17 April 1943

From Hansell's report:

First GAF warning on radio at 11:45

Opposition from German day fighters in the Frisian area.

GAF fighters told to "go into the attack regardless of everything," and to pursue the enemy until ammunition was exhausted.

17 night fighter a/c involved.

Claims: 63 destroyed,
15 probables
17 damaged

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 749005
By RLB/RW NARA, Date 5/25/89

(F-A-2)

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Engineering Officer
United States Forces
A.P.O 634

17 April, 1943.

SUBJECT: Abortive Aircraft.

TO : Commanding General, First Bomb Wing, APO 634,
Att: Wing Engineering Officer.

1. The following listed aircraft of this group were abortive on the mission of this date due to listed causes:

B 17F No. 42-5720, 367th Squadron: This plane returned without finishing the mission due to Oxygen line to Navigaters Compartment breaking. Line has been replaced and ship is now in status.

B 17F No. 42-3067, 367th Squadron: This plane returned without finishing the mission due to No. 2 prop governor drive shaft shearing off and in so doing damaged No. 2 engine. Will be necessary to replace engine. Ship will be out of status 2 days.

For the Commanding Officer:

Alfred C. Gailey

ALFRED C. GAILEY,
2nd. Lieut., A. C.,
Actg. Asst. Eng. Officer

43



Keystone Photo

y Doolittle at the controls, a B25 Mitchell bomber leaves the deck of the aircraft carrier Hornet on bombing mission to Tokyo—800 miles away. Maj. Gen. Doolittle, now leader of the Strategic A[illegible]a, baled out over China after the daylight raid. (Photo just released by the War Department and radioed to London.)

Observes Second Easter British Isles Tomorrow

By Bryce W. Burke
Stars and Stripes Staff Writer

of the U.S. forces throughout the British Isles will celebrate ow at religious services in city parks, old English cathedrals, churches and in their own camps and installations.

At sunrise, ceremonies will be held throughout the day at ans will join with civilians and members of the allied forces rating the Resurrection of Christ.

In Hyde Park, London, the British public will be guests of the American Army at a sunrise service which will be followed in the afternoon by a Vesper service in St. Paul's Cathedral.

In addition to religious observance of the day members of the U.S. Forces will be hosts to evacuated and orphaned children at camps all over the Isles. During the 15 months of the second AEF these parties have become features of holidays.

At the open-air ceremony in Hyde Park, which will begin at 6.45 AM, more than 4,000 persons are expected to be present when Chaplain Chester R. McClelland, of Dallas, Tex., gives the call to worship and invocation, after which Brig. Gen. Pleas B. Rogers, of Austin, Tex., Commanding General, London Base Command, will read the Scripture lesson.

LBC Chorus to Sing

Following the singing of "The Holy City" by the LBC chorus, Chaplain James L. Blakeney, theater chaplain from Little Rock, Ark., will read his Easter message to the troops.

After the hymn "Low in the Grave He Lay," and the Benediction, the service will close with the playing of the Star Spangled Banner by the LBC band under the direction of W/O Frank Rosato, of New Orleans.

The Vesper service at St. Paul's will begin at 4.45 with a procession, during which Cpl. Heinz Arnold will be at the organ. Chaplain McClelland again will give the call to worship with the invocation by Lt. Col. E. J. Blakely Jr., of Lexington, Va. Gen. Rogers will read the scripture lesson and Chaplain Blakeney will give the sermon. Following the hymn "Onward Christian Soldiers" will be the Benediction and the recessional.

Soldiers who wish to bring friends to this service may obtain reserved seats from their company commanders or at the

(Continued on page 4)

Men To Stage Rolling Contest

MBER STATION, Eng—Although no eggs will the White House lawn in egg-rolling contest is out on here.

t will take place in front Eugene L. Lamb's office. gs will be powdered and can.

JC Rules mmissions

pointments Only ial Cases; 1942 ta Exceeded

idates in this theater are ioned only on completion e American School Center, ointments for commissions only in special cases and on of the Theater Com- ding to a bulletin issued rs, ETOUSA.

followed an announce- War Department that the m for officer candidates in successful as to reduce number of candidates 43.

urse of OCS in ETO will out May 15 and will last f 12 weeks. New courses ntervals of six weeks.

for these courses, except basic arms,' must have ing in their branch or re their ability to become branch or service.

n't have the military back- d for the theater school, an experience or education qualify them for training, ch the United States. background has ied them as officer material Signal Corps or the Corps will be sent to the United rst available transportation. o schools in the United nen who have qualified for ng in the postal, machine ensorship sections of the ral's Department, Armored ry, Coast Artillery, Field

63 Nazi Planes Shot Down by U.S. at Bremen

Final Total on Raids Week Ago Set New Mark For USAAF

Sixty-three German fighter planes were destroyed by American bombers over Bremen last Saturday, it was officially announced by Eighth Air Force Bomber Command yesterday.

This figure tops by 11 the previous record of 52 enemy aircraft destroyed in one raid—on Vegesack Mar. 18, which was carried out by both Fortresses and Liberators.

The official total of 63 destroyed does not include the number of German planes crews claimed as "probably destroyed" or "damaged."

Information gathered by intelligence officers from Fortress crews indicated that there were 150 German fighters sent up to engage the USAAF bombers over the Focke-Wulf plant in Bremen. Ninety-five of the 150 were shot out of action, either destroyed or damaged.

Most Bombers Lost

Sixteen bombers were lost on the Bremen raid, more than twice the number lost on any previous raid. Seven planes were lost Jan. 3, over St. Nazaire, and seven failed to return from the Wilhelmshaven raid, Feb. 26. Only two bombers were lost in the raid on Vegesack, less than 20 miles from the Focke-Wulf factory target in Bremen.

The number of Fortresses taking part in the raid was not announced. On a previous occasion Maj. Gen. Ira C. Eaker stated that the combined Fortress and Liberator strength on March raids had ranged from 85 to 120.

Light U.S. and British bombers were reported by Vichy radio to have dropped "about 20 bombs" on the suburbs of Boulogne-Sur-Mer yesterday. There was no confirmation from the Eighth Air Force.

Yesterday the Air Ministry reported that RAF bombers mined enemy waters the night before at a loss of two planes.

Germany Warned of Gas Raids If Axis Uses It Against Reds

A stern warning by Prime Minister Winston Churchill that the Allies will use gas against Germany should the Nazi forces use gas against the Russians was being broadcast to Germany yesterday by BBC.

"Reports have been issued from several sources that Hitler is making preparations for using poison gas against the Russian front," Mr. Churchill said. He warned that any use of poison gas against the Russians "will immediately be followed by the fullest possible use of this process of war upon the German munitions centers, sea ports, and other

since last year. The necessary precautions against German reprisals have already been enjoined by the competent authorities throughout the United Kingdom.

Following the Prime Minister's first warning to Germany June 10, 1942, Home Secretary Herbert Morrison told the British that "for all we know gas attack may never come." On Tuesday, however, he warned the public not to assume that the possibility of enemy gas attack had ended.

The strongest deterrent against a German chemical warfare offensive is the fact the Allied aircraft now rule the European air, and should the RAF decide to carry

Eighth Army smashed six miles north of Enfidaville.

In the air Allied fighters wiped out an air fleet of 20 giant German six-engined transport planes—six-engined Messerschmitt 323s, each capable of carrying 140 men—over the Sicilian Straits. In the day's activity they accounted for 38 Axis planes. An official spokesman estimated that the 20 enemy transports were equal to the carrying capacity of 100 Ju25s.

Joining the Eighth Army in the assault on Rommel in the Bou Arada area, the First Army "achieved all initial objectives," headquarters said. Its advance between Goubellat and Bou Arada was made against "stubborn resistance."

Advanced elements of the Eighth Army, moving north along the coast towards Bou Ficha, reached a point six miles north of Enfidaville.

Pincer Movement

The First and Eighth Armies [illegible] a pincer movement on Rommel's second mountain position.

The First Army's advance has taken it about 24 miles from Tunis on the western slope of the steep and difficult hills.

Bloody fighting was in progress on the Medjez El Bab sector, and it appeared that Alexander's tactics were becoming increasingly effective against Rommel's defenses along the whole line of the western front.

The Eighth Army advance along the coastal strip pushed forward through marshy ground against "extremely difficult and most stubborn resistance," a spokesman said. "Each inch of the ground is being vigorously contested."

Strike Long Stop Hill

In the First Army offensive in northeastern Tunisia, Thunderbolt-like attacks swept the enemy perimeter defenses on half a dozen or more points before the dawn of Good Friday.

During a night in which rain, hail and stars alternated in the sky, heavy concentrations of British guns opened fire on a mile-wide objective and poured their deadly fury on Long Stop Hill, the strongest known enemy fortified point between Medjez El Bab and Tunis, 30 miles away.

Hard-fighting British infantry followed the creeping barrage to the face of Long Stop Hill, six miles northeast of Medjez El Bab, and since midnight their signal flares indicated that they were winning back this concrete ridge, where the Coldstream guards fought and died during Christmas week.

Hill Well [illegible]

Long Stop Hill, between Djebel [illegible] and Djebel Ver[illegible] stands directly beside the [illegible] Medjez El Bab to Tebourba, Tunis and its slopes are clustered with trenches, weapon pits, concrete gun emplacements and mines.

At midnight, as we watched, Long Stop Hill seemed to twinkle with the winking lights of British shell bursts. Near our vantage points a long convoy of ambulance drove forward, for victory has its price.

The biggest hole on the western front was punched by the British yesterday afternoon in the Sidi Ahmour area, 12 miles southeast of Medjez el Bab and five miles southeast of Goubellat.

German's Flying Tank In Action in Tunisia

ALLIED FORCE HQ, North Africa, Apr. 23 (AP)—The Luftwaffe's flying tank, which first appeared in Russia, has been used in the Western Desert fighting and has also been seeing duty in Tunisia.

The aircraft—Nenschel 129—was designed as an anti-tank plane. It is equipped with 30mm. cannon, the largest caliber gun yet found on German aircraft, and has a cockpit

10 April 1943

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 149005
By RLB/RW NARA, Date 5/25/89

Every attempt was made to break up the bombing run, the opposition again resorting to aerial bombs and going through its own flak in its persistence to get at our A/C.

We are claiming 8 destroyed, 1 probably destroyed and 1 damaged.

Comments of the crews - the intensity of the flak over the target almost necessitating instrument flying, the violence and number of fighter attacks, the continuation of aerial bombing, all of which was evidently designed to break up the formation and prevent an accurate bombing run.

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

S2 Report.

17 Apr. '43.

A maximum effort was ordered to bomb the FW plant at Bremen & 26 ac took off at 0945 hours. 2 AC returned early, 1 landed away and 10 have thus far failed to return.

The route was approximately as ordered and the weather clear. There was good visibility at the target where a run of about 30 seconds was made on a heading of from 0° to 65° mag. the formation being at an average of 27000 feet.

Bombing results in general are considered reasonably good. Several bursts were seen in the target area and heavy fires were reported in at least two of the principal buildings (APIs) Our group did not get any pictures, 3 of the cameras being on missing ships and the remaining ones failing to function.

The flak was extremely intense at the target and fairly accurate, necessitating violent evasive action. There is no question but that the enemy was using barrage fire as the bursts were coming up in great, regular numbers and generally ahead of the

formation. Most of the bursts were black in color and large in size. Some heavy fire was also observed south of Bremen as the formation turned. Only a scattered number of bursts were reported from the islands going in and coming out.

Fighter opposition was probably as heavy and persistent as has yet been encountered by this group, some 80 to 100 E/A being reported and consisting of FW 190's and ME 109's in about equal number and ME 110's and 210's. They bore various marking and designs and some were obviously night fighters.

The destination of the formation was evidently known by the German fighter command as one group of E/A made no attempt to attack but went on ahead and was waiting at the target. From there the attacks were hard pressed from all directions, the majority being frontal, and continued until the formation has left the German coast. The twin engined fighters made no direct

attacks but stayed behind and jumped on the stragglers.

Every attempt was made to break up the bombing run, the opposition again resorting to aerial bombs and going through its own flak in its persistence to get at our A/c.

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Comments of the crews - the intensity of the flak over the target almost necessitating instrument flying, the violence and number of fighter attacks, the continuation of aerial bombing, all of which was evidently designed to break up the formation and prevent an accurate bombing run.

J Burright
May 52

C WYT SWBD WYT GPH PLS KKKKK

GPH THU NR 34 172C3CB

ATT: A-2

CONFIDENTIAL 3C6 BG F-357-D 17/4/43.

TELETYPE REPORT.

1. A MAXIMUM EFFORT WAS ORDERED TO BOMB THE FW PLANEXX PLANT AT BREMEN AND 26 AIRCRAFT TOOK OFF AT C945 HOURS. 2 AIRCRAFT RETURNED EARLY, 1 LANDED AWAY AND 1C FAILED TO RETURN. THE ROUTE WAS APPROXIMATELY AS ORDERED AND THE WEATHER CLEAR. THERE WAS GOOD VISIBILITY AT THE TARGET WHERE A RUN OF ABOUT 3C SECONDS WAS MADE AT 12:59 ON A HEADING OF 4C DEGREES MAG., THE FORMATION BEING AT 24,5CCC FEET.

2. BOMBING RESULTS ARE CONSIDERED GOOD. SEVERAL BURSTS WERE SEEN IN THE TARGET AREA AND HEACXX HEAVY FIRES WERE REPORTED IN AT LEAST TWO OF THE PRINCIPAL BUILDINGS (AP'S). OUR GROUP DID NOT GET ANY PICTURES ,3 OF THE CAMERAS BEING ON MISSING SHIPS AND THE REAXX REMAINING ONES FAILING TO FUNCTION.

3. ONE TURNED BACK ABOUT 5C MILES AFTER LEAVING XX ENGLISH COAST AT 11:CC HOURS, WITH 4 OXYGEN SYSTEMS OUT DUE TO BREAK IN LINE. ONE TURNED BACK AT 54 DEGREES 3C' N, 5 DEGREES 43' E, AT 12:2C , WITH ONE ENGINE OUT AND ANOTHER STARTING TO GO OUT.

4. FIGHTER OPPOSITION WAS PROBABLY AS HEAVY AND PERSISTENT AS HAS YET BEEN ENCOUNTERED BY THIS GROUP , SOME 6C TO 1CC E/A BEING REPORTED AND CONSISTING OF FW19CS AND ME1C9S IN ABOUT EQUAL NUMBER, AND ME11CS AND 21CS. THEY BORE VARIOUS MARKINGS AND & DESIGNS AND SOME XR WERE OBVIOUSLY NIGHT FIGHTERS. THE DESTINATION OF THE FORMATION WAS EVIDENTLY KNOWN BY THE GERMAN FIGHTER COMMAN AS E/A WHEN SIGHTED AT I.P BUT WENT ON AHEAD AND WERE WAITING AT THE TARGET. FROM THERE THE ATTACKS WERE HARD PRESSED FROM ALL DIRECTIONS , THE MAJORITY XXXXXXX BEING FRONTAL , AND CONTINUED UNTIL THE FORMATION XX HAS LEFT THE GREXX GERMAN COAST. THE TWIN ENGINED FIGHTERS MADE NO DIRECT ATTACKS BUT STAYED BEHIND AND JUMPED ON THE

STRAGGLERS.

WE CLAIM 8 DESTROYED, 1 PROBALBLY DESTROYED AND 1 DAMAGED.

5. THE FLAK WAS EXTREMELY INTENSE AT THE TARGET AND FAIRLY ACCURATE, NECESSITATING VIOLENT EVASIVE ACTION. THERE IS NO QUESTION BUT THAT THE ENEMY WAS USING BARRAGE FIRE AS THE BURSTS WERE COMING UP IN GREAT, REGULAR NUMBERS AND GENERALLY AHEAD OF THE FORMATION. MOST OF THE BURSTS WERE BLACK IN COLOR AND LARGE IN SIZE. SOME HEAVY FIRE WAS ALSO OBSERVED SOUTH OF BREMEN AS THE FORMATION TURNED. ONLY SCATTERED NUMBER OF BURSTS WERE REPORTED FROM THE X&X ISLANDS GOING IN AND COMING OUT.

6. TEN SHIPS OF OUR A/C HAVE NOT RETURNED. TWO OBSERVED DOWN BEFORE TARGET, SIX DOWN AFTER TARGET. TWO NOT KNOWNS IMPOSSIBLE TO ESTIMATE NUMBER DOWN DUE TO FLAK OR E/A COMBINATION. 8 PARACHUTES FROM ONE, FOUR EACH FROM TWO OTHERS.

7. A/C THAT RETURNED TO BSE XX BASE, .TWO ARE OUT FOR 15 DAYS, 3 K OUT FOR 4 A DAYS. ONE DOWN AT COLTISHALL, EXTENT DAMAGE UNKNOWN.

8. CREWS STATE SMOKE FROM FLAK OVER TARGET SO THICK IS ALMOST NECESSITATED INSTRUMENT FLYING. INTENSITY OF FLAK AND VIOLENCE OF FIGHTER ATTACK AGAIN EVIDENCE OF ENEMY DETERMINATION TO BREAK UP FORMATION AND PREVENT ACCURATE BOMBING. AERIAL BOMBING AGAIN REPORTED.

M B

1-26

2-1C-SEE BELOW

3- BREMEN F.W. PLANT -14- SEE BELOW.

4- BREMEN - NONE

5- WILHELMSHAVEN-NONE

6- NONE

7-1C

8- DON'T KNOW

9- DON'T KNOW

1C-C

11-C

12- 5 X1CCC

13- 7C X 1CCC

14- 5 X 1CCC

15- 5 X 1CCC

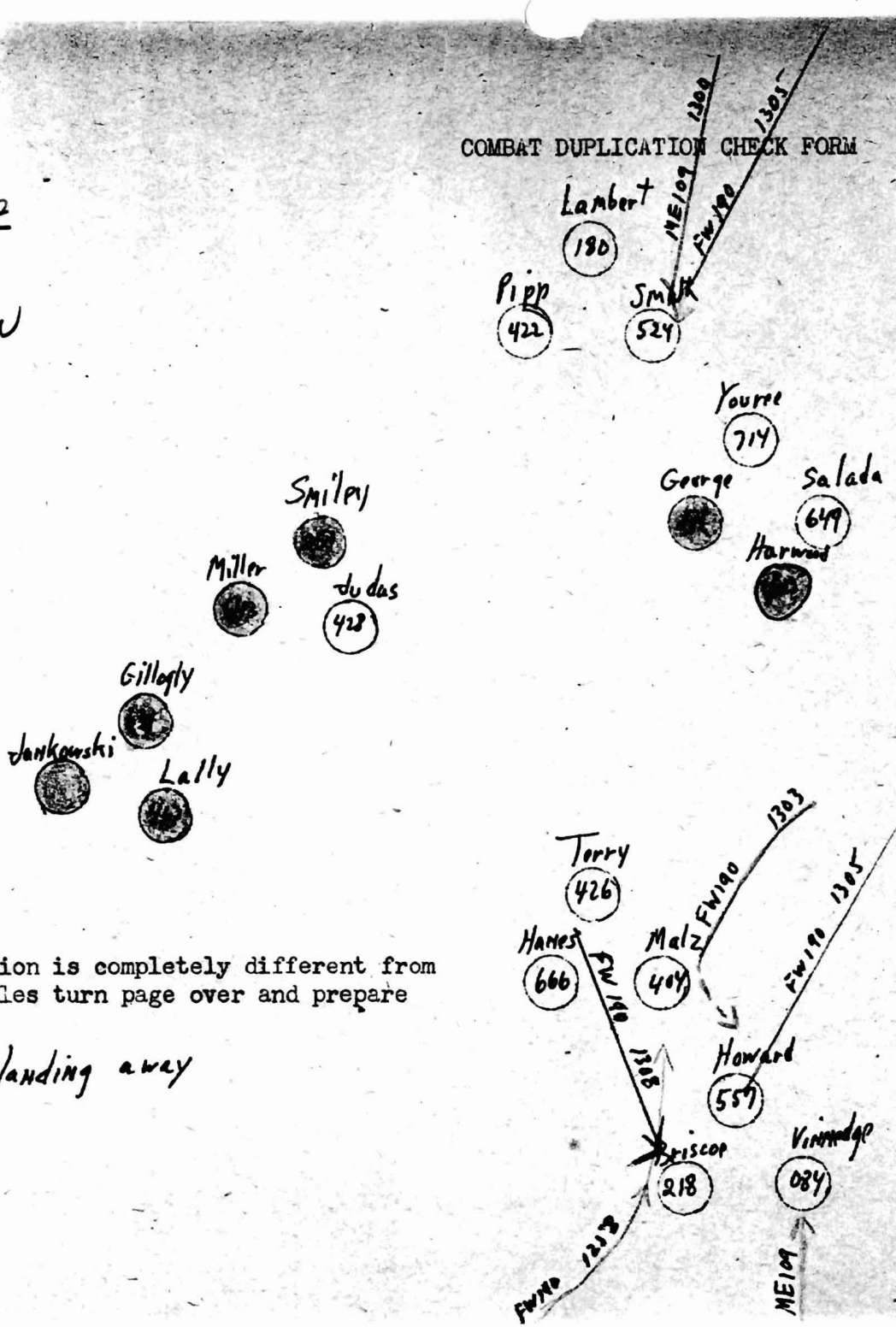
16- 5C X 1CCC. OF 1C MISIXX MISSING, TWO DID NOT REACH TARGET. SIX DOWN AFTER TARGET. TWO UNKNOWN

GROUP 306

DATE ~~3/12/43~~ ?
17/4/43

BREMEN

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 applj

Block out our missing A/C in Red.

