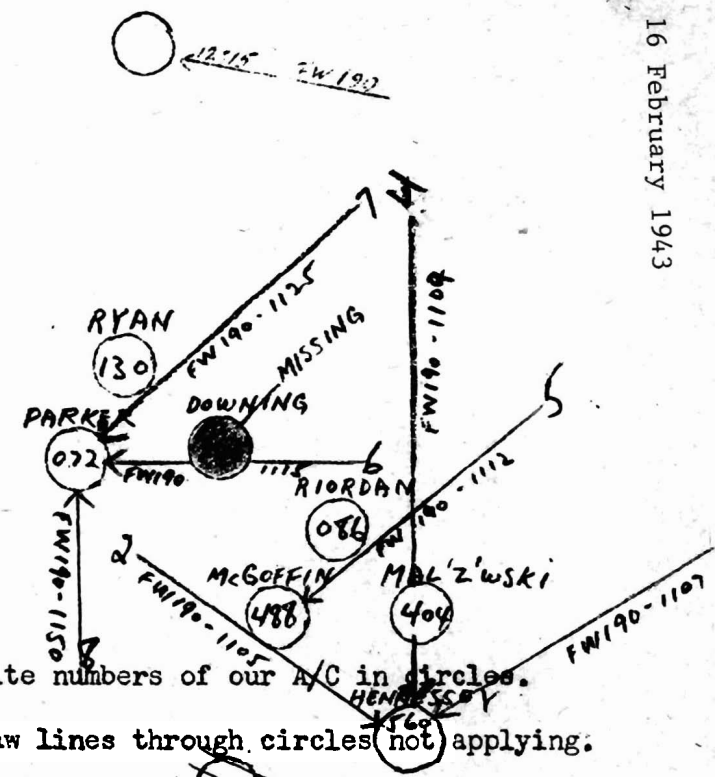
COMBAT DUPLICATION CHECK FORM

06
12/43



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

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



Write numbers of our A/C in circles.
Draw lines through circles (not) applying.
Block out our missing A/C in Red.



16 February 1943

Group 306

Date 16 Feb. 1943

Squadron 423

Place where attacked St. Nazaire

A/C No: _____

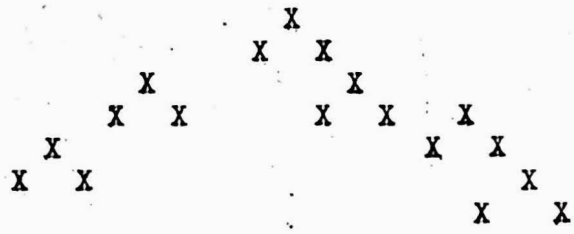
Time 1223 Height 15000

1. Story of the attack:- Fired on NE 109 which rolled over and passed
our A/C with flames sweeping from under engine nacelle.

DAMAGED
A-2. I.B.W.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away)

2. Diagram of attack:



On Diagram, show.
a. which of our A/C was attacked;
b. Direction of E/A attack;
c. Sun position.

Data on Combat
a. our heading _____
b. visibility _____
c. type of E/A NE 109
d. level of attack;
From high above _____ 0'clock
level _____ 0'clock
(Check below _____ 0'clock
One) very low _____ 0'clock

3. Our Gun Positions Firing on E/A.

Names T/Sgt. Eddie F. Hospitalier

Positions Radio ops.

4. If E/A was Shot Down or Damaged:

Corroborated by A/Sgt. Walter Hogan (K I A)

Position in A/C Ball turret

Other A/C firing at the same time? _____

5. Comments of the interrogator: DAMAGED

If formation was very different from standard, show on back of sheet.

Time _____ Interrogator _____

1st Lt. Hughes

TARGET: St. Nazaire

DATE: 16.2.43

HEADQUARTERS
1ST AIR DIVISION
APO 557

SUPPLEMENTAL

GROUP: 306

TABULATION OF ENCOUNTERS

CONFIDENTIAL

ITEM	GROUP SQUADRON	A/C NO.	CLAIMANTS NAME AND RANK	GUN POSITION	DESTROYED	PROBABLY DESTROYED	DAMAGED	NO CLAIM ALLOWED
1	306-367		S/Sgt. George W. Green	12/0	X			
2	423		T/Sgt. Eddie F. Hospitalier	Radio/C			X	
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								

CONFIDENTIAL

By RLB/RW

NARA, Date 5/25/89

12570, Section 3.3, NND: 145005

INTERROGATION FORM

SQUADRON 1123 GROUP 306 A/C Number 25171 Date 16/2/43

Position in formation 3rd second l. of lead Bomb Load 5 x 1000 G.P.

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

Details:

2 - B-17's down -

CREW

Friendly A/C in any kind of distress? hi - P.W. Jones Pilot

DA Steele Co.P.

OL Hamilton Nav.

s/sgt. WE Hull Bomb.

T/sgt. RT Stymacks Radio.

T/sgt. L.L. Dornforth Top T.

s/sgt. W. Piotrowski Ball T.

s/sgt. C.A. Sheffield R.Waist.

s/sgt. H.L. Cullen L.Waist.

s/sgt. J.F. Smot Tail G.

2. TARGET ATTACKED:

Primary Time: 1053

Alternate Height: 22500

Last Resort Heading: 110°
(check)

3. Number of BOMBS dropped on target: 5 x 1000 Jettisoned: — Brought Back: —

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

Hit Buildings on either side of aiming point.
Both

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

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: NO

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)

As ordered.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
1053	<u>St. Mary's</u>	<u>22500</u>	<u>H-I</u>	<u>Black</u>	<u>all around</u>	
				<u>Some pink</u>	<u>and very accurate.</u>	

JONES

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 50-60 Place From Near Redin to mid channel
Time 1100-1200 Height 23000 to 25000

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
-----	-----	-----	-----
-----	-----	-----	-----
-----	-----	-----	-----
-----	-----	-----	-----
-----	-----	-----	-----

Notes:

There were about 10 Attacks on our A/c they came in from 10 o'clock to 30 o'clock and level and then were under us.

c. Claims: DESTROYED _____ PROBABLE _____ DAMAGED _____

d. ENEMY TACTICS OBSERVED:

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

Smoke screen was not effective in target area. thin wisps of smoke did not cover target.

11. INJURIES to Crew: (Name, injury, how received.)

Nav. J.L Hamilton - neck injury from flak
Sgt. W.E Hall - above eye - cut from flak.

12. DAMAGE to A/C: (briefly) Flat tire -

Horizontal slab. - 4 ft. of pt shot off on left side
Vertical slab. - 1-20 mm. hole + some 20 mm. + some 30 cal.
Small flak holes in left wing.
Flak hole in nose.

3. TECHNICAL FAILURES:

Interphone out about half the time.

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

"let's have Sgts when we are told we will".
Ammunition is very poor grade.

Shubel/BW

INTERROGATION FORM

SQUADRON 368 GROUP 306 A/C Number 179 Date 16/2/43

Position in formation lead element formation Bomb load 5 x 1000

1. Hot news to be phoned in? Yes No
 Details:

CREW

Frichily A/C in any kind of distress?

- #1 - 1102 - Saw one parachute ←
- #2 - } agrees with #1
- #3 - }

Breed Pilot
Cuddebank Co-P
Boring Nav.
Curry GUARDIAN Bomb
Isler Radio
Cherry Top T.
Shawmaker Ball T.
Dyke R. Waist
Goss L. Waist
Garland Tail G.

2. 1. NOT ATTACKED:

Primary Time: 10:52
alternate Height: 22300

Last Resort Heading: approx 179
 (chuck) 450 Bomb run.

3. Number of BOMBS dropped on target: 5 x 1000 Jettisoned: Returned:

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

Three 3 squadrons of bombs went in water - not our group.
Saw 40 hits

5. Any PHOTOGRAPHS taken: Yes No

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULT: -

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered -

8. FLAK: Encountered on way out; at target; and on way home.

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

Target - Below.
Very accurate + intense
Black -
Flash

After leaving target 10 minutes
to help fire - then kill - then overcast

9. ENEMY AIRCRAFT

a. Total E/A seen: Number (70) Place _____
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

Altitude 10 + eleven o'clock - low

Notes:

c. Claims: DESTROYED No PROBABLY No DAMAGED No

d. ENEMY TACTICS OBSERVED:

10. Observations (Always give TIME, PLACE, HEIGHT)
(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Saw at target

11. INJURIES to crew: (name, injury, how received.)

None

12. DAMAGE to A/C: (Briefly)

4 holes near waist, 1 in ball turret
1 in tail about 20 holes
6 in wing

13. TECHNICAL FAILURES:

14. CREW COMMENTS: (Any unusual incidents? any suggestions?)

No

S - 2 OFFICER

Barnes J. Fisher

TIME COMPLETED 305

Sedos

13/

INTERROGATION FORM

SQUADRON 308 GROUP 306 A/C Number 174465 Date 14/1/48
 Position in formation on Pulmanid left Bomb load 5 x 1000

1. Hot news to be phoned in? Yes No
 Details:

#3

(#2)

Right at coast coming out - 1 chute out. landed near island close levelled out + kept on - pursued by F.W. N.A. over.

Frichily A/C in any kind of distress?
Asw distress on way out over coast of France.
16000 feet - 2 motors smoking - disappeared in cloud attacked by 4 F.W. No. 44.

2. TARGET ATTACKED:
 CLEAR. 10:54
 Primary Time: 2000
 alternate Height:
 Last Resort Heading: (check) 135 MAG
Less than a minute 50

After leaving target Forthen with wing off. blew up 1100 - 8 minutes after leaving target. 2000 ft behind.

CREW

- Sedos Pilot
- Kramarink Co-P
- Burgin Nav.
- Burgin Bomb.
- Keskey Radio
- Stenhook Top T.
- Magge Ball T.
- Small R. Waist
- Off L. Waist
- Baker Tail G.