430 — Missing

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

Claim from plane landing away to follow.

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

TO : COMBOMWIG ONE. PRIORITY - IMPORTANT.

FROM : COMBOMGP 306. R. E. 17 APRIL, 1943.

SUBJECT : MISSION EXPENDITURE REPORT 17 APRIL 1943.

a. THURLEIGH.

b. 306TH BOMBARDMENT GROUP (H).

c. AP AND T.

d.

30 UPPER TURRET GUNS	7600 ROUNDS.
30 LOWER TURRET GUNS	10400 ROUNDS.
30 TAIL GUNS	12500 ROUNDS.
15 RADIO GUNS	2260 ROUNDS.
15 LEFT WAIST GUNS	5100 ROUNDS.
15 RIGHT WAIST GUNS	5100 ROUNDS.
15 LEFT NOSE GUNS	3650 ROUNDS.
14 RIGHT NOSE GUNS	3725 ROUNDS.
23 CENTER NOSE GUNS	8775 ROUNDS.

e. 187 GUNS.

f. 187 CALIBRE .50 GUNS.

g. 125110 ROUNDS.

h. 120 - 1000 LB. G. P. DEMOLITION M-44.

i. NONE.

NOTE: A/C NO. 42-29625, 42-29658, 41-24488, 42-5394, 42-3034, 42-29643, 42-29631, 41-24467 and 42-5251, WHICH WERE LOST IN COMBAT, AND A/C NO. 42-5714, WHICH LANDED AT ANOTHER STATION INCLUDED IN G AND H.

PUTNAM
0040 HOURS.

47

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

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

A.P.O. 634,
17 April, 1943.

SUBJECT: Fuel Consumption Report of Mission 17 April, 1943.

TO : Commanding General, First Bombardment Wing, APO 634.

1. In compliance with letter, Headquarters First Bombardment Wing, dated 23 February, 1943, subject, Fuel Consumption, the following report is hereby submitted.

a.

Sqdn.	A/C No.	Time Flown	Fuel Consumed
368th	42-3084	6:33	1225 Gals.
369th	42-5404	6:31	1320 Gals.
369th	42-5426	6:30	1400 Gals.
423rd	42-29666	6:26	1475 Gals.
423rd	42-29524	6:47	1460 Gals.
423rd	42-5180	6:46	1475 Gals.
423rd	41-24557	6:33	1450 Gals.
423rd	42-5218	6:29	1525 Gals.
423rd	42-29649	6:46	1480 Gals.
423rd	42-5422	6:45	1430 Gals.
423rd	42-5784	6:32	1475 Gals.

b. This Group was the second Group in the First Bombardment Wing Formation.

c. A/C No. 42-3087 and 42-5720, which were abortive, were not refueled.

d. A/C No. 42-29625, 42-29658, 41-24488, 42-5394, 42-3094, 42-29643, 42-29631, 41-24467, 42-5251 and 42-5171 were lost in combat.

e. A/C No. 42-5714 landed at another station and was not refueled.

f. A/C No. 42-5407 and 42-5428 were not refueled due to battle damage.

For the Commanding Officer:

58

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

1 Incl:
Incl 1 - Group Formation Diagram.

TARGET: Bremen

DATE: 17.4.43

HEADQUARTERS
1ST AIR DIVISION
APO 557

SUPPLEMENTAL

GROUP: 306

TABULATION OF E/A ENCOUNTERS

ITEM	GROUP SQUADRON	A/C NO.	CLAIMANTS NAME AND RANK	GUN POSITION	DESTROYED	PROB. DESTROYED	DAMAGED	NO CLAIM ALLOWED
1	306-368		McKeage	T/G				X
2	306-368		T/Sgt. Edward M. Small	E				X
3	306-367		Sgt. Robert E. Hansen	Togglier				X
4	306-367		Sgt. Robert E. Hansen	"				X
5	306-369		T/Sgt. Robert G. Robel	Radio/G				X
6	306-423		S/Sgt. Jack S. Amrey	T/G	X			
7	306-423		S/Sgt. Charles E. Randall	W/G			X	
8	306-423		S/Sgt. G. J. McClenan	BT/G	X			
9	306-423		S/Sgt. Jack S. Ambrey	T/G	X			
10	306-368		S/Sgt. William G. Gelnett	RW/G	X			
11	306-367		W/O Maurice W. Pickett	TT/G				X
12	306-368		S/Sgt. Archie M. Baker	T/G	X			
13	306-368		T/Sgt. James B. Stelzer	TT/G		X		
14	306-367		T/Sgt. Wilson C. Elliott	TT/G				X
15	306-368		S/Sgt. E. A. Frusecott	T/G	X			
16	306-367		S/Sgt. Fred S. Newcomb	T/G				X
17								

CONFIDENTIAL

...EXECUTIVE ORDER 12356, Section 3.3, NND 945005
By RLB/RW NARA, Date 5/25/89

Judas Apr. 17th.

HOT NEWS REPORT

Attach to Interrog Sheet -

Group:_____ A/C No._____ Date_____

① 467 Lt. Lally down over Target followed to 10,000 ft. down - 3 chutes No 3 was on fire - in control when last seen going 300°.

14:05
② Lt. Smiley - turned back toward Coast of Germany/ 54°10'N - 6°46'E. - possibly 4 chutes out before Smiley must have hit water (1 B-17 blew up on hitting water was this Smiley? - it sank immediately -)

Phoned by:_____ This a/c at 1000' then - apparently Smiley -
Time:_____

Check List of "Hot News" Items

1. Friendly aircraft down in sea, or in serious distress anywhere.
2. Enemy warships, etc.
3. Enemy troop movements, etc.
4. Dinghies or life rafts.

Check List of Items to be Covered on "Hot News"

1. Location of object reported;
2. Position of plane at time of observation;
3. Time of observation;
4. Height at time of observation.
5. If enemy ships or troop movements:
   Type,
   Speed,
   Course or direction,
   Remarks.

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

W.D.
A.C. Form
12E Modified
(Reproduced 1 BW, APO 634)

COMBAT BOMBING FLIGHT RECORD[1]

BOMBARDIER[2] Capt. May DATE 12/4/43

PILOT[2] Maj. Lambert TAKE-OFF 0945

NAVIGATOR[2] Capt. Gaslin LANDED 1625

ORGANIZATION 423 Squadron 306 Group AIRPLANE B17F Type 180 Number

OBJECTIVE[3] Bremen

AIMING POINT Focke Wulf Plant

INITIAL POINT Wildeshaven

METHOD OF ATTACK[4] Individual Flight Squadron ✓ Group Wing

NUMBER OF PLANES IN UNIT

NUMBER OF PLANES IN EACH UNIT PERFORMING SIGHTING OPERATIONS

TIME OF ATTACK[5] 1259 Time of Release

APPROXIMATE LENGTH OF STRAIGHT APPROACH[6] 40 Seconds

SYNCHRONIZATION[7] ✓ On Fast Slow

INFORMATION AT RELEASE POINT[8]

ALTITUDE, TRUE ABOVE TARGET	24800	Feet
C. I. A. S.	155	M.P. H.
T. A. S.	234	M.P.H.
Wind Direction	290	True
Wind Velocity	30	M.P.H.
True Heading	45	Degrees
Drift	8R	Degrees
True Track	23	Degrees

D.S. 128 Trail 45 ATF 41.54 Ten. D.A. 51

41

③ 14:25 approx. — Further B-17 pursued by 110 went down (No 3 burning) Lieut V saw him hit water —

④ B-17 from Lead Sq. aborted at 12:22 about 30 mi. off Coast —

1 Judas ? Apr. 17th.

Attach to Interrog Sheet -

HOT NEWS REPORT

Group:_____ A/C No._____ Date_____

(1) 467 Lt. Lally down over Target followed to 10,000 ft. down - 3 chutes No 3 was on fire - in control when last seen going 300°.

14:05 (2) Lt Smiley - turned back toward Coast of Germany/ 54°10'N - 6°46E. - possibly 4 chutes out before Smiley must have hit water (1 B-17 blew up on hitting water was this Smiley? - it sank immediately -)

Phoned by:_____ Time:_____

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5. If enemy ships or troop movements:
   Type,
   Speed,
   Course or direction,
   Remarks.

③ 14·25 approx. — Further B-17 pursued by 110 went down (No 3 burning) didn't see him hit water —

---

④ B-17 from Lead Sq. aborted at 12:22 about 30 mi. off Coast —

17 Apr 43

Youree landed at Norwick on return.

George's ship hit by FW crashing into stabilizer before bombs away.

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

TYPE OF RELEASE[9] ✓

Individual Train Salvo Jettisoned Returned

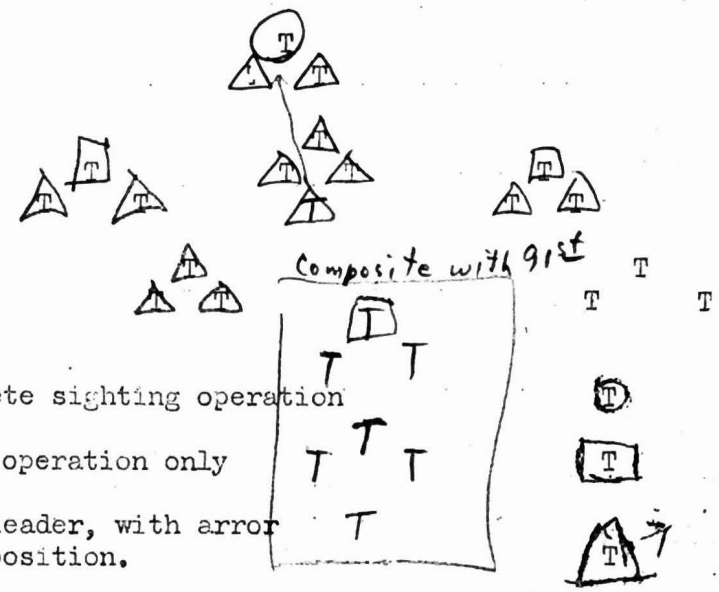
POINT OF IMPACT IF SEEN[10] Not seen

NAVIGATION DATA[11]

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	Est.	Actual	Est.	Actual	Est.	Actual
1000						+16
3000						
6000						
10000						
15000						
20000						
25000	290		30		-28	

METHODS OF BOMBING[12]



Bombardier making complete sighting operation

Bombardier making range operation only

Bombardier dropping on leader, with arror indicating leader's position.

No pictures

GROUP 306th SQUADRON 368th AIRCRAFT NO. 42-5428 DATE 27-4-43

The following is a detailed report of damages resulting from

COMBAT MISSION OF: 17-DATE-43

ALL THE FOLLOWING DAMAGE WAS CAUSED IN NO. 1 ENG.——NO. 1 PROP HIT BY 20 MM (Prop to be changed) ~~and the engine cowling and fuel cells were damaged.~~ (NO TO BE CHANGED) No. 2 PROPELLER HIT BY 30 CALIBER. FLAK HOLE IN LEFT AILERON. LEFT BOMBAY DOOR AND FUSELAGE DAMAGED BY 20 MM. LARGE HOLE IN RIGHT SIDE OF LEFT BOMBAY DOOR WHICH HIT MAIN SPAR CENTER SECTION FUSELAGE AND SEVERLY DAMAGED SAME. 30 CALIBER HOLE IN REAR OF LEFT BOMBAY DOOR IN BULKHEAD NO. 5. TOP TURRET HIT BY FLAK WHICH CAUSED THE FOLLOWING; DOME BROKEN. CHARGING CABLES CUT IN TWO. SIGHT FILAMENT GLASS BROKEN.

PARTS NEEDED TO MAKE NECESSARY REPAIRS

NONE EXCEPT REQUISITIONED.

Parts Requisitioned? Yes X No

Requisitioned from- Date

NONE

REMARKS

SHIP HAS BEEN TURNED OVER TO M.U.

NOTE: This report will be made out in four (4) copies, one to be retained by squadron originiting three(3) going forward to Group Engineering Officer, who will retain one (1) copy and will forward two (2) copies to 1st Wing Engineering Office.
This report will be received by the Group Engineering Office within one (1) hour after plane finishes the mission.
This report will be received by the Wing Engineering Office within twenty four (24) hours after plane finishes the mission.

Signed Engineering Officer
CAPT. R. L. STEVENS, Time 5:50

Signed Group Engineering Officer Time

SQUADRON 527th AIRCRAFT NO. 42-9407 DATE 17, Apr., 1943

The following is a detailed report of damages resul from

COMBAT ISSION ... 17, Apr., 1943
a DATE

~~50 Cal hole leading edge of left wing inner wing panel. Flak hole through fairing on No. 2 booster pump. Flak hole through right side of No. 2 engine. Flak hole through front of ring cowling left side No. 2 engine. Flak hole through left bomb bay door (rear). 20MM hole through bombardier window. 4 flak holes in right bomb bay door. Flak hole at right wing root (center). 303 through ring cowl No 3 engine lower right hand side. 2 holes 303 through under side of right wing inner wing panel. 303 hole through under side of right wing~~ leading edge of inner wing panel. 1 flak hole in fairing of right wing. Flak hole through fuselage under right hand stablizer. Flak through tail gunner escape door. Flak hole through horizontal stabilizer, near leading edge. 1 flak hole through fuselage to rear of left hand horizontal stabilizer. Flak hole through tail turret left side. 303 hole through right wing inner wing panel trailing edge. ~~20MM~~ Hole in leading edge of left wing of No 1 engine. (empty shell case)

arts Requisitioned? Yes No

equisitioned from- Date

EMARKS Ship being transfer to U.K.

OTE: This report will be made out in four (4) copies, one to be retained by squadron originating, three (3) going forward to Group Engineering Officer, who will retain one (1) copy and will forward two (2) copies to 1st Wing Engineering Office.
This report will be received by the Group Engineering Office within one (1) hour after plane finishes the mission.
This report will be received by the Wing Engineering Office within twenty four (24) hours after plane finishes the mission.

Signed Time 1710
Sqdn. Engineering Officer

Signed Time
Group Engineering Officer

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

APO 634,
17, April, 1943.

SUBJECT: Armament, Bombing, and Summary Report, 17, April, Mission.

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

1. The following is a report of Armament Equipment failures provided by interrogation of gun crews and reports from individual Squadron Armament Sections.

a. Aircraft No. 42-29666, Belt feed pawl spring broke on R.H. tail gun.

b. Aircraft No. 42-29520, Cover extractor spring broke on L.H. ball turret gun, belt feed lever stud riding on top of bolt.

c. Aircraft No. 42-25130, Ruptured cartridge lodged in the chamber of the L.H. waist gun, Electrical shortage in motor of upper turret.

d. Aircraft No. 42-29734, The ejector caught between the barrel extension and bolt on L.H. ball turret gun; Solenoid cut out on R.H. gun.

2. No major Armament equipment failures were reported on aircraft returning to this station. All posisitions fired a maximum number of rounds, many expending their entire load.

The Armament equipment underwent a severe test and it is to be noted that the number of stoppages and malfunctions were extremely negligible.

3. Bombing Equipment failures were limited to Aircraft No. 42-5422, the R.H. racks were salvoed due to temporary failure of A-2 release mechanism.

4. The intense excitement of the operation may account for the fact that the gun crews did not report many malfunctions, but it is believed that Armament Equipment as a whole functioned very satisfactory.

Attacks were from all posistions, every station recieving intense action.

For the Commanding Officer:

William R. Cain

WILLIAM R, CAIN,
1st Lt., Air Corps
Armament Officer.

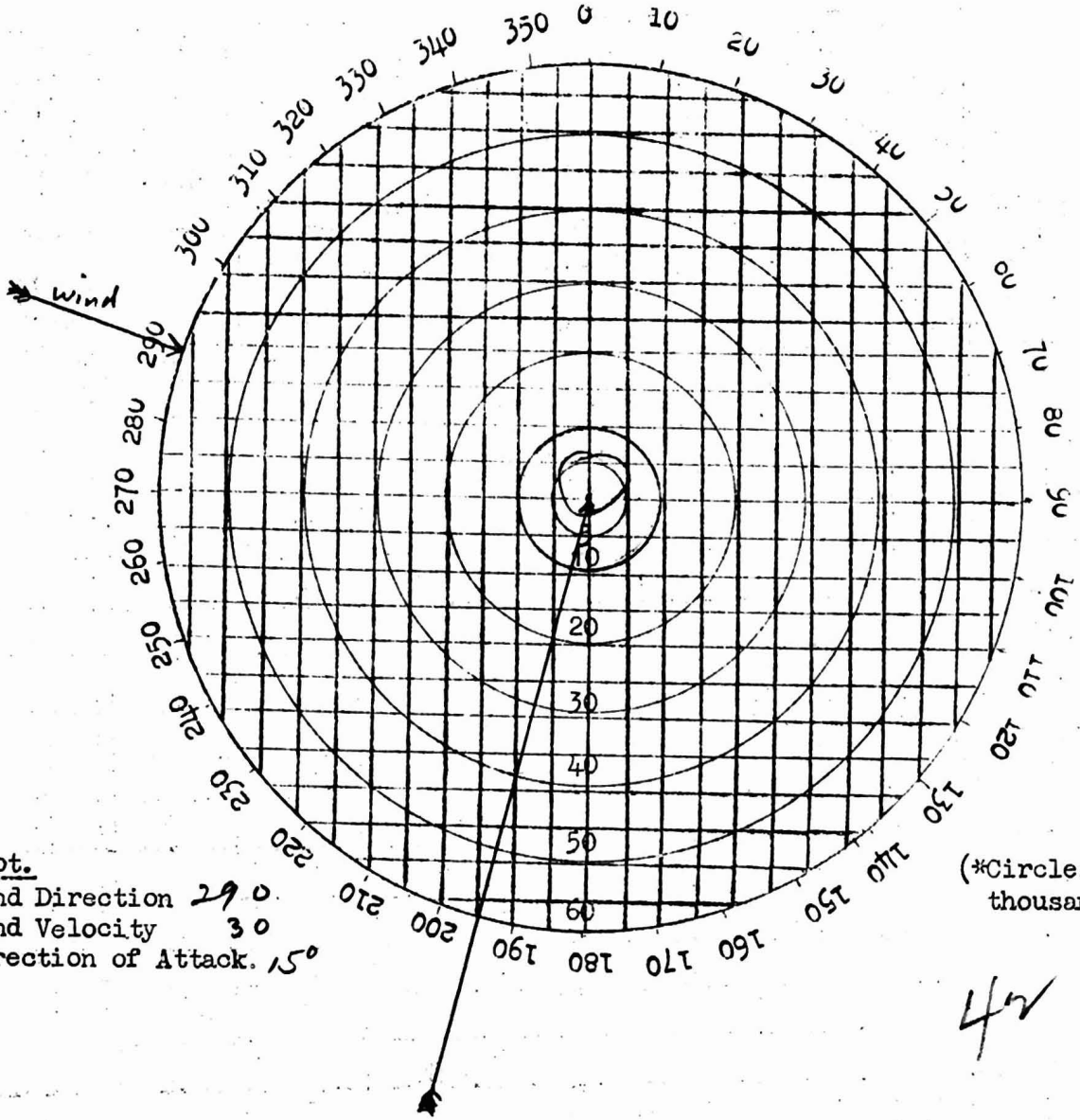
DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 945005
By RLB/RW NARA, Date 5/25/89

W.D. A.C.
Form 12. C
Modified for Combat.

OUP BOMBING PLOT AND REPORT

GROUP 306
TARGET Bremen
METHOD OF BOMBING Formation
ALTITUDE 25000

TOTAL BOMBS CARRIED	130
TOTAL BOMBS AT TARGET	115
TOTAL BOMBS HITTING TARGET	115
TOTAL BOMBS ACCOUNTED FOR	130
TOTAL BOMBS UNACCOUNTED FOR	0
TOTAL BOMBS JETTISONED	10
TOTAL BOMBS BROUGHT BACK	5



Plot.
Wind Direction 290
Wind Velocity 30
Direction of Attack. 15°

(*Circles equal thousands of feet)

47

MISSION LOADING LIST

Squadron 369th. Bomb. Sq. (H) A/C Number 42-29666

Total time for complete mission 6:45 Date April 17, 1943.

P.	Hanes, E.G.	1st. Lt.	R. Fatigati, C.A.	Sgt.
CP.	Winters, D.R.	2nd. Lt.	G. Steinbart, M.	Sgt.
N.	Meltzer, G.F.	2nd. Lt.	G. Komo, M.J.	Sgt.
B.	Irwin, L.B.	2nd. Lt.	G. Latto, F.C.	Sgt.
E.	Moore, R.E.	T/Sgt.	G. Peterson, R.	S/Sgt.

MISSION LOADING LIST

Squadron 369th Bomb Sq (H) A/C Number 25784

Total time for complete mission 6:45 Date April 17, 1943

P.	Hannasay, E. J.	1st Lt.	R. Drennan, B. M.	T/Sgt.
CP.	Wheeler, D. W.	1st Lt.	G. Hardy, R. A.	S/Sgt.
N.	Bollenbach, D.	2nd Lt.	G. Spellman, P. J.	S/Sgt.
B.	Travis, C. J.	1st Lt.	G. Adams, R. G.	S/Sgt.
E.	Wyly, G. R.	T/Sgt.	G. Connally, L. J.	S/Sgt.

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CLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 149005
By RLB/RW NARA, Date 5/25/89

(14)

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THU GPH NR CSI 38/17 IMMEDIATE SECRET NOTWT

PASS 3RD ADD

TO:- HQ 12 GROUP REPEAT EPY BOMBER GROUP REPEAT THURLEIGH
(NEAR BEDFORD)

FROM:- COLTISHALL INTELLIGENCE

AI/966 17/4.

(A) FORM D (B) 17/4/43 (C) G.25714 (D) BREMEN (E) 423 U.S.A. FORTRESS 111 (F) 13CC (G) 25.CCC (H) 5 X 1CCC G.P. (J) NOT OBSERVED (K) NUMEROUS HITS BY FLAK AND FIGHTERS , STAFF SGT. WILKINSON SLIGHTLY WOUNDED (L) 1 F.W. 19C DESTROYED AND 1 F.W. 19C DAMAGED. (M) VISIBILITY GOOD OVER TARGET, SOME SCATTERED CLOUD AT 1CCCC/12CCC AND 25/26CCC OVER NORTH SEA .

HEAVY FLAK ACCURATE AND INTENSE OVER TARGET AREA. ENEMY FIGHTER EFFORT ESTIMATED AT 5C PLUS. MANY ATTACKS WERE DRIVEN OFF. ENEMY PRESSED ATTACKS RIGHT HOME AND THE FORTRESS RECEIVED MANY HITS. TAIL UNIT OF F.W. 19C DESTROYED WAS SEEN TO BREAK COMPLETELY AWAY====171615

OHOLD ZW.C. VA

GPH R. 171830B MH VA+/+

By [illegible] NARA, Date 5/25/89

(D-D-2)

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office Of The Intelligence Officer
United States Forces

April 30, 1943
APO 634

SUBJECT: Supplemental Report on Combat Claims of 17/4/43.

TO : Commanding Officer, First Bomb Wing.
Attention. A-2.

1. It was suggested by First Bomb Wing that the claim of S/Sgt. Walter Piotrowski, A/C No. 524, of 423rd. Bomb Squadron was disallowed because it was thought to be the same plane destroyed by S/Sgt. E. J. Zabawa of A/C No. 407, of the 367th. Squadron.

2. For the following reasons we believe that these are entirely different claims.

(a) From their position in the formation, at the time in question the right hand squadron was parallel to and nearly as far forward as the base squadron, a plane which to Sgt. Piotrowski and Capt. May would appear to come from one o'clock, would appear to Sgt. Zabawa at 10 to 11 o'clock.

(b) On further examination, Sgt. Zabawa said that just before he got his plane he saw two others disintegrate on his left in front of the base Squadron. It is believed that one of these was that claimed by Sgt. Piotrowski.

(c) S/Sgt. Zabawa was insistant that the first damage ~~seemed~~ to his plane was when the wing came off, whereas, with Sgt. Piotrowski the tail first broke off then the plane went into a spin, and only after that did the wing come off. claimed E/A

(d) Capt. Chester May, Group Bombardier, flying on plane No. 180, whose claim was disallowed by 306 Group S-2 as being the same as Sgt. Piotrowski, says that after hiting the E/A in question he saw another disintegrate to the right, which might have been that claimed by S/Sgt. Zabawa.

(e) When Piotrowski's E/A was in the process of disintegration it was within 30 yards and directly under plane No. 524.

3. For these reasons we believe the two claims to be seperate and distinct.

Fred C. Baldwin
FRED C. BALDWIN,
Capt., AC,
For Group S-2

April 17th.

① "Mostly head on" — Frontal attacks reported

Lt R H Smith — 524

11 to 1 attacks

Lt. C. D. Briscoe — 218

10 to 2 + low + level

Lt. Vinnedge — 084

Frontal (turned in)

Capt. Salada — 649

Mostly head on 11-1

Maj Lambert — 180

~~ME 110's~~

Mostly 12

Lt. Hanes — 666

Mostly Front

~~J.~~ Howard — 557

Given Lt Johnson 1 BW 4/30

② ME 110's

Lt. E. G. Pipp — 422

ME 110's

Howard — 557

Twins ~~Stuka~~ Cvs attacks reported

Attention A-2

Subject: Supplimental Report on Combat Claims of 12/4/43

Piotrowski

1. It was suggested by 1st Bomb Wing that the claim of S/Sgt Walter Listowski A/C nr. 524, of 423 Bomb Sq. was disallowed because it was thought to be the same plane destroyed by S/Sgt E.J. Zabawa of A/C nr. 407 of the 367th Squadron.

2. For the following reasons we believe that these are entirely different claims.

(a) From their position in the formation a plane which T/Sgt Listowski and Captain May would appear to come from one block would appear to Sgt Zabawa at 10 to eleven o'clock

(b) On further examination Sgt. Zabawa said that just before he got his plane he saw two others disintegrate on his left in front of the lead lone squadron. It is believed that one of these was that claimed by Sgt Listowski.

(c) S/Sgt Zabawa was insistant that the first damage seen to his plane was when the wing came off, the others with Sgt Listowski the tail first broke off first then the plane went into a spin and only after that did the wing come off.

~~Listowski's A/C 524 from Listowski's plane came within 30 yards of plane 524~~

(d) Captain Chester May, Group Bombardier flying on plane 180 whose claim was disallowed by 306 Group S-2 as being the same as Sgt Listowski's says that after hitting the E/A in question he saw another disintegrate to the right which might have been that one claimed by S/Sgt Zabawa.

(e) When Listowski's E/A was in the process of disintegration it was within 30 yards and directly under plane no. 524.

3. For these reasons we believe the two claims to be separate and distinct.

Fred E. Baldwin
Capt AC

MISSION LOADING LIST

Squadron 367th, Bomb, Sq. (H) A/C Number 41-24488

Total time for complete mission _____ Date April 17, 1943.

P.	Casey, W.J.	Captain	R.	Gecowets, M.J.	T/Sgt.
CP.	O'Brien, E.J.	2nd. Lt.	G.	Borzyn, J.R.	S/Sgt.
N.	Owens, W.H.	2nd. Lt.	G.	Raidline, C.W.	S/Sgt.
B.	Mc Cracken, J.B.	2nd. Lt.	G.	Stetler, F.R.	Sgt.
E.	Elliott, W.C.	T/Sgt.	G.	Ayscue, L.F.	S/Sgt.

X - MISSING IN ACTION

78

MISSION LOADING LIST

Squadron 367th, Bomb, Sq. (H) A/C Number 42-5394

Total time for complete mission _____ Date April 17, 1943

P.	T Forin, R.W.	1st. Lt.	R.	Quinn, J.A.	T/Sgt.
CP.	Farrell, D.	1st. Lt.	G.	Barnes, J.E.	S/Sgt.
N.	Walden, T.H.	1st. Lt.	G.	Pease, H.G.	S/Sgt.
B.	Pederson, G.W.	S/Sgt.	G.	Dorion, D.E.	S/Sgt.
E.	Pickett, M.W.	W/O	G.	Newcomb, F.A.	S/Sgt.

X - MISSING IN ACTION

15

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 42-3087

Total time for complete mission 5:30 Date April 17, 1943

P.	Mc Kearn, W.J.	1st. Lt.	R.	Brown, H.M.	T/Sgt.
CP.	Ormen, F.H.	1st. Lt.	G.	Standish, W.J.	S/Sgt.
N.	Fogarty, J.G.	2nd. Lt.	G.	Hicks, W.G.	S/Sgt.
B.	Wendoloski, C.T.	T/Sg.	G.	Miller, E.J.	S/Sgt.
E.	Klucick, G.	T/Sgt.	G.	Wheeler, J.O.	S/Sgt.

X - TURNED BACK

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 42-9625

Total time for complete mission Date April 17, 1943.

P.	Harwood, C.J.	Captain	R.	Robel, R.G.	T/Sgt.
CP.	Clymer, G.F.	2nd. Lt.	G.	Eriksen, R.H.	S/Sgt.
N.	Whiteman, H.W.	1st. Lt.	G.	Buchanan, W.S.	S/Sgt.
B.	Walinski, F.E.	2nd. Lt.	G.	Collins, C.C.	S/Sgt.
E.	Enloe, L.J.	T/Sgt.	G.	Collette, J.E.	S/Sgt.

X MISSING IN ACTION

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 42-5720

Total time for complete mission 2:40 Date April 17, 1943.

P.	O'Hara, R.K.	1st. Lt.	R.	Mountain, W.H.	T/Sgt.
CP.	Robinson, L.L.	2nd. Lt.	G.	Fetkiw, P.	S/Sgt.
N.	Clayton, E.D.	2nd. Lt.	G.	Nelson, M.E.	S/Sgt.
B.	Phelan, H.E.	2nd. Lt.	G.	Garris, J.J.	S/Sgt.
E.	Sheffield, C.A.	T/Sgt.	G.	Strom, H.F.	

X - TURNED BACK

20

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 42-5407

Total time for complete mission 7:00 Date April,17, 1943.

P.	Reecher, K.A.	1st. Lt.	R.	Shultz, R.G.	T/Sgt.
CP.	Ledgerwood, T.D.	1st. Lt.	G.	Causey, M	S/Sgt.
N.	Lane, H.E. (Killed)	2nd. Lt.	G.	Brittain, W.D.	S/Sgt.
B.	Zabawa, E.J.	S/Sgt.	G.	Durfee, L.J.	S/Sgt.
E.	Walkenhorst, J.W.	T/Sgt.	G.	Meyer, L.L.	S/Sgt.

6

Squadron 367th. Bomb. Sq. (H) A/C Number 229658

Total time for complete mission _____ Date April 17, 1943.

P. Watson, F.K.	1st. Lt.	R. Livingstone, R.E.	T/Sgt.
CP. Kemp, A.T.	2nd. Lt.	G. Sanders, A.J.	S/Sgt.
N. Bjornsgaard, C	2nd. Lt.	G. Bottomley, R.M.	Sgt.
B. Hanson, R.E.	Sgt.	G. Davis, L. E.	S/Sgt.
E. Giraud, W.R.	T/Sgt.	G. Kormish, G.	Sgt.

X - MISSING IN ACTION

4

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 42-29631

Total time for complete mission _____ Date April 17, 1943.

P. Gillogly, F.D.	1st. Lt.	R. Fehr, C.F.	T/Sgt.
CP. Whipple, D.	2nd. Lt.	G. Allan, W.	S/Sgt.
BN. Brown, J.A.	2nd. Lt.	G. Baker, A.M.	S/Sgt.
NB. Jones, C.G.	1st. Lt.	G. Warren, H.E.	S/Sgt.
E. Edwards, L.V.	T/Sgt.	G. Dolinka, D.	Sgt.

X-MISSING IN ACTION

4

17th April, 1943.

A maximum effort was ordered to bomb the FW plant at Bremen and 26 aircraft took off at 0945 hours. 2 aircraft returned early, 1 landed away and 10 have thus far failed to return.

The route was approximately as ordered and the weather clear. There was good visibility at the target where a run of about 30 seconds was made on a heading of from 0° to 65° Mag., the formation being at an average of 27,000 feet.

Bombing results in general are considered reasonably good. Several bursts were seen in the target area and heavy fires were reported in at least two of the principal buildings (AP's). Our group did not get any pictures, 3 of the cameras being on missing ships and the remaining ones failing to function.

The flak was extremely intense at the target and fairly accurate, necessitating violent evasive action.. There is no question but that the enemy was using barrage fire as the bursts were coming up in great, regular numbers and generally ahead of the formation. Most of the bursts were black in color and large in size. Some heavy fire was also observed south of Bremen as the formation turned. Only a scattered number of bursts were reported from the islands going in and coming out.

Fighter opposition was probably as heavy and persistent as has yet been encountered by this group, some 80 to 100 E/A being reported and consisting of FW190s and Me109s in about equal number, and Me110s and 210s. They bore various markings and designs and some were obviously night fighters.

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The destination of the formation was evidently known by the German Fighter Command as one group of E/A made no attempt to attack, but went on ahead and was waiting at the target. From there the attacks were hard pressed from all directions, the majority being frontal, and continued until the formation has left the German coast. The twin engined fighters made no direct attacks but stayed behind and jumped on the stragglers.

From the target, there were attacks from all directions, with frontal attacks predominant, continuing until we had crossed the Frisian Islands on the way home. Twin-engined fighters made no direct attacks, but stayed behind in order to jump stragglers, of which there were many.

The 306th Group lost two (2) A/C just before reaching the target and six after bombing. The disappearance of two other aircraft which failed to return was not observed.

Attacks on our aircraft by aerial bombing were again noted.

The formation leader of the 306th Group reported at the Wing critique that on the way in from the coast, some forty (40) E/A in a string flew parallel to our formation, level and about 2,000 yards to the left. Attacks were withheld until we were on our bombing run, when there were heavy attacks, mostly on the 91st Group, which was leading after leaving the target. The 306th Group fell out of column to the left, with resulting concentrated head-on attacks on both groups. Dozens of E/A sailed right into and through our formations rolling over and diving as they passed through. This, it is stated, was the period when heaviest losses were sustained by the 306th Group.

The lead bombardier of the 306th Group stated that flak and fighters were so intense that the bombing run could be accomplished only by sheer disregard of the enemy efforts. During this phase, he said, fighters came in from slightly above, diving in on the nose and passing under the two leading groups in the process.

(c) The 101st Combat Wing composite group, flying high and slightly to the left in back of the lead group, had relatively few attacks and suffered no losses of aircraft. Being high, and the formation leader of the 91st Group being on three engines, the composite group had to "S" constantly on the way out to keep from over-running.

(d) There were several comments on the 101st Combat Wing by observers of the 102nd Combat Wing. General Anderson, Commanding General, 4th Bomb Wing, who flew with the 102nd Combat Wing, stated that the 101st Wing was too scattered and would have fared better had close formation been flown. He observed that there were a great many attacks on the 102nd Combat Wing, but these were not pressed home due to the formidable formation which was being flown.

(2) Detailed reports by elements of the 102nd Combat Wing are as follows:

(a) The 305th Group, leading, reported interception by thirty (30) to fifty (50) E/A over the Frisian Islands on the way in at 1200 hours, continuing to 1355 hours going out over the North Sea. E/A were mainly FW 190's and ME 109's, with some ME 110's and JU 88's.

E/A circled the formation before attacking or leavered above as if seeking an opening. Attacks were generally by two or more A/C together. Use was made of cloud cover above our aircraft. Some E/A gathered below to pick up any stragglers. E/A went right through their own flak and two were shot down. Our tactics were to fire at long range, and this had considerable effect in keeping E/A at a distance.

(b) The 303rd Group interrogation reports show that there were dozens of fighters but no attacks on the way to the target, with a few single attacks on the bombing run. E/A trailed the formation on one side going in. Later, there were numerous cross-course attacks, especially from five and seven o'clock, but few on the nose.

It was stated at the critique that the 102nd Combat Wing flew in excellent formation which had a very discouraging effect on opposing fighters. Attacks, when made, were so deliberate that pilots could easily predict quarter and timing, with the result that turning-in was made easy and attacks rendered ineffective. This group gave E/A more credit for insistance than did the 305th Group, especially in the case of twin-engined fighters. These were clumsy by contrast with single-engined pursuits, but stood up better in the face of our fire. Most twin-engined attacks were abeam, from three and nine o'clock, but all A/C fired at them and the attacks were ineffective.

(c) The 102nd Combat Wing composite group flew right on top of the lead group except during the bomb run. This was stated to be an extremely

4. Air Combats.

a. It has been pointed out that the three elements of each Combat Wing were flown in vertical wedge, a permanent group in the lead, another permanent group slightly behind and below to obtain support from the nose guns and ball turrets of the lead group in view of prevailing nose attacks on lower elements of our formations, and the composite group in each case above the lead group and somewhat to the rear of the bottom group. This arrangement appears to have obtained good results in the case of the 102nd Combat Wing, which flew close formation in direct column and did not hesitate to close in early vertical alignment to meet head-on attacks by E/A, thus presenting a wall of fire which had a marked discouraging effect on attackers. This Wing lost no aircraft. The 101st Combat Wing, on the other hand, which failed to fly in as close support as 102nd Combat Wing, received the full weight of the enemy's attacks and lost sixteen aircraft, ten of which were the 306th Group's, which was the low element, and six of the 91st Group's in the lead position. The 101st Wing composite group, which was the top element, had relatively few attacks and lost one aircraft.