3. Number of BOMBS dropped on target: 5 x 1000 Jettisoned: Corraino - Not returned
 4. Observed RESULTS OF BOMBING: (For this plane or others)
Best of luck. Good hits just inside Coast close to jet

5. Any PHOTOGRAPHS taken: Yes No
 (Sketch formation, and this plane's position. .. it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFL. AND RESULTS:
 7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) As ordered - No Spit record we got this too soon.
 8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>Terrific at target - looked like thunder - there is a battery near pt. Gildas - Dreetfeac</u>						
<u>1054 Target 2000 Heavy Intense Black Accurate</u>						
<u>Flash - Red Level - white all around.</u>						

From F.W. stayed with formation all way in and out way low & were attacked.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 35 F.W. 190 Place from Redon to almost to land
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height

Notes:

c. Claims: DESTROYED No PROBABLY No DAMAGED No

d. ENEMY TACTICS OBSERVED: _____

10. Observations (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Saw smoke screen start just as you get to I.P. -
Came right in amongst came out amongst planes behind - Practically all nose attacks - also from 2 o'clock low -

11. INJURIES to crew: (name, injury, how received.)

12. DAMAGE to A/C: (Briefly)

No
A few small holes -

13. TECHNICAL FAILURES:

No

14. CREW COMMENTS: (Any unusual incidents? any suggestions?)

S - 2 OFFICER

No
Daniel J. ...

FILE COMPLETED 245

to help from behind then banks then banks up when crossing coast + followed 20 miles out

INTERROGATION FORM

SQUADRON 367 GROUP _____ A/C Number 130 Date 16 Feb.

Position in formation #1 - Rt. Element Bomb load 5x1000

1. Hot news to be phoned in? Yes No

Details:

Nil.

CHECK

Saw 1817 hit by fighter over coast on way out.
Saw 1817 from group in rear. Practically demolished in air. Just after target. Another went down here also. 4 shots.

- Primarily A/C in any kind of distress? Capt. Ryan Pilot
- Saw 1817 - Crossing French Coast at 1242 at 16000'. May. Oliver Co-P
- This was downing with 2 more out down about 10000' and having trouble from C/A. Herman Nav.
- 2. TARGET ATTACKED: Leach Bomb.
- Primary 40 Time: 1052 Perry Radio
- Altitude Height: 23000' Beardorn Top T. *Remember*
- Last Resort Heading: 90° Creator Ball T.
- (check) On front run 30" C. Smith R. Waist
- Schaming L. Waist
- Forester Tail G.

3. Number of BOMBS dropped on target: 5x1000 Jettisoned: _____ Returned: _____

4. Observed RESULTS OF BOMBING: (For this plane, or others)
Saw own bombs dropping west of target and some bursts just south of lock.

5. Aerial PHOTOGRAPHS taken: Yes? No? No

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND ULTS: _____

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) As ordered with exception of zig-zagging.

8. FLAK: Encountered on way out; at target; and on way home.

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

(Very) Intense and very accurate over target. nothing unusual in color.
little or no flak elsewhere on course.

RYAN

None seen until after leaving target.

9. ENEMY AIRCRAFT
- a. Total E/A seen: Number 20-FW's Place after target and above coast.
 Time 1100 Height 22000.
- b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>2</u>	<u>attacks from 1100 & 1 o'clock</u>	<u>just after leaving target.</u>	

Notes:

- c. Claims: DESTROYED None PROBABLY _____ DAMAGED _____
- d. ENEMY TACTICS OBSERVED:

10. Observations (Always give TIME, PLACE, HEIGHT)
 (Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Saw 2 FW's go down just after leaving Fr. Coast after they had attacked Downing. Smoke screen operating quite efficiently altho turned on late. No balloons seen.

11. INJURIES to crew: (name, injury, how received.) one man burned from explosion of flares.
12. DAMAGE to A/C: (Briefly) Serious damage to cables and elsewhere from flak.
13. TECHNICAL FAILURES:
14. CREW COMMENTS: (Any unusual incidents? Any suggestions?)

INTERROGATION FORM

SQUADRON 7/04 GROUP 3rd A/C Number 167 Date 5/25/89
 Position in formation 2nd in line Bomb Load 500 lbs

1. HOT NEWS to be phoned? Yes No
 Details: saw A/C in flames at 1100 (near in) (English) under way.

Friendly A/C in any kind of distress?

aw 10 chate from 1 ship
aw none from AK that exploded

CREW

A. P. ... Pilot
G. M. B. ... Co.P.
W. B. ... Nav.
J. ... Bomb.
R. ... Radio.
T. ... Top T.
T. ... Ball T.
T. ... R.Waist.
T. ... L.Waist.
T. ... Tail G.

2. TARGET ATTACKED:

Primary Time: 1053
 Alternate Height: 23,500
 Last Resort Heading: 125
 (check)

after 2 minutes bomb run

3. Number of BOMBS dropped on target: 5 Jettisoned: Brought Back:

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

Hit back - solid explosion to get 10-15 bombs in area - 5-8 bombs.

Squadron bombs dropped almost in unison on target

5. Any PHOTOGRAPHS taken: Yes? No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results:

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)

as ordered got to target little early - 10 minutes.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
<u>1053</u>	<u>S. ...</u>	<u>23,500</u>	<u>heavy - intense</u>	<u>black</u>	<u>level</u>	

last pt

Buddenbaum

9. ENEMY AIRCRAFT

a. Total E/A seen: Number app 30 Place near target
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height

12-15 fired on.