It cannot be categorically asserted that formation quality was the sole or principal cause of the losses of the 101st Combat Wing, although it was almost certainly a contributing, and perhaps a major cause. Various other factors must be considered. Thus, it has been the evident policy of the enemy on all recent raids to concentrate on the leading element in order to break up our bombing run. This was strongly evidenced in the present case by the fact that enemy fighters, although present in force for a considerable time, withheld their attacks until we had passed the initial point and our bomb bay doors were down. Then, too, our bombing run carried us into one of the heaviest flak concentrations ever assembled.

(1) Detailed reports by and concerning the 101st Combat Wing are as follows: -

(a) 91st Group, leading the mission, states in interrogation reports that the first E/A were observed at the Frisian Islands on the way into enemy territory. Attacks were withheld till the I.P. had been passed; from that point, vicious and continuous attacks continued for a full hour until our A/C were thirty (30) or forty (40) miles at sea on the way home. Most of the attacks were stated to be on A/C straggling after being hit by flak or E/A. An estimated one hundred and fifty (150) E/A were engaged in the interception. Attacks were more numerous and vicious than any previously experienced, most of the attacks being pressed home as close as possible - some to less than one hundred (100) feet.

It would seem that the enemy is fully familiar with the limits of traverse of our nose 50's. Thus, although there were attacks from every quarter, those from 10 o'clock and 2 o'clock were emphasized, and there were numerous attacks from just below the lower traverse limit of our nose guns.

There were also diving nose attacks from higher levels, in which E/A developed great speed. Other attacks were by formations of E/A flying in line astern, and also be elements of three (3) E/A in formation. Some crew members were of the opinion that ME 110's sat off at a distance of 1,000 yards and lobbed shells at us with 40 or 50 mm. cannon. There were insistent reports of E/A machine-gunning men who had bailed out of A/C in distress. One FW 190 was observed to hit a parachute which came out of a B-17 over the target area.

Attacks by E/A were heaviest just after entering the flak concentration at the target. Fighters went right through in disregard of their own flak, in apparent determination to drive our leading element off the bombing run after being committed to it.

The formation commander of the 91st Group stated at the critique that head-on attacks after the I.P. forced him to take evasive action twice, thus preventing use of the AFCE on the bombing run. When the attacks opened up, he said, they were so thick that evasive action by turning into one attack merely brought about exposure to another coming in from a slightly different quarter. After the bombing run and turns out of the target area, many of our A/C, including that of the leader, were on three engines, and many were straggling.

(b) The 306th Group, in its interrogation reports, stated that fighter opposition was as heavy and persistent as any yet encountered. There were an estimated eighty (80) to one hundred (100) E/A, mostly FW 190's and ME 109's in approximately equal numbers, with some ME 110's and ME 210's. These had various markings and designs, and some were evidently night fighters. Crews of this Group surmised that the German fighter command must have known the target, as it is definitely stated that E/A not only failed to attack at the I.P., but went ahead and waited for our A/C in the target area.

SECRET

TRACK CHART

TARGET

Primary BREMEN

Secondary

Last Resort

Date 17/4/43

ACTUAL

PLANNED

Route followed by 306TH BOMB. GP. (H)

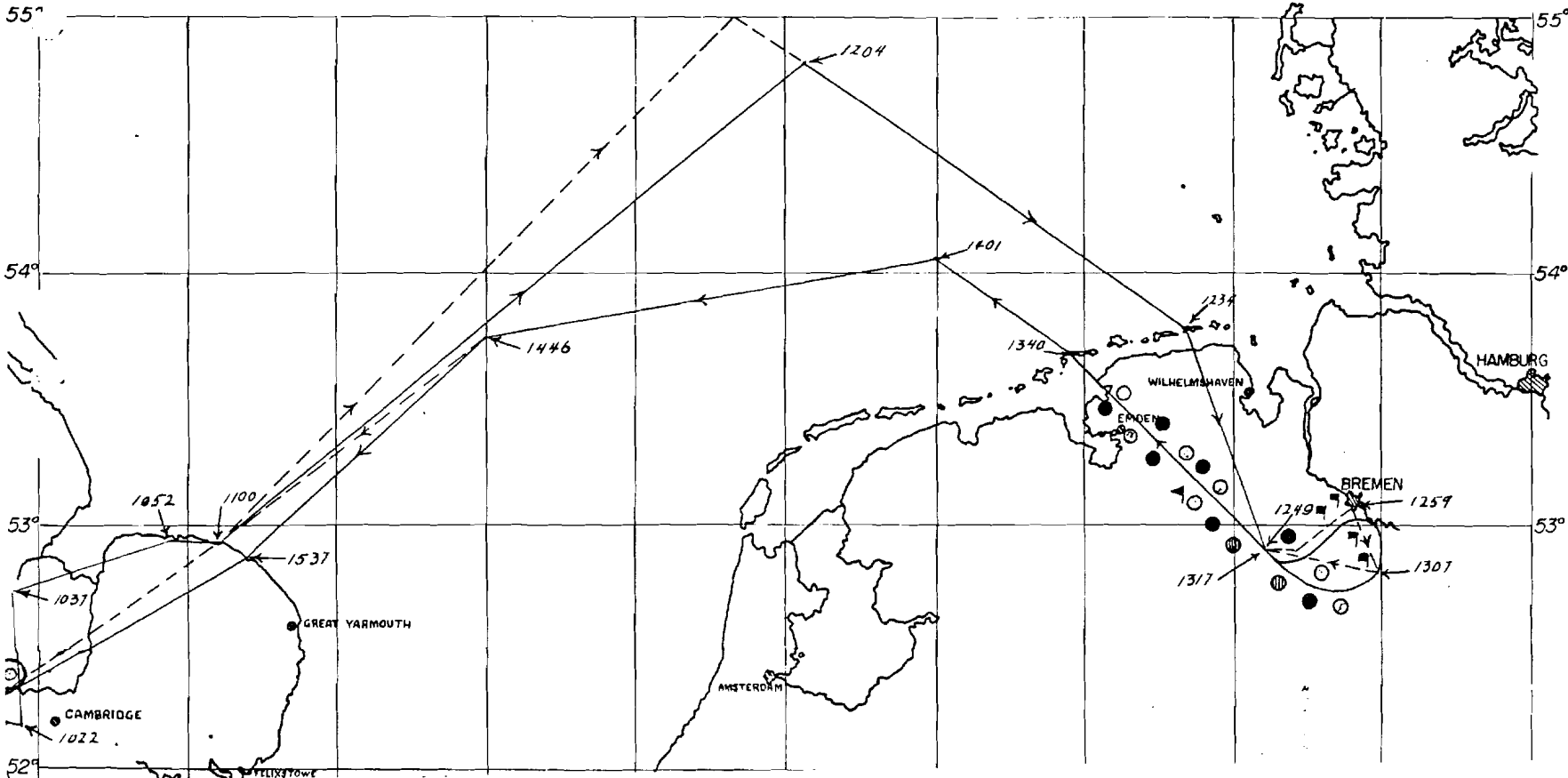
" " " "

" " " "

" " " "

" " " "

" " " "



8 Destroyed — 1 Damaged
8-1-1

14 -
10 - MISSING
2 - ABORTED
26 off

TELEPHONE REPORT.

1. Name of primary target Bremen Number A/C attacking 14+1
2. Name of secondary target Bremen Number A/C attacking 0
3. Name of L.R. target Wilhelmshaven Number A/C attacking 0
4. Target of opportunity none Number A/C attacking —
5. Units participating 367-368-369-4x3 —
6. Number of A/C taking off 26 —
7. Number of A/C returning early 2 —
8. Number of A/C lost or missing as far as known 10
9. Results of bombing: good ✓ fair ... poor ... nil.
10. Number of casualties: killed 1; wounded 2; missing 10 crews —
11. Enemy air opposition: considerable ✓ moderate ... slight ... nil.
12. Flak: intense ✓ moderate ... slight ... nil.
13. Observed fighter support: as ordered near England —
14. Weather as it affected the mission: Hazy but target ~~clear~~ visible —
15. Flash observations of outstanding importance: Intense Flak broke up formation and fighters then came in and kept it churned up. Fighters went ahead of formation and attacked Bremen and waited - then attacked head on.

Telephoned to _____ by Bassingthwaighte

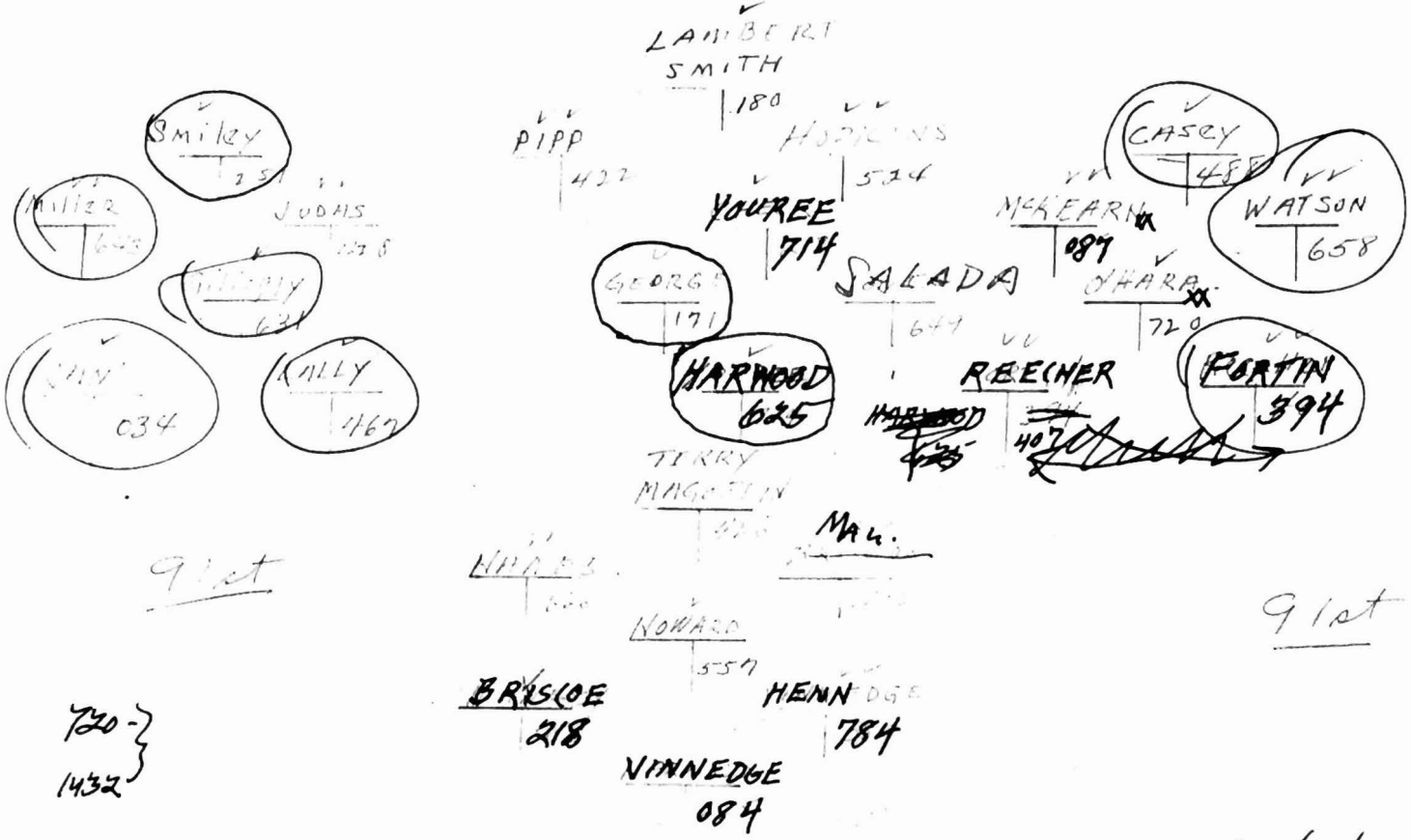
Time _____; Date _____.

17-4-43 — 1705

75-100

190-
109's

HUNT Trainer



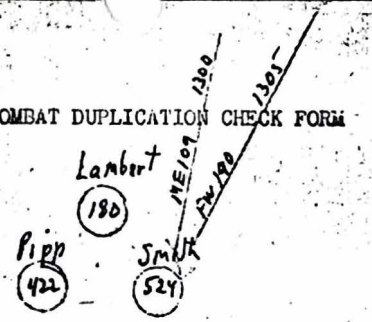
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

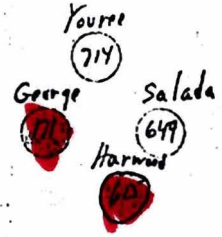
GROUP 306

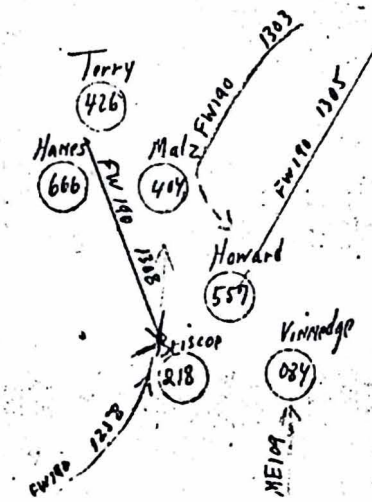
DATE 4/11/43

COMBAT DUPLICATION CHECK FORM

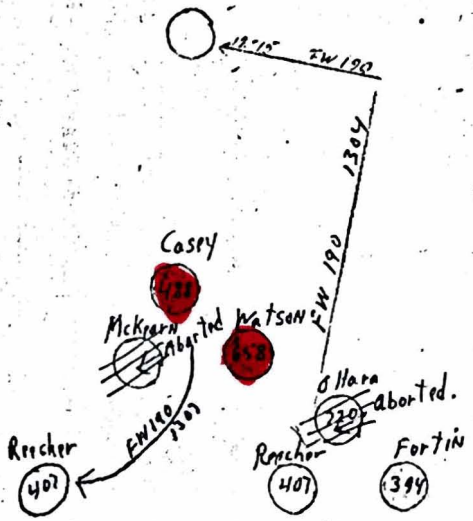








Show direction, approx. time and type E/A of each attack with arrow. Above with red arrow - Below with green - Level with black.



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.

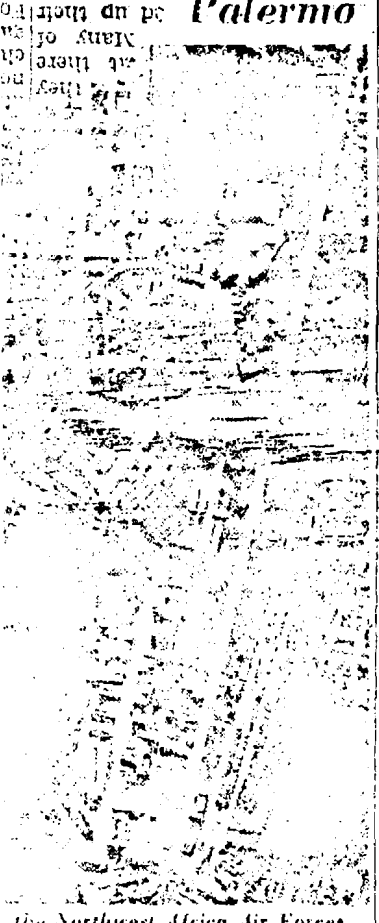
NB. Claim from plane landing away to follow.

17-4-4

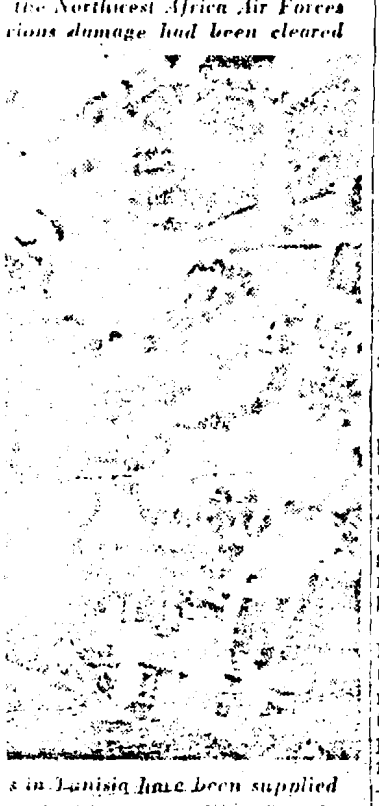
Date

SQDN	AIRCRAFT Let	AIRCRAFT No.	PILOT	TARG.	TIME OFF EST.	TIME OFF ACT.	COAST OUT	OVER TARGET EST.	OVER TARGET ACT.	COAST IN	BASE EST.	BASE ACT.	CAMERA	CONTROL	BOMBS DROPPED	WEATHER	OPPOSITION	REM
381	312	G	FORTIN		0945	0952	1100	1300		1505	1540	MISSING			3:20			
	650	K	WATSON			1005						MISSING			3:26			
	120	Y	O'HARA			0951						1215		X		2:24		OXYGEN BLE
	592	L	REECHER			0954						1634			6:40			
	625	N	HARWOOD			0946						MISSING			3:20			
	488	M	CASEY			0950						MISSING			3:20			
	072	W	McKEARN			0951						1617		X				
															20:00	2:21 / 4:45		
	084	A	VINNEDGE			0955						1628			6:33			
382	251	Z	SMILEY			0947						MISSING			3:18			
	435	M	JUDAS			0947						1635			6:48			
	643	Y	MILLER			0948						MISSING			3:24			
	651	A	GILLOGLY			0948						MISSING			3:24			
	760	V	LALLY			0949						MISSING			3:24			
	034	U	JANKOWSKI			0949						MISSING			3:24			
369	404	B	MALISZEWSKI			0953						1624			6:21			
	426	X	TERRY-MAGOFFIN			0953						1623			6:30			
423	218	J	BRISCOE			0951						1630			6:34			
	180	B	LAMBERT SMITH			0944						1630			6:46			
	774	G	YOUREE			0945						X			6:45			LANDED AT
	224	D	HOPKINS			0944						1631			6:47			
	551	T	HOWARD			0954						1627			6:43			
	171	U	GEORGE			0945						MISSING			3:24			
	784	R	HENNESSY			0954						1626			6:32			
	649	V	JOHNSON			0946						1632			6:46			
	488	F	PIPP			0944						1629			6:45			
	666	Z	HANES			0954						1622			6:28			

Palermo



the Northwest African Air Forces
vious damage had been cleared



s in Tunisia have been supplied

Fortress Pilot Gets Craft Back With One Motor

Ship Shot Up Near Bremen, Captain Youree Achieves Almost Impossible Feat

By Telephone to the Herald Tribune
Copyright, 1943, New York Tribune Inc.

AN AMERICAN FLYING FORTRESS BASE, Somewhere in England, April 18.—The Comanche town of Walters, Okla., down in the Red River Valley, can put out flags for Captain Purvis E. Youree, a native son, who brought home a crippled Fortress from the mass daylight raid over Germany yesterday in a feat that might possibly win him the Distinguished Service Cross.

Strafed by a squadron of enemy fighters just as his Flying Fortress, Old Faithful, was nearing Bremen, Captain Youree made a perfect bombing run over the Focke-Wulf plant with two of his four engines dead and the top turret shattered. But that was only the beginning.

With the odds 100 to 1 against his reaching the coast of England, Youree skimmed 200 miles across the North Sea with only one good engine. His co-pilot, Lieutenant Leroy C. Sugg, of Huntsville, Ala., coaxed a little juice out of No. 3 engine by grabbing two ends of a broken cable until his hand was cut and bleeding.

Every moveable fixture was thrown overboard to lighten Old Faithful and give her altitude. All guns and ammunition went out the hatch, even the lamps and the radio. In the radio room the gunners huddled on the floor, bracing themselves for a crash into the sea.

Flew at Wave Level

Youree was flying at wave level, his props actually dipping into the sea. The top-turret gunner, wounded, had a useless right hand. Another gunner suddenly remembered he couldn't swim. "If I ever get out this," said the third gunner, from Georgia, "I'll never trouble the good Lord no more."

Occasionally Youree got Old Faithful up to fifty feet, but each time she settled, while the gunners groaned. Her speed dropped to 115 miles an hour. Youree was pulling fifty-five inches of manifold pressure into the good engine—nine inches above danger line.

Old Faithful was still within range of the twin-engined Junkers 88's based along the enemy-held coast. Stripped of her armor, she could have been knocked off by a single pass of an enemy fighter, but the minutes went by and nothing happened. Old Faithful was over English waters, but her gas was almost gone.

Youree saw two trawlers and was tempted to glide up close to them so that none would have far to swim. A Fortress stays afloat only a few seconds, and it takes

War Communiques

American

WASHINGTON, April 18. (AP).—Navy communique No. 348:

SOUTH PACIFIC:

1. On April 16:

(A) During the night, Flying Fortresses (Boeing B-17), Liberator (Consolidated B-24) heavy bombers and Avenger (Grumman T-BF) torpedo bombers attacked Japanese installations at Kahili and shipping at Ballale, in the Shortland Island area. A tanker and a cargo ship were possibly damaged.

(B) During the night two Japanese planes attacked Guadalcanal Island, resulting in light casualties to United States personnel and minor damage to materials. It is believed that one of the Japanese planes was shot down by United States anti-aircraft fire.

2. On April 18 a number of Lightning (Lockheed P-38) fighters engaged two Japanese bombers, escorted by six Zero fighters, over Kahili, in the Shortland Island area. The two bombers and three of the Zeros were shot down. Later, another Japanese bomber was encountered by the same group of Lightnings and destroyed. One United States fighter is missing.

NORTH PACIFIC:

3. On April 16:

(A) A formation of Army Liberator heavy bombers bombed Japanese installations on Attu Island.

(B) On the same day, formations of Army Liberator heavy bombers and Mitchell (North American B-25) medium bombers, escorted by Lightning and Warhawk (Curtiss P-40) fighters, carried out ten attacks against Japanese positions at Kiska. Hits were scored in the vicinity of the runway and the main camp area. All United States planes returned.

NEW DELHI, India, April 18 (AP).—A communique:

Formations of B-25 medium bombers of the 10th United States Air Force on April 17 achieved excellent results in co-ordinated attacks against enemy railroad installations at Myitkine.

Crews attacking a railroad bridge reported direct hits on the bridge and its southern approaches. Crews attacking railroad sheds reported the target destroyed and oil fires left burning.

P-40 fighters, armed with light bombs and machine guns, silenced enemy anti-aircraft batteries in northwest Burma. Two large fires were left burning after a bombing attack on the enemy-occupied village of Nanyaseik.

The railroad bridge at Namti suffered some damage, including a direct hit on the north end of the bridge. Hits also were observed on approaches to a railroad bridge at Kamaing, but damage to the bridge structure was reported as minor.

From all these operations all our aircraft returned safely.

Allied

ALLIED HEADQUARTERS IN NORTH AFRICA, April 18 (AP).—A communique:

Active patrolling continues along the whole of the 18th Army Group front. Otherwise there is nothing to report.

On the night of April 16-17 motor torpedo boats operating off the Gulf of Tunis sighted a convoy of merchantmen escorted by destroyers. In the attack which followed one of the enemy merchantmen was sunk. Shortly afterwards aircraft of the fleet air arm attacked this same convoy with torpedoes.

An observer in one aircraft, whose pilot had to take a violent avoiding action to avoid a collision with an enemy ship, reports seeing his torpedo

Horthy Meets Hitler; Defenses Believed Worry

British Think Regent of Hungary Discussed Allied Invasion of the Balkans

By The Associated Press

LONDON, April 18. — Admiral Nicholas Horthy, Regent of Hungary, has concluded a two-day visit to Fuehrer Adolf Hitler at the German dictator's headquarters and British quarters tonight interpreted the conference as a continued Nazi effort to build military and political fences against a possible Allied invasion of the Balkans.

It was the fourth recent conference of its kind. First, King Boris III of Bulgaria was summoned before Der Fuehrer. A four-day conference of Hitler and Premier Benito Mussolini last week was followed by a pilgrimage of the Rumanian dictator, Marshal Ion Antonescu, to Germany and Rome.

British circles said the obvious propaganda aim of all the meetings was to create an impression of solidarity and unity of purpose within the Axis.

The Berlin radio, which announced the Horthy-Hitler meeting, said the Hungarian Regent returned to Budapest today after making the trip at Hitler's request.

It was presumed that Hitler increased his military demands on Hungary, despite the rumors of recalcitrance on the part of that Axis satellite. Reports from Budapest recently have told of the Hungarians withdrawing troops from Russia and workers from Germany. Hungarian divisions have been handled roughly on the Soviet front.

British informants speculated that Hitler probably warned Horthy that Hungary could not keep territories it received from Czecho-Slovakia and Rumania unless Hungary stood firmly with the Axis.

A statement broadcast by Berlin regarding the meeting said: "The Hungarian people, who already have experienced the horrors of Bolshevism once, will fight side by side with their allies, united in the tri-partite pact, until this menace to our peoples is completely eliminated. Hungary will mobilize its forces for this end for the liberation of Europe and for the security of the Hungarian nation."

Italian Minister Is Replaced

Carlo Tiengo, Italian Minister of Corporations, has resigned "for reasons of health" and has been replaced by Under Secretary Tullio Cianetti, the Rome radio said last night in a broadcast recorded by The Associated Press.

Tiengo had succeeded Renato Ricci as Minister of Corporations in the Feb. 5 shake-up which



United States Army Air Forces

are as showing: (1) Two 120-foot, 270-foot warehouse wrecked and a feet blasted in the pier by explo- A-flying B-17s felt the concussion: my destroyer damaged and listing (below) damaged by two direct front buildings, offices and ware- warehouses destroyed. (B) A 350- t, which carried deck cargo, sunk

Focke-Wulf Fighter Plant Half Wrecked

(Continued from page one)

false alarm and the other two set off by nuisance raiders. One German plane approached the city last night, and a small force penetrated to the city's outskirts early today before being chased back. No bombs were dropped.

Beaufighters of the Coastal Command, escorted by Spitfires, struck at the convoy off the Dutch coast, laying hits on several vessels and leaving the largest one on fire and listing. The leading Beaufighters raked the ships with gunfire. Then a fresh wave plunged in with torpedoes.

The Air Ministry said the largest ship, a medium-sized merchant vessel, was struck by two torpedoes. Returning pilots said other ships "certainly" were torpedoed.

Ventura bombers escorted by fighters attacked the docks at Dieppe, sustaining the Allied nonstop aerial offensive in which R. A. F. fighters and fighter-bombers shot up railways and power stations in northwest Germany, France and Holland Saturday night.

[illegible] R. A. F. heavy bombers were grounded, swift Mosquito bombers reached deep into Germany to attack several trains, damaging at least three, while Whirli-Bombers, Beaufighters, Typhoons and Mosquitoes shot up and bombed freight trains in France and the Low Countries, it was reported. Three fighters were lost over occupied territory.

Brooklyn Flyer Downs Nazi

ALLIED HEADQUARTERS IN NORTH AFRICA, April 18 (UP)—Lieutenant Vincent Puglisi, of [illegible] Eighty-sixth Street, Brooklyn, was decorated today with having shot down a German Messerschmitt fighter which attacked a Flying Fortress during yesterday's raid on Palermo, Sicily.

Don't be too late with too little . . . fill that War Stamp Album and get a War Bond TODAY.

Lighten Plane Further

They sighted the English coast. The crew ripped all the remaining fixtures off the wall, threw out the last oxygen bottle. Old Faithful leaped up to 300 feet. Youree dropped flares so that coast gunners wouldn't shoot him down for a hit-and-run enemy raider. He studied the fuel gauge and figured he had five to ten minutes to go. Old Faithful sailed over a flat meadow. "I'm going to land in the next one," shouted Youree. "I don't care whether it's cows or horses."

They came in at treetop level on the next open space. It proved to be a Spitfire base. Youree managed to put one wheel down, got the other down halfway. There wasn't time to look for the runway, so Youree set Old Faithful down in the grass.

"He really greased her in," said Lieutenant George S. Horner, [illegible] of Sedalia, Colo. "It was the smoothest landing—you could have held a glass of water on that one."

The commanding officer at the Spitfire base took a look at Old Faithful and Purvis E. Youree. He saw Youree eyeing a Spitfire and said: "It's yours for the day."

Youree took a rain check because it was late afternoon and he was accepting the C. O.'s offer literally. He intends to put in a full day with a Spitfire on his next leave.

Youree's return last night gave this base a moral lift that was badly needed. This base lost ten Fortresses on the Bremen raid and 100 faces are missing tonight from the party in "B for Bertie" mess.

Taciturn on Feat

Captain Youree wouldn't say much about the trip home from Bremen. "It's kind of a mystery how we got back," he mumbled, darting for the nearest door.

The narrative came from Lieutenant Horner. He told how shells from a Focke-Wulf tore out all control cables except for No. 4 engine; how Sugg, the co-pilot, crawled down below the catwalk, tearing out the broken cables until he found the ends of the one leading to the only other serviceable engine. He pulled the cable back to his cockpit, holding it together with his bleeding hand, and grasped the throttle and control stick with the other, while Youree went back and gave first aid and a shot of morphine to the wounded top-turret gunner.

Old Faithful lost altitude so rapidly that Youree gave orders to prepare to "ditch" the ship. The bombardier, navigator and the gunners assembled in the radio room and pulled off their heavy flying clothes. Lieutenant Horner gave orders that the wounded gunner would be first man hoisted out on the wing. He re-assured the gunner who couldn't swim.

"Every time we felt the ship give, we said: 'This is it.'" Horner continued. "Youree did just about everything it is possible to do with a Fortress."

[illegible] bombers, of the strategic air force, attacked the docks at Bizerte. Many bombs fell in the target area and a large fire was started.

Medium and light bombers, of the tactical air force, continued their attacks on enemy air fields in Tunisia yesterday.

Flying Fortresses, of the strategic

(Continued on page 22, column 7)

Catroux Back in Algiers

ALGIERS, April 18 (AP).—General Georges Catroux arrived in Algiers this afternoon with General Charles de Gaulle's answer to General Henri Honore Giraud's proposals for French unity. He is expected to see Giraud early tomorrow.

519 Axis Planes Lost in Tunisia To Allies' 175

(Continued from page one)

fires destroyed fourteen German Stuka dive-bombers without loss to themselves. The once-dreaded Stuka is now considered outmoded, he said.

"I wouldn't have them in any air force I was running," General Spaatz said.

"The Northwest African Air Forces, one of the components of the Mediterranean Air Command, has secured virtual supremacy of the air since the beginning of the Mareth line offensive," he said.

"The Northwest African Air Forces is composed of American and British air units operating under a single command, carrying out co-ordinated efforts in complete harmony.

"In securing the air supremacy and in additional devastating attacks upon enemy shipping and ports, the other components of the Mediterranean Air Command—the Mediterranean Air Force and the Middle East Air Force—have completed a vital part in Tunisia."

Summing up, he said: "We roam freely over Tunisia, Sardinia, Sicily and Italy in daylight, and I think it is very rare that the Luftwaffe indulges in anything but sneak raids."

Doolittle Heads Strategic Force

ALLIED HEADQUARTERS IN NORTH AFRICA, April 18 (AP).—General Spaatz explained today that the Northwest African Strategic Air Force of heavy bombers and [illegible] is commanded by Major General James H. Doolittle, while the Tactical Air Force, the second part of Spaatz's command, is under Air Vice-Marshal Sir Arthur Coningham, of the Royal Air Force.

The Northwest African Air Forces make up one of the components of the Mediterranean Air Command under Air Chief Marshal Sir Arthur W. Tedder.

General Spaatz said American fighters with the Strategic Air Force on April 10 shot down no fewer than forty enemy transport aircraft.

"To neutralize the enemy air efforts some of our heaviest attacks were delivered on enemy airdromes, and there is little doubt that these strikes have disorganized the Luftwaffe," he declared.

Coningham's tactical force, consisting of American and British fighters and light and medium bombers, played a considerable part in the attacks on enemy airfields, but the main task has been to attack enemy road traffic, shoot down enemy aircraft and protect Allied ground forces, Spaatz said.

Spaatz paid tribute to the Coastal Air Force, which is a part of his Northwest African Air Forces. "It covered our shipping, protected our ports, made many reconnaissance flights to insure the safe arrival of our convoys and assisted in destruction of enemy shipping," he said.

The white-haired airman, his face burned brick red by the African sun, took up the subject of American aircraft quality and declared: "Our fighters have consistently beaten the enemy in the air, as the records show. The planes we have here can cope with anything the Germans have. Naturally, the lessons we learned we sent home for incorporation in future designs."

"I want to emphasize that American planes here are good," he said. "Our pilots here are equally good—as good as the pilots of any nation and the R. A. F. admits that freely. The operations of the Northwest African Air Forces have thrown us together in intimate contact, and there is the highest admiration between the Americans and the R. A. F. for each other."

Invest in the future for your family, your country. Buy War Bond today.

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RAIN
Today
See Our Complete Sto
$6.50 to $35
JOHN DAVID
STORES IN NEW YORK

MISSION LOADING LIST

Squadron X 368th. Bomb. Sq. (H) A/C Number 42-3034

Total time for complete mission _____ Date April 17, 1943.

P.	Jankowski, T.A.	1st. Lt.	R.	Benigno, B.J.	T/Sgt.
CP.	Scheil, W.H.	1st. Lt.	G.	Bell, C.R.	S/Sgt.
N.	Wigham, R.E.	2nd. Lt.	G.	Gelnett, W.G.	S/Sgt.
B.	Mc Donnell, T.P.	S/Sgt.	G.	Wylie, C.E.	S/Sgt.
E.	Stelzer, J.B.	T/Sgt.	G.	Chinlund, J.E.	S/Sgt.

X - MISSING IN ACTION

17

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 41-24467

Total time for complete mission _____ Date April 17, 1943.

P.	Lally, G.J.	1st. Lt.	R.	Lanning, P.A.	T/Sgt.
CP.	Hopkins, B.R.	F/O	G.	Off, L.	S/Sgt.
N.	Ross, F.E.	1st. Lt.	G.	McKeage, R.J.	S/Sgt.
B.	Curry, J.R.	T/Sgt.	G.	Gallegos, L.L.	S/Sgt.
E.	Downard, J.R.	T/Sgt.	G.	Johnson, A.C.	S/Sgt.

X - MISSING IN ACTION

5
0

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 42-5428

Total time for complete mission 7:00 Date April 17, 1943.

P.	Judas, M.V.	1st. Lt.	E	Kessler, L.J.	T/Sgt.
CP.	Cook, L.G.	1st. Lt.	G.	Barnt, G.D.	S/Sgt.
N.	Ezell, H.	2nd. Lt.	G.	Brotzman, E.H.	S/Sgt.
B.	Dix, M.D.	2nsd. Lt.	G.	Stroud, G.	S/Sgt.
R.	Groziano, J.R.	T/Sgt.	G.	Hlavac, L.J.	S/Sgt.

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 42-29643

Total time for complete mission Date April 17, 1943

P.	Miller, R.C.	1st. Lt.	R.	Spiro, J.M.	T/Sgt.
CP.	Teare, J.D.	1st. Lt.	G.	Phillips, W.J.	S/Sgt.
N.	Shaaber, J.D.	2nd. Lt.	G.	Truscott, E.A.	S/Sgt.
B.	Shelley, J.C.	2nd. Lt.	G.	Wade, J.E.	S/Sgt.
E.	Small, E.H.	T/Sgt.	G.	Williams, M.K.	Sgt.

X - MISSING IN ACTION

18

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA. Date 5/25/00

(1)

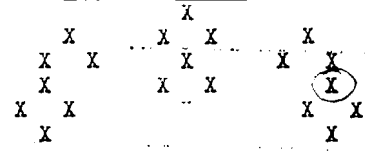
INTERROGATION FORM

SQUADRON (367) 368 369 ~~423~~ A/C Number 720 Letter _____ Date 17/4/43

Bomb Load Excess H.E. Incend.

Time Took Off _____ Time Landed _____

Position in Formation



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

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

CREW: Gi[illegible] nd Initials

Lt. O'Hara Pilot
_____ CO-P
_____ Nav.
_____ Bomb.
_____ Radio
_____ Top T.
_____ Ball T.
_____ R. Waist
_____ L. Waist
_____ Tail G.

2. TARGET ATTACKED:
Primary Time:
Alternate Height:
Last Resort Heading:
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: (6) Abortive:

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

Other Bombing:

4. Opposition ceased to be encountered after the Target was left behind. Broke away from formation about 50 miles after crossing the English coast at 1100 hrs

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Crew observations about Flak: _____

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

10. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen)

(Location and length of fight)

(Tactics of E/A)

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

(Our defensive action)

C L A I M S
DESTROYED
PROBABLY
DAMAGED (Fill out separately ORR for each c

11. FIGHTER SUPPORT

12. OBSERVATIONS: Give TIME, PLACE, FLIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations,

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

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

15.

15. DAMAGE TO ~~A/C~~: (Briefly)

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any sugg[illegible])

S-2 OFFICER [signature] DATE COMPLETED

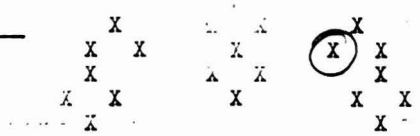
DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

INTERROGATION FORM

(2) SQUADRON (367) 368 369 423 A/C Number 087 Letter ____ Date 1/4/43

Bomb Load 6X1000 H.E. Incend. Posi Formation

Time Took Off ____ Time Landed ____



1- HOT NEWS to be phoned in? Yes No
Detail

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

Aborted

CREW: Give Rank and Initials

1/Lt W.J. McCleary	Pilot
1/Lt. Owen	CO-P
1/Lt J.G. Fogarty	Nav.
T/S C.T. Wendoloski	Bomb.
T/S H.M. Brown	Radio
T/S G. Klucick	Top T.
S/S W.G. Hicks	Ball T.
S/S W.J. Standish	R. Waist
S/S E.J. Miller	L. Waist
S/S J.O. Wheeler	Tail G.

2- TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)
Duration Bomb Run:

3- Number of BOMBS dropped on target: Jettisoned in ocean Abortive: {54°30' E / 54°45' N

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

Own Bombs: Turned back at 54°30'N 5°43'E at 1220 hours at 20,000'. The prop. governor on # 2 engine went out and the motor ran away. # 4 started to go. The bombs were jettisoned in order to reduce the load on the ship. As one motor was out and the other was pulling very little.

Other Bombing:

5- Any PHOTOGRAPHS taken: Yes? No?

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8- WEATHER: (If it affected mission)

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

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

Crew observations about Flak: ____

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10. ENEMY FIGHTER OPPOSITION:

75-80 ME110 - FW190 - ME109F
(Estimated total number of E/A se... (Types)

Picked up just before the I.P. — left us then went to (Location and ...) for us — caught us as we came out of the flak.