Notes:

FW 190's med frontal attack 11-1 o'clock

c. Claims: DESTROYED PROBABLE DAMAGED

d. ENEMY TACTICS OBSERVED:

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

(more white than dark)

Smoke screen, started before A/C reached initial point

Saw 4 60mm flak positions at target.

11. INJURIES to Crew: (Name, injury, how received.)

none

12. DAMAGE to A/C: (briefly)

several flak holes: cut hydraulic out; cut engine out. no technical failures.

13. TECHNICAL FAILURES:

not enough care taken of oxygen masks. Had not been cleaned since last mission

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

Jeremiah F. O'Sullivan

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 5720 1 2/16/42

Position in formation #2 in lead Bomb Load 51

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

Friendly A/C in any kind of distress?

*for 5 planes or into clouds.
 Lt. Wagon headed for clouds 7-8 minutes after
 target headed 10° angle & left still under control.*

CREW
Check Pilot
McNigginton Co.P.
Blanchette Nav.
Ford Bomb.
Johnson WT Radio.
Sawicke Top T.
Bip Toga Ball T.
Nelson R.Waist.
Bobbet L.Waist.
Strom Tail G.

2. TARGET ATTACKED:

Primary Time: 10:53
 Alternate Height: 2250
 Last Resort Heading:
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: Brought Back:

4. Observed RESULTS OF BOMBING (for this plane or others)
*missed target. Short of others. 2 good 1000 yds short.
 that applies to this flight.*

5. Any PHOTOGRAPHS taken: Yes? No?
 (Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: none.

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)
As close as possible to as ordered. - Complete account.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
11:20	<i>Blk</i>	17000	heavy slight	Black.	inaccurate - short at target.	
10:53	target	22500	heavy intense	Black.	accurate.	

hit by flak.

Check

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 35-40 Place Zumtaget to no damage
Time 10:00 Height _____

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
	<u>10:00</u>	<u>fight</u>	

Notes:

2

c. Claims: DESTROYED None PROBABLE _____ DAMAGED _____

d. ENEMY TACTICS OBSERVED: Come in at trail - had on attacks by squadrons.

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).
(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C, etc.)
for smoke screen. Returns at 10:00

11. INJURIES to Crew: (Name, injury, how received.)
None

12. DAMAGE to A/C: (briefly) hits by flak. and cannon in nose - #2 engine and elevator part. Antenna shot off.

13. TECHNICAL FAILURES: #2 engine damaged - might #3 prop started to run away.

14. CREW COMMENTS: (any unusual incidents? any suggestions?)
It was hell.

11.

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 714 Date 16/2/43

Position in formation #3 1st ELEMENT Bomb. Load 5 X 1000

LEFT SECTION

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

CREW

Friendly A/C in any kind of distress? ... LT. P. E. YOUREE Pilot
B17 10 miles into France ... LT. J. E. HOPKINS Co.P.
divided down to deck - one ... LT. H. E. GASLUN Nav.
chunk - was not seen ... G. S. HORNER Bomb.
to hit - lost in cloud.

2. TARGET ATTACKED:

Primary Time: 10:53
 Alternate Height: 23,000'
 Last Resort Heading: 130°-135° Mag.
 (check) 30-40 sec run

7/5 M. ROSKOVITZ Radio.
7/5 F. A. BLUM Top T.
5/5 K. N. M'CLURE Ball T.
1/5 J. J. GARRIS R. Waist.
1/5 E. J. ZABAWA L. Waist.
5/5 W. V. BAKER Tail G.

3. Number of BOMBS dropped on target: 5 Jettisoned: Brought Back:

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

Straddled South locks, few in town
slightly short, very, very few in
water (this time)

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

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results:

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)

as ordered

8. FLAK: Encountered on way out; at target; and on way home.

10:50 until 10:58

Prouisse

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
10:50	15 mi from target	23000'	Intense	black white	black	
	target	2300'	Intense	black	d-m	several
	essentially after		more to East of target. (bomb release time)	white	close	holes
	East	1155	slight	black	near to group behind	

Smoke screen acted as a land mark
slaw away - in the line

ME 109
FW 190 mostly
ME-110 seen only
YOUR REC

9. ENEMY AIRCRAFT

- a. Total E/A seen: Number 40 to 45 Place _____
 Time _____ Height _____
- b. E/A which fired at, or were fired upon by this plane: _____

Number	Time	Place	Height
<u>15</u>	<u>10:56</u>	<u>just after leaving target</u>	<u>18,000'</u>
<u>30-40</u>	<u>10:00-12:15</u>	<u>1/2 way into channel</u>	<u>18,000' down 10000'</u>

Notes: Some nose attacks (approx 4 direct) must have been about 10-12 attacks at nose

- c. Claims: DESTROYED nil PROBABLE nil DAMAGED nil
- d. ENEMY TACTICS OBSERVED: large no. of attacks at nose.

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).
 (Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

Smoke screen ineffective
larger no. of fighters than before
flak gunners are still good

11. INJURIES to Crew: (Name, injury, how received.)
none

12. DAMAGE to A/C: (briefly)
FLAK 2 holes (plus) rt wing, holes in left wing
#1 & #2 engines hit, rudder cable shot away
13. TECHNICAL FAILURES: holes fuselage. E/A - some 30 in engines.
Ball-socket-out, one waist gun out

14. CREW COMMENTS: (any unusual incidents? any suggestions?)
B17 dropt bombs from above - took hair off fuselage

8/

INTERROGATION FORM

SQUADRON 368 GROUP _____ A/C number 514 Date Feb. 16

Position in formation Leading Bomb load 5 x 1000

1. H2L news to be phoned in? Yes No
Details:

11:55 - B-17 peeled off
headed for cloud
12:00 Friendly A/C in any kind of distress?
Leaving Coast - B-17 in dive
east seen just over water
1 chute out -

ChLT:
Putnam Pilot
McKay Co-P
Salti Salitnik
Nav.
Yaussi Bomb.

2. TARGET ATTACKED:

T/Sgt. W.C. ORMOND Radio

Primary Time: 10:52 1/2 T/Sgt. C.A. CHRISTIAN Top T.
alternate Height: 22,300 S/Sgt. J.R. GEIMER Ball T.
Last Resort Heading: 84° S/Sgt. E.H. BROTZMAN Waist
(check) Air Speed 150 m.p.h. S/Sgt. R.L. BOHLAND L. Waist
Temp. -36° R.J. MCKEAGE Tail G.

3. Number of BOMBS dropped on target: 5 x 1000 Jetisoned: _____ Returned: _____

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

Smoke
screen

all around locks + in water of locks
right across middle -

5. Any PHOTOGRAPHS taken: Yes ~~No~~

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.)
approx. as ordered (left Coast 2 min. late going out)

8. FLAK: Encountered on way out; at target; and on way home.
Waited for 102 Wing

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

30" before Bombing Run Mod. Black acc. for range + until 5 min. after bombs away -
few small holes deflection

By RLB/PW

NARA, Date 5/25/89

PUTNAM

Silver, red + yellow

About 20 190's right after target

9. ENEMY AIRCRAFT

a. Total E/A seen: Number _____ Place _____
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number _____ Time _____ Place _____ Height _____

5 attacks from 12 o'clock level

15 min. after target

Notes:

Followed all way until others came up at Brest -

c. Claims: DESTROYED None PROBABLY _____ DAMAGED _____

d. ENEMY TACTICS OBSERVED:

10. Observations (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Smoke Screen started about 10:40

0

1. INJURIES to crew: (name, injury, how received.)

2. DAMAGE to A/C: (Briefly)

Antenna broke

3. TECHNICAL FAILURES:

*Radio liaison
VHF noisy - couldn't get fighters -*

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

No fighters seen

9.

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C number 25180 Date _____

Position in formation Leading Left Wing Bomb load 5 X 1000

1. Hot news to be phoned in? Yes No

Details:
 One TB 17 spinning down in flames at target area.
 Two " " TB 17 straggled and went down slowly. 7 shuttles came out.
 One " " TB 17 straggled and went down slowly. 7 shuttles came out.
 Frantically "A/C in any kind of distress?" Salada ^{CHIEF} Co-Pilot

- Kelley Co-P
- Gorman Nav.
- Mary Bomb.
- Mountain Radio
- Beyak Top T.
- Fetkiw Bull T.
- Wentworth R. Waist
- Hart L. Waist
- Counts Tail G.

2. TARGET ATTACKED:

Primary Time: 10:52
 Alternate Height: 23,000
 Last Resort Heading: 90
 (check)

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

4. Observed RESULTS OF BOMBING: (For this plane or others)
First burst on target, next to left of entrance to basin

5. Any PHOTOGRAPHS taken: Yes? No

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; of heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>10:52</u>	<u>Target</u>	<u>23,000</u>	<u>Heavy</u>	<u>Black</u>	<u>Accurate to ability and direction</u>	

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 30 Place After leaving target
 Time 10455 Height 23,000.

b. E/A which fired at, or were fired upon by this plane:

Number One Time fifteen minutes attack Place Continuous after leaving target, 1st about 12 FW190 head on Height _____
from below, others mostly head on. passing on to those behind.

Notes: Strongly recommend approach to target by water rather than over land.

c. Claims: DESTROYED _____ PROBABLY _____ DAMAGED X

d. ENEMY TACTICS OBSERVED:

10. Observations (always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks on route or at target; incidents to friendly A/C; etc.)

Right of I.P. Observed enemy Airborne and just before reaching
Two E/A hit Koo yds at 6:00 o'clock little below
about 11:00 o'clock.

11. INJURIES to crew: (name, injury, how received.) No

12. DAMAGE to A/C: (Briefly) Two small plate holes in rudder wing tip, bomb door, escape door.

13. TECHNICAL FAILURES: Ball turret would not function at high altitude

14. CREW COMMENTS: (.ny unusual incidents? any suggestions?)

10.

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 24460 Date 2/16/42
Position in formation #2 in second element Bomb load 5X100

1. Hot news to be phoned in? Yes No
Details:

Finally A/C in any kind of distress?

*Lt. Warner Smith by pursuit of flesh and
of fighters, didn't see results. Fly into clouds.
plane # 175 had feathered prop & fell behind.*

Smith ^{CHEW} Pilot
~~M. McKay~~
Johnson LP Co-P
Pollack Nav.
Kisselberth Bomb.
Bean Radio
Alleman Top T.
Hobbs Ball T.
Smith R J R. Waist
Henn L. Waist
Gibson R H. Tail G.