Shot up the low Bgunsters
(Tactics of E/A)

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

(Our defensive action)

5
DESTROY
PROBABLY nil
DAMAGED
Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT met us about ½ hour off the Eng. Coast ... escorted us.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, ene... signals; activity at airdromes, ports, water-ways, roads, railroad yards; co... centrations of vehicles, troops, vessels; landmarks, new enemy installatio...

At 1347 a force of four naval vessels with small boats escorting them. 53°55'N 06°40'E — There was six large merchant vessels following. They were

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

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

15. DAMAGE TO A/C: (Briefly) Horizontal stabilizer has holes in it from fighters

16. TECHNICAL FAILURES: nil

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

The leader of the lead group (0791) had to slow down and we had to slow down — we overran him.

S-2 OFFICER J. Howson TIME COMPLETED

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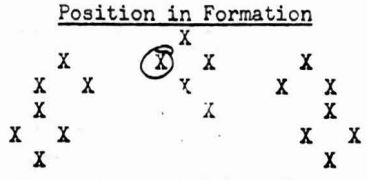
INTERROGATION FORM

(3) SQUADRON 367 368 369 423 A/C Number 42R Letter ____ Date 11/4/43

Bomb Load 5X1000 H.E. Incend.

Time Took Off 930 Time Landed 1640

Position in Formation



1- HOT NEWS to be phoned in? Yes No
Details:
5-B-17 went down.

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)
1-B-17 near Wildeshausen at 1325
Parachutes out
at 1317 - 2 chutes out of a B-17
Tail gunner estimates that he saw about 25 chutes out of B-17's.

2- TARGET ATTACKED: in target area.
(Primary) Time: 1259
Alternate Height: 24600'
Last Resort Heading: 50°
(circle)
Duration Bomb Run: very short
160 ind. Air Spd.

CREW: Give Rank and Initials

1/Lt E.G. Popp	Pilot
1/Lt M.W. Davis	CC-?
1/Lt H.J. Flowers	Nav.
S/S J.E. Melillo	Bomb.
T/S 13C Williams	Radio
T/S E.C. Rogers	Top T.
S/S E. Zahler	Ball T.
S/S F.T. Lusic	R. Waist
S/S O. VanCleve	L. Waist
S/S J. Webb	Tail G.

3- Number of BOMBS dropped on target: 5 Jettisoned: Returned: Abortive:
- last 3 were salvoed.

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

Own Bombs: No.

Other Bombing: ?

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

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8- WEATHER: (If it affected mission) at coast of Germany - scattered clouds - haze over target.

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
1253	Wildeshausen	24700'	H I	Black	{Estimate a barrage 500' deep. Flak from the I.P. to target and back to I.P.	

Crew observations about Flak: This crew says the opinion that this was barrage type flak was so heavy were almost on instruments.
Gunners observed at the one o'clock flak - the direct

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10. ENEMY FIGHTER OPPOSITION.

At 14. waiting 18 in a bunch
(Estimated total number of E/A seen) (Types)

Over 50 — Everything —
(Location and length of fight)

190 — 109's
More 110's than Ever.

(Tactics of E/A)

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

(Our defensive action)

CLAIMS

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT

As ordered —

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.

v transports heading South. 4 in water

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

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

15.

16. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

1 engine - radio

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

S-2 OFFICER Brian Jeffs TIME COMPLETED 5 30

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INTERROGATION FORM

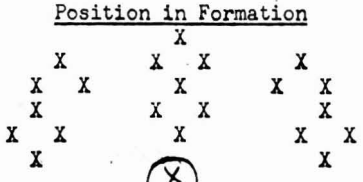
(4)

SQUADRON 367 368 (369) 423 A/C Number 426 Letter ____ Date 17/4/43

Bomb Load 5 x 1000 H.E. Incend.

Time Took Off 945 Time Landed 1630

Position in Formation



1- HOT NEWS to be phoned in? Yes No
Details:
1-B-17 - Mean target - 6 chutes
2-B-17 " " 2 chutes each.

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

CREW: Give Rank and Initials

Maj. Terry Pilot
F.T.G. Magoffin CO-P
Lt. J.C. Brown Nav.
Lt. W. Colantoni Bomb.
S/S R.W. Sparks Radio
T/S D.L. Hinebaugh Top T.
S/S B.P. Nolasco Ball T.
S/S F.M. Sliva R. Waist
S/S R.G. Watkins L. Waist
S/S T.A. Rosato Tail G.

2- TARGET ATTACKED:

(Primary) Time: 1759

Alternate Height: 27500'

Last Resort Heading: 60°
(circle)
Duration Bomb Run: 1 minute.

3- Number of BOMBS dropped on target: 5 Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing: The bombs of our wingmen hit on target.

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

6-. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: ✓

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

As ordered.

8- WEATHER: (If it affected mission) Cloud under - cleared for the target

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
	Rheydt	H-B		B	inacc. - out of range.	
1754	Target	27500 to H-I		B-	slightly below.	

Crew observations about Flak: Definitely Barrage type -

Two bursts that looked like the bombs from fighters.

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ENEMY FIGHTER OPERATION:

50-75 (Estimated total number seen) FW's. ME 110's & 210's. ME 109's. (Types)

Formation first picked up off islands going in to targ
(Location and length of fight)
didn't make attack until target and then all hell broke loose.

Most attacks from 12 o'clock.
(Tactics of E/A)
Made about 15-20 attacks on formation.

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

(Our defensive action)

CLAIMS
DESTROYED Nil.
PROBABLY
DAMAGED
(Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT

Nil

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels, landmarks, new enemy installations.

1 Ship Convoy 54°N 60°E Enroute 1345. - Moving fast 150 Smoke screen both sides. Red burst moving and looked like cigar right thru them.

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

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

Nil

15.

16. DAMAGE TO A/C: (Refl.)

Nil.

16. TECHNICAL FAILURES:

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

S-2 OFFICER TIME COMPLETED

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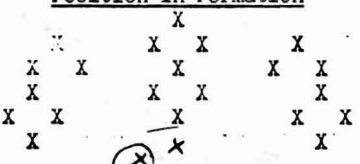
INTERROGATION FORM

SQUADRON 367 368 (369) 423 A/C Number 666 Letter ___ Date 17 April

(5) Bomb Load 5X 1000 H.E. Incend.

Time Took Off _____ Time Landed _____

Position in Formation



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

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)
1 B17 - Near Coast on way out.

CREW: Give Rank and Initials

Hanes Pilot
D R. Winters CO-P
J F Meltzer Nav.
L B Irwin Bomb.
C A Fatigati Radio
~~M Stoddart~~ Top T. R E Moore.
~~M J. M. Steinhart~~ Ball T.
M J. Komo R. Waist
F C. Latta L. Waist
R Peterson Tail G.

2- TARGET ATTACKED:

Primary X Time: 1302

Alternate Height: 27500

Last Resort Heading: 20°
(circle)
Duration Bomb Run:

3- Number of BOMBS dropped on target: 5X1000 Jettisoned: Returned: Aborted:

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

Own Bombs:

Other Bombing:
2 Bldgs. burning - and other bursts in area.

5- Any PHOTOGRAPHS taken: Yes? No?

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: -

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

As ordered.

8- WEATHER: (If it affected mission)
Hazy over Germany - Cloudy coming out.

9- FLAK: Encountered on way out, at target and on way ho

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location Bursts in relation to A/C	Accuracy
2 Bursts going in over Zuland. Black.						
1259	Target	27500	Heavy Intense - Black, (Looked like barrage)			

Crew observations about Flak: _____

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10. ENEMY FIGHTER OPPOSITION:

45-50. Mostly F.E.'s ...ew 110's.
(Estimated total number ... seen) (Types)

From target to coast.
(Location and length of ...t)

Were waiting right over target before massed attacks.

(Tactics of E/A)

Coming from all angles but mostly frontal
ME 110's stayed back & hit stragglers.
(Color, markings, etc. of E/A)

Tried to form formation again but were not accurate.

(Our defensive action)

CLAIMS
DESTROYED Nil
PROBABLY
DAMAGED
(Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT

Observed off coast of England at 1840.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.

Nil. Looked like special effort was made to get low squadron.

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

(Over.

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

15. Nil.

15. DAMAGE TO A/C: (Briefly)

2 small holes in wings.

16. TECHNICAL FAILURE

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

Too close on gas.

S-2 OFFICER Wright. TIME COMPLETED

FW seen shot down, pilot bailed & A/C hit water at 1345-10-11 off coast.

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INTERROGATION FORM

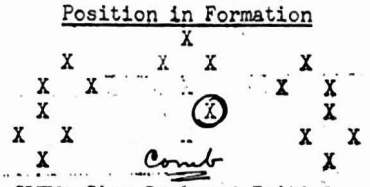
(1)

SQUADRON 367 368 ( ) 423 A/C Number 784 Lett P Date 17-4-43

Bomb Load 54/1000 H.E. Incend.

Time Took Off 945 Time Landed 1650

Position in Formation



1- HOT NEWS to be phoned in? Yes No
Details:
3 in trouble - 14 chutes

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)
#1 - after target - 8 bailed - fighters
#2 - Off to left - after target - 3 bailed
#3 - Further to left - 3 out of chute

CREW: Give Rank and Initials

Hennessy Pilot
Wheeler CO-P
Ballenbach Nav.
Travis Bomb.
T/S B H Dreiman Radio
T/S G R Wiley Top T.
S/S B A Hardey Ball T.
S/S P.V. Spellman R. Waist
S/S R S Adams L. Waist
S/S E J Connolly Tail G.

2- TARGET ATTACKED:

Primary Time: 1305
Alternate Height: 27500
Last Resort Heading: ~~SW~~ 48
(circle)
Duration Bomb Run: 170°

3- Number of BOMBS dropped on target: 54 1000 - Jettisoned: Returned: Abortive:

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

Own Bombs: Travis says target was hit

Other Bombs:

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

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8- WEATHER: (If it affected mission) ~~Good~~ HAZY

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
Worst they ever saw Adams (BARRAGE) -						
Little at I.P. Very little or none going out.						

Crew observations about Flak: Flack looked like Hundreds -

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10. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen)

(Location and length of fight)

(Tactics of E/A)

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

(Our defensive action)

C L A I M S
DESTROYED
PROBABLE
DAMAGED
(Fill in separately for each claim.

11. FIGHTER SUPPORT

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.

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

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

15.
15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

S-2 OFFICER [signature] TIME COMPLETED

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INTERROGATION FORM

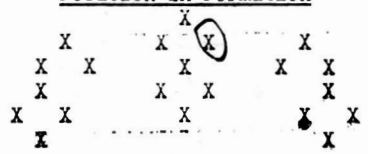
(8)

SQUADRON 367 368 369 (423) A/C Number 524 Letter D Date April 17-43

Bomb Load 5X1000 H.E. Incend.

Time Took Off 4.35 Time Landed 4.35

Position in Formation



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

Friendly A/S in any kind of distress? (Give position, time, altitude, full details)
4 B17's go down right shot after target

CREW: Gi[illegible]nd Initials

Lt R. H. Smith	Pilot
Lt K. E Logan	CO-P
Lt L. S. Pierce	Na..
Sgt Wm E Hull	Bomb.
Sgt M Pilkywiney	Radio
Sgt L. L. Bamforth	Top T.
Sgt W. Piotrowski	Ball T.
Sgt E J. Stodolski	R. Waist
Sgt C. W. Dunham	L. Waist
Sgt J. E. Smoot	Tail G.

Sgt M.A. McEwen

2- TARGET ATTACKED:

Primary Time: 1252

Alternate Height: 24800

Last Resort Heading: 310
(circle)
Duration Bomb Run:
30 seconds

3- Number of BOMBS dropped on target: 5 Jettisoned: Returned: Abortive:

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

Own Bombs: Too busy

Other Bombing: Too busy

5-

6- Any PHOTOGRAPHS taken: Yes? (No?)

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7- ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
same as ordered on way out: varied on way back

8- WEATHER: (If it affected mission) hazy

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

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

Crew observations about Flak: pretty bad.

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

10. ENEMY FIGHTER OPPOSITION: all types known

75-100 (Estimated total number of E/A seen) (Types)

1247 just before Altdorn (41 5/8) until 1345 about 20 miles off coast.
pressed attacks home
nose attacks 11 and 1 at the same time
1088 was lobbing from out of range
(Tactics of E/A)
seemed to attack formation as a whole

yellow nose, yellow wing tips
(Color, markings, etc. of E/A)
light, dark, silver, one 109 painted like a Spit

fired almost all ammo
(Our defensive action)
turned into attacks evasive action

CLAIMS	
DESTROYED	1
PROBABLY	0
DAMAGED	1

(Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT as ordered at 1452 hrs in fact a little early

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations)
Wilhelms - smoke screen both vert & horizon
ships ⇒ ← 3 groups fanning out.

fighters came thru flak

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)
2B17 (91st) hit at target flak - others flak

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

15. DAMAGE TO A/C: (Briefly)
small holes - scraps shell cases
1 flak hole in wing

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)
too many aborting too dam late

S-2 OFFICER Skalak TIME COMPLETED 1735

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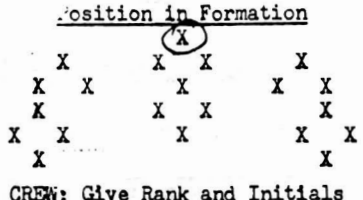
INTERROGATION FORM

(9) SQUADRON 367 368 369 (423) A/C Number 180 Letter B. Date 3/17/43

Bomb Load 5X1000 H.E. Incend.

Time Took Off 9.45 Time Landed 16 30

Position in Formation



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

CREW: Give Rank and Initials

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

Saw 4 B17. go down rg rear target all about 5 min. after target 171 was seen probably hit by flak. Ot Stratojet hit up at rt. angles. Then saw 6 chutes + plane going down under control.

Maj. Lambert Pilot
Capt. Smith CO-P
Capt. Gaslin Nav.
Capt May Bomb.
Sgt. H K Kirn Radio
T/S A Bezak Top T.
H.V. Wilson Ball T.
S.M. Wentworth R. Waist
H Romero L. Waist
FN Corcelle Tail G.

2- TARGET ATTACKED:

(Primary) Time: 1259

Alternate Height: 24500

Last Resort Heading: 15°
(circle)

Duration Bomb Run: 40 Sec.

3- Number of BOMBS dropped on target: 5 Jettisoned: Returned: Abortive:

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

Own Bombs: Not seen. But it should be good.

Other Bombing: Not seen.

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

6-. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

O.K. as ordered except climbed too late.

8- WEATHER: (If it affected mission) Pretty much as briefed. High clouds at 30,000

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
1259	Target		Extremely intense. Very large. Most flak at altitude seen. Not aimed for most part.			
Flak ships on rng rt. off coast but inaccurate. 5000 ft low.						

Crew observations about Flak:

Hit by flak

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/Rw NARA, Date 5/25/89

10. ENEMY FIGHTER OPPOSITION

60-70 (Estimated total number of E/A ce...) Mc109F, FW190's Mc110's (Types)

Picked us up at the I.P. - made withies but did not attack us until after we left the coast (Location and length of F...)

The Mc110's would wait for the Mc109's to knock a fighter down and would then take one for the kill - getting on their tail

(Tactics of E/A)

Red nosed Mc109's - also yellow nosed FW190's. Also some black fighters - these did not seem to press their attacks.

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

(Our defensive action)

DESTROY... Nil

...OBABLY

...MAGED

...ill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT Met some Spits 5 min. from English coast.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations

at 1315 an FW190 went down - pilot baled 4 F flak boats - 5 min. off the west end of Jurist Island - Flak was way below us

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

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

Nil

15. DAMAGE TO A/C: (Briefly) Piece of flak in dorsal fin. - holes

16. TECHNICAL FAILURES: Nil

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

Nil

S-2 OFFICER S.J. Wm... TIME COMPLETED

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

(10)

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 649 Letter V Date 17-4-43

Bomb Load 54 1000 H.E. Incend. Position in Formation

Time Took Off 943 Time Landed

1. HOT NEWS to be phoned in? Yes No
Details:
5 or 6 B17's

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)
Saw one from our group - think it (Hodge - over Target just before dropped bombs - FW hit stabilizer - crumpled.

CREW: Given and Initials

Capt Salada	Pilot
Lt McCullum	CC-
Pollock	Nav.
Lt L Drew	Bomb.
T/S C M Counts	Radio
S/Sgt W W Fahrenholt	Top T.
S/Sgt J M Hobbs	Ball T.
S/SGT W W Hart	R. Waist
S/Sgt R H Gibson	L. Waist
T/Sgt N.M. Faviche	Tail G.

2. TARGET ATTACKED:
Primary Time: 13 0 ✓
Alternate Height: 25 000
Last Resort Heading: 0 2
(circle)
Duration Bomb Run: 30°

Engine trouble this and 4 3 or 4 planes - turned under control - or Right 10 minutes off Target

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

4. Observed RESULTS OF BOMBING: (For this plane or others)
Own Bombs: Dropped early
Other Bombing: Didn't See

Saw one B17 Lead at convoy Ship turned back taking

Another right after target down.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission.) Clear —

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
Fighters - right then Flack - and then formation						
More flack than Pollock ever saw Shy black						
Barrage all over - Could see flack over target of Flak smoke when over coast						

Crew observations about Flak:
Also over Islands - 10 or 15 minutes in Flack.

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

10. ENEMY FIGHTER OPPOSITION:
A good 75-100 fighters. Moth S.E. FW 190s ME 110s
(Estimated total number of E/A) (Types)
Some after cont. say first bunch of 18 but E/A waited for bomb run to attack. Now three circle around Bremen.
(Location and length of attack)
Continued attack until pretty close to cont. Moth head on attacks between 11 and 1.
(Tactics of E/A)
Silver wings. Yellow ME 109, light yellow.
Yellow with silver wings ME 109s.
(Color, markings, etc. of E/A)

(Our defensive action)

DESTROYED	1
PROBABLY	
DAMAGED	

(Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT
None.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.
None.

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

14. INJURIES TO CREW: (Give name, position in A/C, type injury, how received, PLACE and TIME.)
None

15.
15. DAMAGE TO A/C: (Briefly)
None flak holes.

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)
Heaviest resistance we've yet met. Formation had become disrupted from group ahead. Should be

S-2 OFFICER TIME COMPLETED

(12)

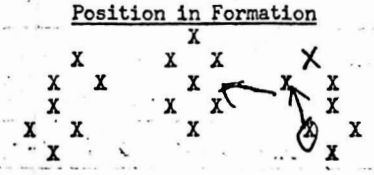
INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 407 Letter L Date 4/3/17

Bomb Load 5X1000 H.E. Incend.

Time Took Off 945 Time Landed 1640

Position in Formation



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

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)
Saw Geiger hit by flak on target. Saw 2 chutes. Saw 7 B17s go down

CREW: Give Rank and Initials

Reecher.	Pilot
T.D. Edgewood.	CO-P
H.E. Lane	Nav.
Sgt Ed Zafelly-Zabawa	Bomb.
R.G. Shalk	Radio
J.W. Wallenhorst	Top T.
M Cossey	Ball T.
L.J. Dinfee	R. Waist
L.L. Meer	L. Waist
W.D. Brittain	Tail G.

2- TARGET ATTACKED:
(Primary) Alternate Last Resort (circle)
Time: —
Height: 27,500
Heading: ?
Duration Bomb Run: with others.

3- Number of BS dropped on target: 5 Jettisoned: Returned: Abortive:

4- Observed RESULTS OF BOMBING: (For this plane or others)
Own Bombs: not seen on time. Our squadron dropped ahead of lead squadron.

Other Bombing:

5- Any PHOTOGRAPHS taken: Yes? (No?) Camera not started.