2. TARGET ATTACKED:

Time: 10:54
alternate Height: 22,700
Last Resort Heading: 120°
(check)

3. Number of BOMBS dropped on target: 5 Jettisoned: _____ Returned: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
*none observed. Went out a little late for formation, think
they hit something*

5. Any PHOTOGRAPHS taken: Yes? No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: none.

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) As ordered pretty early.

8. FLAK: Encountered on way out; at target; and on way home.

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

10:54 Target 22700 heavy intense flak. accurate.
not a large. More accurate than intense.

hit by flak.

By RLB/RW

NARA, Date 5/25/89

SMITH

9. ENEMY AIRCRAFT

*Right at target. till over
Channel. 1/2 way.*

a. Total E/A seen: Number 40-50 Place _____
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<i>Running attack.</i>			

Notes:

c. Claims: DESTROYED *None.* PROBABLY 1 DAMAGED _____

d. ENEMY TACTICS OBSERVED: *checked on 6 planes in heat at a time.*

10. Observations (Always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

11. INJURIES to crew: (name, injury, how received.)

Kinnick flesh thru leg.

12. DAMAGE to A/C: (Briefly)

Hydraulics put out by flesh in wings. A few other holes, knocked out interphones. Also bombs did not go out because of hits. Had to be scrubbed out.

13. TECHNICAL FAILURES:

14. CREW COMMENTS: (.any unusual incidents?, any suggestions?)

Group above me dropped bombs engine thru formation.

1st Lt. Earl Baldwin

SMILET

9. ENEMY AIRCRAFT

a. Total E/A seen: Number approx 30-35 Place SW area to coast
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number _____ Time _____ Place _____ Height _____

found in several; results indeterminate.

Notes:

F W attack between 11:30 - 1 o'clock.

c. Claims: DESTROYED PROBABLE DAMAGED

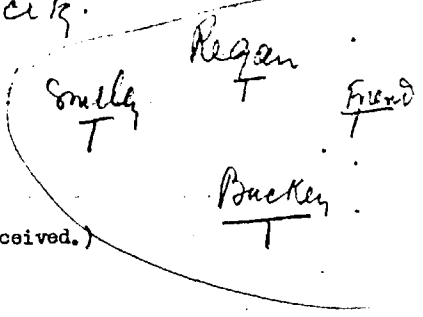
d. ENEMY TACTICS OBSERVED:

frontal attacks 11:30 - 1 o'clock

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

Smoke pots north end of city.



11. INJURIES to Crew: (Name, injury, how received.)

none

12. DAMAGE to A/C: (briefly)

oil line cut no 4 engine; hole in no 2 gas tank

13. TECHNICAL FAILURES:

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

Where are the spotters?

S-2 OFFICER Jeremiah F. O'Hullivan Time Completed _____

By RLB/Re

NARA, Date 5/25/89

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 124560 Date 16 Feb 43

Position in formation 4 of 2nd Element Bomb load 5 x 1000

1. Hot news to be phoned in? Yes No

Details:

1201 hrs 12000ft 10 miles North of GUINGAMP. One B17 seen being attacked and going into lands some few 1000 feet below - not out of control - 2 engines not working. CRUIK
1055 hrs 22000ft. few miles North of St Nazaire. B17 in spin - 3 parachutes came out. Trichily A/C in any kind of distress? P/O HENNESSY Pilot
210 hrs 10000ft 20 miles North of GUINGAMP. One B17 from front behind 2nd Lt LITTLEJOHN Co-P
him in spin controlled glide with no engine working. One 1st Lt JONES C.F. Nav.
Parachute. 1st Lt COLANNTONI Bomb.

2. TARGET ATTACKED:

Primary Time: 1054
Alternate Height: 23000
Last Resort Heading: 125 M.
(check)

S/ DRENNAN Radio
T/S WYLY Top T.
S/ FANN FANN Ball T.
S/S MEAUX R. Waist
S. ADAMS R.G. L. Waist
S/S ROLER Tail G.

3. Number of BOMBS dropped on target: 5 x 1000 Jettisoned: Returned:

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

Bombs from this and other plane seen to fall on both sides of runway point on the docks, and on the lock.

5. Aerial PHOTOGRAPHS taken: Yes No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: NO

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered

8. FLAK: Encountered on way out; at target; and on way home.

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

1050 STNAZAIRE ²³⁰⁰⁰ H. I. Black close to A/c - flame in center.

Very accurate from first shots and broke up formation.

By RLB/ku

NARA, Date 5/25/89

HENNESSY

9. ENEMY AIRCRAFT

40-50

- a. Total E/A seen: Number 3000 Place at & after St Nazaire
- Time 1054 to 1205 Height 23000 - 18000
- b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
about	Sea	attacks with 2 to 6 E/A/c in one attack, from head on - level.	
10 octob		5 attacks, several in each - attack - level.	
0 to 12 octob		8 to 10 attacks " " " level.	
5 octob		1 attack - from below.	

Notes:

c. Claims: DESTROYED ? PROBABLY ? DAMAGED ?

d. ENEMY TACTICS OBSERVED:

10. Observations (always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

~~NEAR~~ One Enemy cruise or diverger & several merchantmen in mouth of R. Loire.

Smoke screen along BOULLAIE Canal North of ST Nazaire, and from BOULLAIE Canal S.W. towards sea.

11. INJURIES to crew: (name, injury, how received.) 6, 1400MS R.G.

12. DAMAGE to A/C: (Briefly) left arm hit from FLAK
15-20 holes all over A/C

13. TECHNICAL FAILURES:

Ball turret was unserviceable at start, & the other after leaving target. This phone written out on 8/1/44

14. CREW COMMENTS: (Any unusual incidents? any suggestions?)

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 086 Date 10/2/43

Position in formation as ordered Bomb Load 5,1000

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

BIT's
 1 down to clouds near French coast going home
 1 → 5 men sailed out right after target (about 10 min)

CREW

CAPT R.D. NICKRMAN Pilot
LT. W.P. DAVIS Co.P.
 " C.S. SPELLMAN Nav.
 " G.D. KOTTER Bomb.
S/S. M.S. SECOWITZ Radio.
S/S. A.S. SANATORO Top T.
S/S C.M. DAVIS Ball T.
S/S R.D. WIGGINS R.Waist.
S/S R.D. MAY L.Waist.
S/S A.N. M. MAHAN Tail G.

2. TARGET ATTACKED:

Primary Time: 10:52
 Alternate Height: 22222'
 Last Resort Heading: 785 90 mag
 (check)
Good run 40-45 sec

3. Number of BOMBS dropped on target: 5 x 1000 Jettisoned: Brought Back:

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

*As target area, some in town before target.
 Smoke screen ineffective - waited too long*

5. Any PHOTOGRAPHS taken: Yes? No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results:

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)
as ordered

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy); Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
1051 1/2	Target area	22222'	intense	black	very close	very accurate
				red		saw red
				white		flash of
1155	Coast	12000'	slight	black	inaccurate	most bursts

small holes - many, skin scratches

JORDAN

1088 - one didn't attack
FW190 - 79 blue, silver
all black

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 53 Place _____
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>12</u>	<u>10:54</u>	<u>kt. after target</u>	<u>22,000</u>
<u>40</u>	<u>12:10</u>	<u>until 1/2 way into channel</u>	<u>8,000</u>

Notes: One flew thru formation was blasted by element ahead - parts passed Jordanian 15 attacks on sqdn as a whole. many attacks from 11 to 1 o'clock slightly low & then up.

c. Claims: DESTROYED none PROBABLE none DAMAGED none

d. ENEMY TACTICS OBSERVED: 3

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

Smoke screen poor - too late in starting

11. INJURIES to Crew: (Name, injury, how received.)

no

12. DAMAGE to A/C: (briefly) few small holes - scattered

13. TECHNICAL FAILURES:

none

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

good show

INTERROGATION FORM

18.
MacGoffin

SQUADRON 369 GROUP _____ A/C number 488 Date Feb.

Position in formation No. 3 Bomb load 5 x 1000

dressed on No. 2 shortly after target
1. Hot news to be phoned in? Yes No
Details:

Critik

Frichtly A/C in any kind of distress?

- ① B-17 (Probably Downing) No 2 Eng. 2nd J. J. Magoffin Pilot
hit at Target - might have got 2nd R. A. Vinneedge Co-P
to Channel when last seen 2nd D. F. MacGhee Nav.
- ② approx. 11:38 B-17 "QGY" passed 2nd C. J. Travis Bomb.
2. TARGET ATTACKED: 1055 + out with s/s D. W. Sparks Radio
Primary Time: ~~11:28~~ Eng. gone + T/s D. L. Hinebaugh Top T.
alternate Height: 22,500 then jumped s/s F. P. Nolasco Ball T.
12:00 Noon Last Resort Heading: 127° by fighters s/s F. M. Sliva R. Waist
③ B-17, 1 chute out (check) dove into cloud - Sgt. R. J. Watkins L. Waist
turned back in over coast S/s T. A. Roato Tail G.

3. Number of BOMBS dropped on target: 4 x 1000 Jet... med: _____ Returned: 1

4. Observed RESULTS OF BOMBING: (For this plane or others) wouldn't release -
all bombs in area just W. of lock -

5. Any PHOTOGRAPHS taken: Yes No

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to King by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered

8. FLAK: Encountered on way out; at target; and on way home.

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

Around target - mod. - acc.

1 red burst just after leaving target -

11:48 Over coast - slight - acc.