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8- WEATHER: (If it affected mission) good.

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	[illegible] in relation to A/C	Accuracy
Over Target			Reg intense. Big Barrage. Black.			

New observations about Flak:

some flak holes in Bomb. Bay.

10. ENEMY FIGHTER OPPOSITION

100 aprox. 15 ME 110s. Mostly FWs & ME

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

Fighters went right to target. Mostly small turn after hit

(Location and length of fight)

Navigator shot in head on attack 3 minutes after bombs dropped & killed. Armor plate under turn 50 cal saved bombardier

(Tactics of E/A)

Yellow noses.

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

(Our defensive action)

CLAIMS

DESTROYED 2

PROBABLY

DAMAGED

(Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT

Good.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, ene signals; activity at airdromes, ports, water-ways railroad yards; co centrations of vehicles, troops, vessels; landmar nemy installations

None.

13. INCIDENT TO FRIENDLY A/C: (If one A/C lost, state whether by A.A., E/A Act ., Accident or Undetermined

as above.

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

Navigator killed 20 min. Died 5 minutes after hit. Fly practically blown off.

15. DAMAGE TO A/C: (Brief) 20 mm in nose. #2 engine hit, 1 in Rudder. Oil tunnel & Tail hit.

16. TECHNICAL FAILURES:

None.

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

Rough.

S-2 OFFICER TIME COMPLETED

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

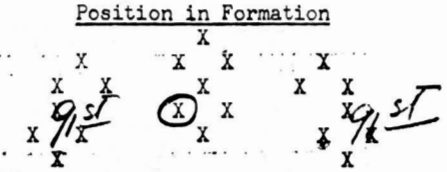
INTERROGATION FOR

SQUADRON 367 368 (369) 423 A/C Number 218 Letter ___ Date 17/4/43

(15) Bomb Load 3/1000 H.E. Incend.

Time Took Off 0957 Time Landed 1620

Position in Formation



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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)
5 B17 Off to target
1 ea of 5 over islands - bail
FW firing B17 going down. 8 chutes out of one
2 out of another 4

2- TARGET ATTACKED:

(Primary) Time: 12.59.50
Alternate Height: 25° mag
Last Resort Heading: 27100
(circle)
Duration Bo.. Run: 20 sec

Lt C.D. BRISCOE Pilot
" F.P. SHERMAN Co-P
" D.F. MacGHEE Nav.
J.K. HICKEY Bomb.
S/S R.L. NEWPORT Radio
T/S H.L. NOYES Top T.
S/S W.L. ROSE Ball T.
S/S A.F. DUMEAUX R. Waist
S/S J.T. DEETS L. Waist
S/S J.R. FOLLER Tail G.

3- Number of BOMBS dropped on target: 5 Jettisoned: Returned: Abortive:

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

~~Own Bombs~~:

91st pieced on

Other Bombing: rt half smoke covered some overages - way over

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

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: ___

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

satisfactory

8- WEATHER: (If it affected mission)

9- FLAK: Encountered on way out, at target and on way ho.. haze - could see flashes of A/A fire

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight,	Color of Bursts	Location Bursts in relation to A/C	Accuracy
I.P.			few bursts		off to left	
Target			fire at us not following - all good			
			Black			

Crew observations about Flak: very int. fire - one B17 down low fired at by ship (water) [illegible]

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/Rw NARA, Date 5/25/89

10. ENEMY FIGHTER OPPOSITION:

30 to 50 Ju88, ME.109's ..10's FW190's
(Estimated total number of E/A seen) (Types)

40 minutes Continuous attacks 1255 to 1340
(Location and length of fight)

Headon from 10 to 7 o'clock low and level Coming in Close. ~~Hod~~

(Tactics of E/

FW.190 Yellow nose and wing tips
ME109's Red nose.
(Color, markings, etc. of E/A)

(Our defensive action)

Briscal's ship saw 2/4 fighter bail out.

CLAIMS
DESTROYED ~~X~~ 1
PROBABLY
DAMAGED
(Fill out immediately separate FORM for each c

11. FIGHTER SUPPORT

12. OBSERVATIONS: Give TIME, PLACE, H... (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.
FW.190 Shot at man who baled out of B17

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, Accident or Undetermined Cause)
One B17 engine on fire going down out of Control 4 parachutes out. after target.

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.) none.

15.

15. DAMAGE TO A/C: (Briefly) Empty shell cases shattered windows few flak holes in fuselage.

16. TECHNICAL FAILURES: Charging mechanism out on top turret guns. One ball turret gun out.

17. CREW COMMENTS: (Any unusual incidents? Any sugg

S-2 CH... R W W Glass ...E COMPLETED

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

INTERROGATION FORM

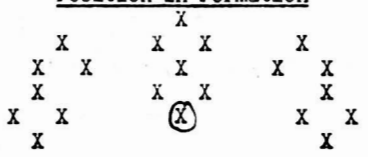
SQUADRON 367 368 369 423 A/C Number 084 Letter ____ Date 17/4/43

(16)

Bomb Load 5X1000 H.E. Incend.

Time Took Off 957 Time Landed 1624

Position in Formation



HOT NEWS to be phoned in? Yes No
Details:

CREW: Gi[illegible] and Initials

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

Lt. Vinnedge Pilot
Lt G.H. Moresh CO-P
Lt K.B. Cuedo Na
Lt R.S Lindsey Bomb.
T/Sgt. B.S. Brown Radio
S/Sgt. P.R. Loubet Top T.
S/Sgt. C.E. Frymoyer Ball T.
S/Sgt. J.T. Ross R. Waist
S/Sgt T.F. Fassig L. Waist
S/Sgt. Glen Rummells Tail G.

TARGET ATTACKED:

Primary Time: 1300
Alternate Height: 26,500
Last Resort Heading: 140°
(circle)
Duration Bomb Run: 40 seconds.

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

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

Own Bombs:

To busy with fighters and flak.

Other Bombing:

Any PHOTOGRAPHS taken: Yes (No?)

GROUND TARGETS ATTACKED BY GUNFIRE AND ROCKETS:

ROUTE (If different than ordered) (If [illegible] give time, place, height of turn; reason for returning early, and disposition of bombs.)

At 1329 Smoke screen at Emden on Leyhorn.
1342 Convoy 8 ships 4 large escorted by destroyers" about five miles off Juist Island.
WEATHER: (If it affected mission) 3/10 tns and Haze.

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

Time	Place	Height of A/C	Type (light, heavy) intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
1300 to	Target	26500	Heavy intense	Black		Good accuracy.
1315			Light flak over Frezian Islands on way out.			

Crew observations about Flak:

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/Rw NARA, Date 5/25/89

10. ENEMY FIGHTER OPPOSITION:

Two minutes before IP - 15 minutes after
(Estimated total number of E/A seen) (Types)
crossing land. Flew along then went ahead &
(Location and length of fight) turned in for frontal attacks
1145 saw 16 FW

Saw 27 at one time FW
(Lots more 109's)
(Tactics of E/A) 110's 88's > over 50

4 attacks - stayed one hour.
stopped 15 miles off coast.
(Color, markings, etc. of E/A)

(Our defensive action)

Saw one FW explode
saw 2 pilots bale FW.

CLAIMS
DESTROYED
PROBABLY
DAMAGED
Fill out immediately separate CLAIM FORM for each claim.

FIGHTER SUPPORT
Met them as ordered -
NO BOMBS -

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

Flack ships plus a convoy - light and didn't fire.

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

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

15. DAMAGE TO A/C: (Briefly) Saw something like cloth (pennant) flying in AIR

16. TECHNICAL FAILURES: —

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

Flack broke up. then formation of fighters came in and kept shooting up.

S-2 OFFICER Barrington TIME COMPLETED 5:10

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/Rw NARA, Date 5/25/89

INTERROGATION FORM

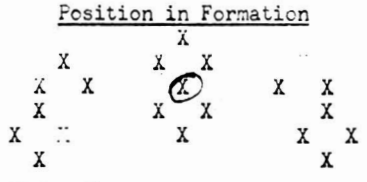
SQUADRON 367 368 369 (423) A/C Number 214 Letter G Date 4/17/43

Bomb Load 5 X/1000 H.E. Incend.

Time Took Off _____ Time Landed _____

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

Position in Formation



CREW: Give Rank and Initials

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

Captain Ymell Pilot
Lt. L.C. Sugg. CO-P
Lt. ? Chaney Nav.
Lt. GS Hoover Bomb.
T/S HR Bean Radio
S/S W. Wilkinson Top T.
S/S K.N. McClure Ball T.
S/S LA. Skinner R. Waist
S/S FL ~~Gillard~~ Colvard L. Waist
S/S W.V. Baker Tail G.

2. TARGET ATTACKED:

(Primary) Time: Same as reported.
Alternate Height:
Last Resort Heading:
(circle)
Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Same as reported by others. (See assistant ass fighter tactics.

Any observations about Flak: _____

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RLW NARA, Date 5/25/89

RENDEZVOUS.

D. JAY BEAMS IN OPERATION FROM ETA TARGET: OTF - A - 081, R-056

C - 080, R-072

E. SPLASHERS: NO 5 AND 6 ON FROM ZERO MINUS 90 MIN TO ZERO PLUS 30 MIN . NO4 AND 5 FROM ZERO PLUS 180 MIN TO ZERO PLUS 300 MIN.

F. CALL SIGNS:

BOMBERS : 91 GP LUDDITE ONE

306 GP LUDDITE TWO

91-306 GP LUDDITE THREE

305 GP LUDDITE FIVE

XXXXXXXXXXXXX

305 GP LUDDITE FOUR

303 GP LUDDITE FIVE

305- 303 GP LUDDITE SIX

FIGHTERS: WORK HOUSE

GROUND STATION: BULLFINCH

G. AUTHENTICATING CODE: SPARE GROUP NO30 BOMBER CODE.

H. IDENTIFICATION FLARES:

91 GP GREEN

306 GP GREEN- YELLOW

91-306 GP YELLOW

305 GP RED

303 GP RED- GREEN

305-303 GP GREEN-RED.

COMBOMMIG ONE

HOLD 0 CC PARA 2. A. PRIMARY: GY-4772 NOT GT

CC PARA 2 B. 2 ND LIN WB 1/2 (I) RPT (I) NOT (8) AS SENT

CC PAA 3. C .. AXIS OF ATTACK ETC

3.F. 2ND LINE CWA 06 DEG. 00 MIN E, .. TO 53 DEG.X542 MIN ETC

PARA X (F) 7TH LINE FRO M END READ .. WILDESHAUSEN

PARA XXXXX PARA G. CWA' EACH CW .. FLY

PARA H. CWA LOW ALT. CRUI$E

CWA 170.. IAS 1000 FT/ MIN

PARA E. CWA ZERO... MINUS 90 MIN

PARA F. CALL SIGNS 4TH LINE SHOULD READ

305 GP LUDDITE FOUR NOT AS FIRST SENT

B B / VA

O FOR K WITH R .

TELETYPE REPORT

(A) Narrative

1. Brief descriptive summary of mission

2. General results of bombing attack

3. Abortives: points of turn-back and reasons for each

Returned back about 50 miles after leaving English Coast at 11[illegible] hours. 4 of 4 gen engines out due to break in line. One turned back at 54°30'N, 5°45'E, at 1[illegible]0. One engine out another started to go.

4. Enemy air opposition (in brief, no individual encounters): General description of fighter opposition encountered; types of E/A encountered; tactics employed by enemy and ourselves; as to enemy destroyed state whether many, few or nil; distinguishing markings, color, characteristics or behavior of E/A.

5. Flak: where encountered, appearance of bursts, intensity, accuracy as to deflection and height, anything new or unusual.

6. Friendly A/C lost or in distress (elaboration of hot news report) Where last seen, time, altitude, estimated cause, personnel seen baling out, appearance of A/C

~~did not return~~

7. A/C crashed in England or seriously damaged.

~~10 ships missing~~ ~~10 ships missing~~ – Two out 15 days – 3 more out ~~over 4 days~~ 5 days. A/C that returned, 4 days

10 ships missing after

8. Observations: Detail any items of interest seen by crews concerning the enemy or our own forces (balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, waterways, roads, railway yards; concentrations of vehicles, troops vessels; landmarks, new enemy installations).

One down at Coltishall – extent of damage unknown

TELETYPE REPORT

(A) Narrative

1. Brief descriptive summary of mission

2. General results of bombing attack

3. Abortives: points of turn-back and reasons for each
1 Turned back about 50 miles after leaving English Coast at 11[00] hours. 4 Of 4 gen engines cut due to break in line. One turned back at 54°30'N, 5°43'E, at 1220. One engine cut another started to go.

4. Enemy air opposition (in brief, no individual encounters): General description of fighter opposition encountered; types of E/A encountered; tactics employed by enemy and ourselves; as to enemy destroyed state whether many, few or nil; distinguishing markings, color, characteristics or behavior of E/A.

5. Flak: where encountered, appearance of bursts, intensity, accuracy as to deflection and height, anything new or unusual.

6. Friendly A/C lost or in distress (elaboration of hot news report) Where last seen, time, altitude, estimated cause, personnel seen baling out, appearance of A/C

7. A/C crashed in England or seriously damaged.
~~did not return~~
~~10 ships missing~~ - Two out 15 days - 3 more out ~~out 4 days~~. A/C that returned, — 4 days

8. Observations: Detail any items of interest seen by crews concerning the enemy or our own forces (Balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, waterways, roads, railway yards; concentrations of vehicles, troops vessels; landmarks, new enemy installations).

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

FIELD ORDER NO.130

1. A. THERE IS A POSSIBILITY OF WITHDRAWAL SUPPORT OF TWO SQDNS. SPITS ON LINE FROM 53 DEG. 42 MIN N, 03 DEG. 00 MIN E TO CROMER.

2. A. PRIMARY: GY 4772

101CW AP6965 3 (E) 1/5

AP 4767 3 (E) 1/5

AP 4055 3 (E) 1/5

102 CW AP 4767 3 (E) 1/5

AP 4055 3 (E) 1/5

AP 3945 3 (E) 1/5

B. SECONDARY: GH- 374

101 CW AP6155 6 (D) (I) 1/2

102 CW AP 7057 6 (D) (I) 1/2

C. LAST RESORT: GR- 3590

101 CW AND 102 CW AP 2767 3 (A) 5/7

D. FORCE REQUIRED : MAXIMUM EFFORT.

3. A. 102 CW WILL FOLLOW 101 CW REMAINING AS CLOSE AD YY AS FORMATION WILL PERMIT. 102 CW ESTABLISH VISUAL CONTACT WITH 101 CW ON LINE PETERBOROUGH- BURNHAM MARKET WITH HIGH ELEMENT BELOW 6000 FT. 102 CW WILL FLY AT SAME ALTITUDES AS 101 CW OUT AND BACK.

B. ROUTE OUT: DEPART CROMER AT ZERO HOUR TO 55 DEG. 00 MIN. N, 04 DEG 45 MIN E WITH HIGH ELEMENT BELOW 6000FT UNTIL NECESSARY TO START CLIMB SO AS TO HAVE HIGH ELEMENT NOT MORE THAN 10000 FT. AT 55 DEG. 00 MIN N, 04 DEG. 45 MIN E, PROCEED TO 53 DEG. 55 MIN N, 07 DEG 00 MIN E, CLIMBING TO REACH THIS POINT AT BOMBING ALTITUDE, THEN TO WEST TIP OF BALTRUM ISLAND TO AHLHORN TO IP AT WILDESHAUSEN TO TARGET.

C. AXIS OF ATTCACK: IP TO TARGET.

D. RALLY: TURN RIGHT AFTER BOMBING TO VILSEN TO WILDESHAUSEN AT 155 IAS.

E. ROUTE BACK: WILDESHAUSEN TO JUIST ISLAND TO 54 DEG 07 MIN N, 06 DEG. 00 MIN E, TO 53 DEG. 42 MIN, N, 03 DEG. 00 MIN E DESCENDING TO LOW ALTITUDE AFTER PASSING JUIST ISLAND

DECLASSPIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

~~F. (1)~~ ~~ITUS-01~~

101 CW: 91 GP 26000FT.

306 GP 25000 FT.

91-306 GP 27000FT.

102 CW.: 305 GP 26000FT.

303 GP 25000FT.

305-303 GP 27000 FT

X. (1) BOMB LOADING: 5 X 1000 GP

FUSING: 101 CW - EA A/C 2 BOMBS INST. NOSE AND 45 SEC. TAIL AND 3 BOMBS 1/10 SEC. NOSE AND 40 1/40 SEC TAIL.

102 CW- EA A/C 3 BOMBS INST. NOSE AND 45 SEC. TAIL AND 2 BOMBS 1/10 SEC NOSE AND 1/40 SEC. TAIL.

(2) ZERO HOUR: 1100 OST 17 APRIL.

(3) TIME SCHEDULE:

CROMER	ZERO HOUR
55DEG 00 N	
04 DEG 45 E	ZERO PLUS 61 MIN
53 DEG 55 N	
07 DEG 00 E	ZERO PLUS 93 MIN
BALTRUM	ZERO PLUS 99 MIN
EDEWECHT	ZERO PLUE 110 MIN
AHLHORN	ZERO PLUS 114 MIN
WILDESHAUSEN	ZERO PLUS 117 MIN
TARGET	ZERO PLUS 122 MIN
VILSEN AU	ZERO PLUS126 MIN
WILDESHGASEN	ZERO PLUS 133 MIN
WEST TIP JUIST	ZERO PLUS 157 MIN
54 DEG 07 N	
06 DEG 00 E	ZERO PLUS 171 MIN
53 DEG 42 N	
03 DEG 00 E	ZERO PLUS 224 MIN
CROMER	ZERO PLUS 260 MIN

G. FORMATIONS: EACH CW FLY THREE FORMATIONS OF APPROX. 18 A/C EACH.

H. SPEEDS: LOW ALT. CRUISE 155 IAS, CLIMB 150, HIGH ALT. 160, DESCEND 170 IAS 1000 FT/MIN.

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

102 CW.: 305 GP 26000FT.

303 GP 25000FT.

305-303 GP 27000 FT

Y. (1) BOMB LOADING: 5 X 1000 GP

FUSING: 101 CW - EA A/C 2 BOMBS INST. NOSE AND 45 SEC. TAIL AND 3 BOMBS 1/10 SEC. NOSE AND 1/1YYYYY1/40 SEC TAIL.

102 CW- EA A/C 3 BOMBS INST. NOSE AND 45 SEC. TAIL AND 2 BOMBS 1/10 SEC NOSE AND 1/40 SEC. TAIL.

(2) ZERO HOUR: 1100 DST 17 APRIL.

(3) TIME SCHEDULE:

CROMER	ZERO HOUR
55DEG 00 N	
04 DEG 45 E	ZERO PLUS 61 MIN
53 DEG 55 N	
07 DEG 00 E	ZERO PLUS 93 MIN
BALTRUM	ZERO PLUS 99 MIN
EDEWECHT	ZERO PLUS 110 MIN
AHLHORN	ZERO PLUS 114 MIN
WILDESHAUSEN	ZERO PLUS 117 MIN
TARGET	ZERO PLUS 122 MIN
VILSEN AU	ZERO PLUS126 MIN
WILDESHGASEN	ZERO PLUS 133 MIN
WEST TIP JUIST	ZERO PLUS 157 MIN
54 DEG 07 N	
06 DEG 00 E	ZERO PLUS 171 MIN
53 DEG 42 N	
03 DEG 00 E	ZERO PLUS 224 MIN
CROMER	ZERO PLUS 260 MIN

G. FORMATIONS: EACH CW FLZ THREE FORMATIONS OF APPROX. 18 A/C EACH.

H. SPEEDS: LOW ALT. CRUISE 155 IAS, CLIMB 150, HIGH ALT. 160, DESCEND 170 IAS 1000 FT/MIN.

4. NORMAL

"5. A. MF D/F SECTION "G"

B. BOMBER - BOMBER - 5010 KCS

C. FIGHTER - BOMBER- VHF CHANNEL "D"

GROUP AND GROUP DEPUTY LEADERS TURN ON VHF AT FIGHTER RENDEZVOUS.