12:00 Noon
B-17, 1
chute out
turned back
in over coast

B-17
burned up
+ dropped
Just after

No
chutes

20 or 30 F.W.'s

9. ENEMY AIRCRAFT

a. Total E/A seen: Number _____ Place From Target back
Time _____ Height _____

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>See Encounter report</u>			
<u>no continuous shooting</u>			
<u>all directions 900-1000 yds.</u>			

Notes:

c. Claims: DESTROYED _____ PROBABLY _____ DAMAGED 1

d. ENEMY TACTICS OBSERVED:

10. Observations (always give TIME, PLACE, HEIGHT)

(Check list of items: Enemy signals; activity at airbases, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

Smoke Screen - weak

11. INJURIES to crew: (name, injury, how received.)

No

12. DAMAGE to A/C: (Briefly)

Minor - hydraulic systems shot up -

13. TECHNICAL FAILURES:

14. CREW COMMENTS: (Any unusual incidents? any suggestions?)

Criticize abandoning of "Q9Y" a/c mentioned above -

S - 2 OFFICER Weld TIME COMPLETED _____

INTERROGATION FORMSQUADRON 367 GROUP 306 A/C Number 5072 Date 16/2/48Position in formation _____ Bomb Load 5X1000 G.P.1. HOT NEWS to be phoned? Yes No

Details:

3 B-17.5m troubleCREWFriendly A/C in any kind of distress? ... W.H. Parker Pilot..... R.W. Fortin Co.P.... H.W. Whitman Nav.- G.L. Milbourn Bomb.S/Sgt. P.E. Haefl Radio.T/Sgt. L.J. Enloe Top T.S/Sgt. J.S. Clark Ball T.Sgt. G.W. Pederson R.Waist.Sgt. W.S. Buchanan L.Waist.S/Sgt. L.H. O'Brien Tail G.2. TARGET ATTACKED:Primary Time: 1052Alternate Height: 23000'Last Resort Heading: ~~055~~
(check) ~~055~~
App. 60°3. Number of BOMBS dropped on target: 5X1000 G.P. Jettisoned: _____ Brought Back: _____4. Observed RESULTS OF BOMBING (for this plane or others)Bomb hit very close to target on W. side of aiming point.5. Any PHOTOGRAPHS taken: Yes? (No?)

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: No.7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)As ordered.8. I.F. Encountered on way out; at target; and on way home.8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
1052	May	23000	H - I	Black.	<u>Very close accurate!!!</u>	
			<u>a few bursts were also seen</u>		<u>near Guingamp</u>	

Parkov

9. ENEMY AIRCRAFT

- a. Total E/A seen: Number 40 (opp) F100 Total as we left target
Time 1100-1215 Height 20000 to 8000'
- b. E/A which fired at, or were fired upon by this plane:

<u>Number</u>	<u>Time</u>	<u>Place</u>	<u>Height</u>

attacks
Notes: From 10 o'clock to 2 o'clock - from below.
Some went over us and some went under -

c. Claims: DESTROYED _____ PROBABLE _____ DAMAGED _____

d. ENEMY TACTICS OBSERVED: _____

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT).

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

Smoke screen not effective in target area.

1 B-17 Blw up in air.

11. INJURIES to Crew: (Name, injury, how received.)

NIL

12. DAMAGE to A/C: (briefly)

Flak holes - in wings - engine nacelles - tail, elevator.

13. TECHNICAL FAILURES:

#1 motor just about fell out - (P. lugs?)
#2 super charger uncontrollable. vibration.
Bomb sight froze up.

14. CREW COMMENTS:

(any unusual incidents? any suggestions?)

S-2 OFFICER J. Owen

Time Completed 1545

from the 10000' and 20000' down.

INTERROGATION FORM

SQUADRON 369 GROUP _____ A/C Number 25404 Date _____
 Position in formation #2 in Second Element Right Wing Bomb load 5 x 1000

1. Hot news to be phoned in? Yes No
 Details:

Frichtly A/C in any kind of distress?

B17 number 1 engine smoking turned back to French Coast on way home. At 11:30 saw another B17 one engine out of control. At 11:55 a B17 seen to burst into flames and disintegrate.

- Maliszewski Pilot
Watson Co-P
Green Radio
Fategate Top T.
Owens Ball T.
Williams Lt. Waist
Towler L. Waist
Daley Tail G.

2. TARGET ATTACKED:

Primary Time: 10:53 1/2
 Alternate Height: 23,500
 Last Resort Heading: _____
 (check)

3. Number of BOMBS dropped all target: _____ Jettisoned: _____ Returned: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
Saw bombs elements ahead hit to right of entrance to Basin and in water to right.

5. Any PHOTOGRAPHS taken: Yes No

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) Ordered.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of	Type (light: moderate or heavy)	Color of bursts	Location of Bursts in relation to A/C	Other Data
10:53 @ 1100	A/C Target		Heavy	Black	Accurate	height and direction
12:00	49° N x 3° 20' W		Flak Ship	Heavy Black	Inaccurate	

MAL

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 50 Place Target and to Channel
Time 1035-1210 Height 2,500' to 7,500'

b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>Continuous from target to Channel; head on, level and low</u>			
<u>at port side, groups of three.</u>			

Notes:

c. Claims: DESTROYED _____ PROBABLY X DAMAGED _____

d. ENEMY TACTICS OBSERVED:

10. Observations (Always give TIME, PLACE, HEIGHT)
(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.)

11. INJURIES to crew: (name, injury, how received.) none

12. DAMAGE to A/C: (Briefly) One prop, trim tab, and stabilizer and tail flock and wing holes.

13. TECHNICAL FAILURES: Supercharger regulator - runaway.

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

S - 2 OFFICER Capt W.W. Glass TIME COMPLETED 20 minutes