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/RW NARA, Date 5/25/89

2. [illegible] SEEN IN THE [illegible] REPORTED IN AT LEAST TWO OF THE PRINCIPAL BUILDINGS (AP'S). OUR GROUP DID NOT GET ANY PICTURES ,3 OF THE CAMERAS BEING ON MISSING SHIPS AND THE REAXX REMAINING ONES FAILING TO FUNCTION.

3. ONE TURNED BACK ABOUT 50 MILES AFTER LEAVING XX ENGLISH COAST AT 11:CC HOURS, WITH 4 OXYGEN SYSTEMS OUT DUE TO BREAK IN LINE. ONE TURNED BACK AT 54 DEGREES 30' N, 5 DEGREES 43' E, AT 12:20 , WITH ONE ENGINE OUT AND ANOTHER STARTING TO GO OUT.

4. FIGHTER OPPOSITION WAS PROBABLY AS HEAVY AND PERSISTENT AS HAS YET BEEN ENCOUNTERED BY THIS GROUP , SOME 60 TO 100 E/A BEING REPORTED AND CONSISTING OF FW190S AND ME109S IN ABOUT EQUAL NUMBER, AND ME110S AND 210S. THEY BORE VARIOUS MARKINGS AND & DESIGNS AND SOME XX WERE OBVIOUSLY NIGHT FIGHTERS. THE DESTINATION OF THE FORMATION WAS EVIDENTLY KNOWN BY THE GERMAN FIGHTER COMMAN AS E/A WHEN SIGHTED AT I.P BUT WENT ON AHEAD AND WERE WAITING AT THE TARGET. FROM THERE THE ATTACKS WERE HARD PRESSED FROM ALL DIRECTIONS , THE MAJORITY MXXXXXX BEING FRONTAL , AND CONTINUED UNTIL THE FORMATION XX HAS LEFT THE GREXX GERMAN COAST. THE TWIN ENGINED FIGHTERS MADE NO DIRECT ATTACKS BUT STAYED BEHIND AND JUMPED ON THE STRAGGLERS.

WE CLAIM 8 DESTROYED, 1 PROBABLY DESTROYED AND 1 DAMAGED.

5. THE FLAK WAS EXTREMELY INTENSE AT THE TARGET AND FAIRLY ACCURATE , NECESSITATING VIOLENT EVASIVE ACTION. THERE IS NO QUESTION BUT THAT THE ENEMY WAS USING BARRAGE FIRE AS THE BURSTS WERE COMING UP IN GREAT, REGULAR NUMBERS AND GENERALLY AHEAD OF THE FORMATION. MOST OF THE BURSTS WERE BLACK IN COLOR AND LARGE IN SIZE. SOME HEAVY FIRE WAS ALSO OBSERVED SOUTH OF BREMEN AS THE FORMATION TURNED. ONLY SCATTERED NUMBER XX OF BURSTS WERE REPORTED FROM THE XXX ISLANDS GOING IN AND COMING OUT.

6. TEN SHIPS OF OUR A/C HAVE NOT RETURNED. TWO OBSERVED DOWN BEFORE TARGET, SIX DOWN AFTER TARGET . TWO NOT KNOWNS IMPOSSIBLE TO ESTIMATE NUMBER DOWN DUE TO FLAK OR E/A COMBINATION. 8 PARACHUTES FROM ONE, FOUR EACH FROM TWO OTHERS.

7. A/C THAT RETURNED TO BSE XX BASE , .TWO ARE OUT FOR 15 DAYS, 3 X OUT FOR 4 A DAYS. ONE DOWN AT COLTISHALL, EXTENT DAMAGE UNKNOWN.

8. CREWS STATE SMOKE FROM FLAK OVER TARGET SO THICK IS ALMOST NECESSITATED INSTRUMENT FLYING. INTENSITY OF FLAK AND VIOLENCE OF FIGHTER ATTACK AGAIN EVIDENCE OF ENEMY DETERMINATION TO BREAK UP FORMATION AND PREVENT ACCURATE BOMBING. AERIAL BOMBING AGAIN

MISSION LOADING LIST

Squadron 368th. Bomb. Sq. (H) A/C Number 42-5251

Total time for complete mission _____ Date April 17, 1943.

P.	Smiley, W.N.	Captain	E.	Clifton, R.C.	T/Sgt.
CP.	Ewan, A.L.	2nd. Lt.	G.	Clark, R.C.	S/Sgt.
N.	Breunig, W.W.	1st. Lt.	G.	Payne, W.R.	S/Sgt.
B.	Strauss, M.M.	1st. Lt.	G.	Sliff, L.	S/Sgt.
R.	Hepler, D.B.	T/Sgt.	G.	Staiff, R.K.	S/Sgt.

X-MISSING IN ACTION

16

MISSION LOADING LIST

Squadron 369th Bomb Sq (H) A/C Number 25218

Total time for complete mission 6:45 Date April 17, 1943

P.	Briscoe, C. D.	1st Lt.	R.	Newport, R. L.	S/Sgt.
CP.	Sherman, F. P.	1st Lt.	G.	Rose, V. L.	S/Sgt.
N.	MacGhee, D. F.	1st Lt.	G.	Deets, J. T.	S/Sgt.
B.	Hickey, J. K.	1st Lt.	G.	Meaux, A. F.	S/Sgt.
E.	Noyes, H. L.	T/ Sgt.	G.	Roller, J. R.	S/Sgt.

11

Squadron 369th. Bomb. Sq. (H) A/C Number 41-24557

Total time for complete mission 6:45 Date April 17, 1943.

P.	Howard, J.M.	Capt.	G. RK	Cox, H.L.	T/Sgt.
CP.	Bettinger, G.C.	1st. Lt.	G.	Pappas, P.W.	S/Sgt.
N.	Zinkovitch, H.	1st. Lt.	G.	Smith, C.B.	S/Sgt.
B.	Howenstein,	1st. Lt.	G.	Higham, E.	S/Sgt.
E.	Gordon, B.	T/Sgt.	Rg.	Nabum, M.A.	S/Sgt.
			X.	Stanko, J.T.	Captain

1./

MISSION LOADING LIST

Squadron 369th. Bomb. Sq. (H) A/C Number 42-5404

Total time for complete mission 6:50 Date Apr. 17, 1943.

P.	Maliszewski, E.P.	1st. Lt.	R.	Greene, H.C.	T/Sgt.
CP.	Klette, I.J.	2nd. Lt.	G.	Williams, J.F.	S/Sgt.
N.	Schulstad, A.E.	2nd. Lt.	G.	Fowler, H.K.	S/Sgt.
B.	McDonald, W.J.	S/Sgt.	G.	Daly, R.J.	Sgt.
E.	Holloway, R.W.	Sgt.	G.	Ray, T.H.	T/Sgt.

13

Squadron 369th Bomb Sq (H) A/C Number 42-5426

Total time for complete mission 6:15 Date April 17, 1943

P. Terry, Major
CP. Mageffin, J. G. 1st Lt.
N. Brown, J. C. 1st Lt.
B. Colantoni, W. 1st Lt.
E. Hinebaugh, D. L. T/Sgt.
R. Sparks, D. W. S/Sgt.
G. Nolasco, P. P. S/Sgt.
G. Silva, F. M. S/Sgt.
G. Watkins, R. G. S/Sgt.
G. Rosato, T. R. S/Sgt.

121

MISSION LOADING LIST

Squadron 369th Bomb Sq (H) A/C Number 23084

Total time for complete mission 6:15 Date April 17, 1943

P. Vinnedge, R. A. 1st Lt. Engineer Loubet, R. R. Sgt.
CP. Maresh, A. H. 1st Lt.
N. Cavedo, K. B. 2nd Lt.
B. Lindsay, R. S. 2nd Lt.
Radio O. E. Brown, B. S.
G. Frymoyer, C. E. S/Sgt.
G. Ross, J. T. S/Sgt.
G. Fassig, B. L. S/Sgt.
G. Rummels, G. S/Sgt.

9

MISSION LOADING LIST

Squadron 423rd. Bomb. Sq. (H) A/C Number 42-5171

Total time for complete mission _____ Date April 17, 1943.

P.	George, W.J.	1st. Lt.	R.	Thornton, J.H.	T/Sgt.
CP.	Malin, R.O.	2nd. Lt.	G.	McClenan, G.J.	S/Sgt.
N.	Simmons, A.V.	2nd. Lt.	G.	Bevan, D.J.	S/Sgt.
B.	Parker, J.B.	2nd. Lt.	G.	Ranall, C.E.	S/Sgt.
E.	Mac Gregor, W.A.	T/Sgt.	G.	Amrey, J.S.	S/Sgt.

X - MISSING IN COMBAT.

19

MISSION LOADING LIST

Squadron 423rd. Bomb. Sq. (H) A/C Number 25180

Total time for complete mission 6:55 Date April 17, 1943.

P.	Lambert, J.L.	Major	R.	Kirn, J.K.	T/Sgt.
CP.	Smith, R.W.	Captain	G.	Wilson, H.V.	S/Sgt.
B N.	May, C.H.	Captain	G.	Wentworth, S.M.	S/Sgt.
N B.	Gaslin, H.E.	Captain	G.	Romero, A.	S/Sgt.
E.	Bezak, A.	T/Sgt.	G.	Porcelli, F.N.	Sgt.

23

Squadron 423rd. Bomb. Sq. A/C Number 42-5422

Total time for complete mission 7:00 Date April 17, 1943

P.	Pipp. E.G.	1st. Lt.	R.	Williams, B.C.	T/Sgt.
CP.	Davis, M.W.	2nd. Lt.	G.	Lusit, F.T.	S/Sgt.
N.	Flower, L.J.	2nd. Lt.	G.	Zaban, E.	S/Sgt.
B.	Melillo, J.J.	Sgt.	G.	Van Cleave, O.A.	S/Sgt.
E.	Rogers, E.C.	T/Sgt.	G.	Webb, J.	S/Sgt.

25

MISSION LOADING LIST

Squadron 423rd. Bomb. Sq. (H) A/C Number 42-29649

Total time for complete mission 6:45 Date April 17, 1943.

P.	Salada, M.V.	Captain	R.	Counts, C.M.	T/Sgt.
CP.	Mc Callum R.	2nd. Lt.	G.	Hobbs, J.M.	S/Sgt.
N.	Drew, L.E.	1st. Lt.	G.	Hart, W.W.	S/Sgt.
B.	Pollock, E.J.	1st. Lt.	G.	Gibson, R.H.	RM. S/Sgt.
E.	Fahrenhold, W.W.	S/Sgt.	G.	Sanicke, N.M.	T/Sgt.

24

Squadron 423rd. Bomb. Sq. (H) A/C Number 42-29524

Total time for complete mission 7:00 Date April 17, 1943.

P. Smith, R.H.	2nd. Lt.	R. Mc Givney, M.A.	S/Sgt.
CP. Logan, T.E.	1st. Lt.	G. Piotrowski, W.	S/Sgt.
N. Pierce, L.S.	2nd. Lt.	G. Stokoski, E.J.	S/Sgt.
B. Hull, W.E.	S/Sgt.	G. Durham, C.W.	S/Sgt.
E. Bamforth, L.L.	T/Sgt.	G. Smoot, J.E.	S/Sgt.

16

MISSION LOADING LIST

Squadron 423rd. Bomb. Sq. (H) A/C Number 42-25714

Total time for complete mission 7:00 Date April 17, 1943.

P. Youree, P.E.	Captain	R. Bean, H.E.	T/Sgt.
CP. Sugg, L.C.	2nd. Lt.	G. Mc Clure, K.N.	S/Sgt.
N. Cheney, J.S.	2nd. Lt.	G. Simons, L.A.	S/Sgt.
B. Stedt, S.A.	2nd. Lt.	G. Coluard, F.L.	Sgt.
E. Wilkinson, W.R.	S/Sgt.	G. Baker, W.V.	Sgt.

27

COMBAT FORM

CONFIDENTIAL

Group 306 Date 17/4/43

Squadron 369 Place where att[ack] just before target

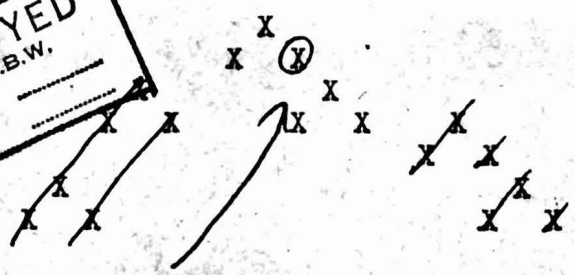
A/C No. 404 Time 1258 [A]ltitude 27,000

Story of the attack-- An FW190 was spotted at 7 o'clock. He came in direct at 6 o'clock. When he was about 250 yards I fired about 30 bursts at him head on. E/A's engine burst into flames. The nose went up and he slid off to the right and fell into a tight spiral. Later as he fell, the pilot was seen to bail out.

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

2. Diagram of attack:

DESTROYED A-2. I.B.W.



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 20 degrees
b. visibility good
c. type of E/A FW190
d. level of attack;
From high above
(Check One) Level
Below X
Very low

3. Our Gun Positions Firing on E/A

Names Sgt. R. J. Daley

Position Tail Gunner

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

Corroborated by
Position in A/C

Other A/C firing at the same time? No

5. Comments of the interrogator: good claim

CONFIDENTIAL

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

Time Interrogator

Lt. A. B. Richardson.

COMBAT FORM

GROUP 306 DATE 17 April, 1943

SQUADRON 423 PLACE WHERE ATTACKED Bremen

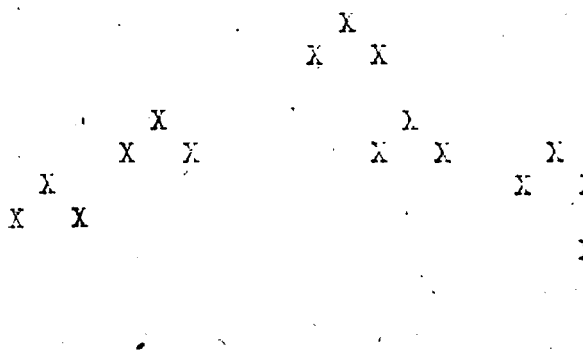
A/C NO. _____ TIME 1300 HEIGHT 26,000

1. Story of the attack: FW 190 made an attack from the rear, opened fire at 800 yards, was hit, caught on fire and exploded 200 yards from B-17.

DESTROYED
A-2. 1-E.W.
1

(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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt. Jack S. Amrey

Positions Tail gunner

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

1st Lt. Prashares

COMBAT FORM

GROUP 306 DATE 17 April, 1943

SQUADRON 368 PLACE WHERE ATTACKED Bremen

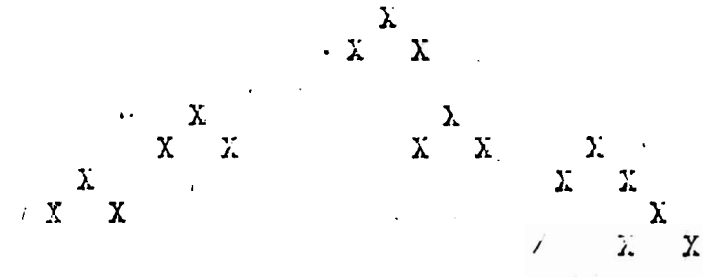
A/C NO. _____ TIME 1300 HEIGHT 24,000

1. Story of the attack: Me 109 came in about 4 o'clock high and opened fire into nose and engine of Me 109, and it blew up.

DESTROYED
A-2. I.E.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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt. William G. Gelnett

Positions Right Waist

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator

1st Lt. Brashares

CONFIDENTIAL

COMBAT FORM

Group 306 Date

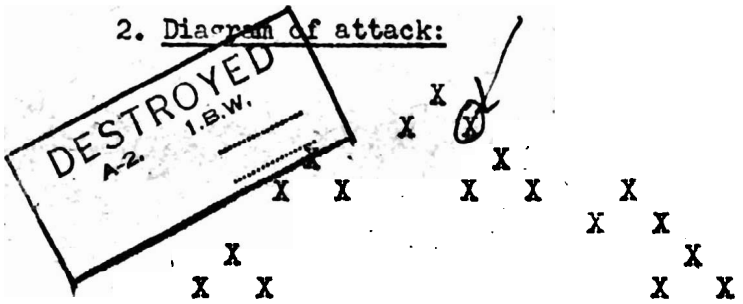
Squadron 423 Place where attacked target visinity

A/C No. 594 Time 1300 Height 24,000

Story of the attack-- ME109 attacked from 1230 and high. Bombardier fired on him at 650 yards. Kept firing as he came in. ME blew up completely disintegrated at about 75 yards.

(Include above how E/A attacked; how close he came; where he was hit, howmuch he was damaged; & 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 unknown
b. visibility good
c. type of E/A ME109
d. level of attack;
From high above X
(Check One) level
below
very low

3. Our Gun Positions Firing on E/A

Names S/Sgt. William E. Hall

Positions Bombardier

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

Corroborated by
Position in A/C

Other A/C firing at the same time? None

5. Comments of the interrogator: no question about this

CONFIDENTIAL

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

Time Interrogator

Capt. J. F. O'Sullivan

COMBAT FORM

GROUP 306 DATE 17 April, 1943

SQUADRON 423 PLACE WHERE ATTACKED Bremen

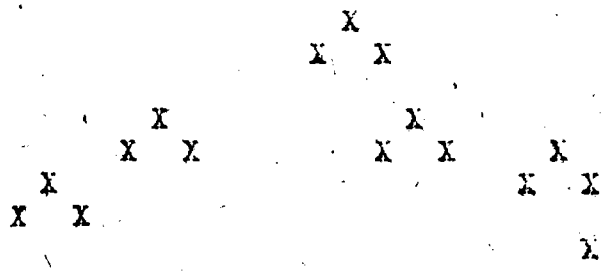
A/C NO. _____ TIME 1300 HEIGHT _____

1. Story of the attack: FW 190 made an attack 6:30 o'clock low. Saw FW disintegrate in air less than 300 yds from B-17.

DESTROYED
A-2. I.E.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 _____
d. Level of attack

(Check one)
From high above _____ o'clock
Level _____ o'clock
Below 6:30 o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt. G. J. McGlenen

Positions Ball turret

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

Lt. Brashares

CONFIDENTIAL

Group 306 Date April 17, 1943

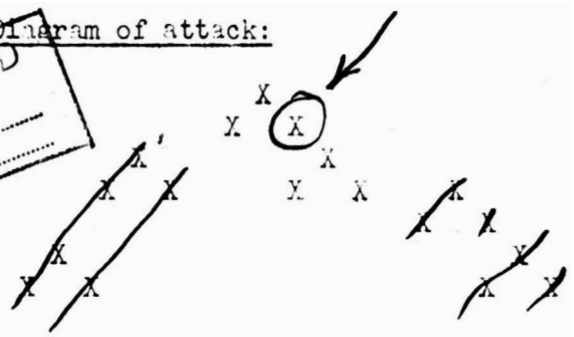
Squadron 369 Place where attacked Turn after target

A/C No. 404 Time 1303 Height 27,000 ft.

Story of the attack-- FW 190 swerved in from 2 o'clock. Top turrett gunner caught him just behind the engine as he went past at 250 yards. A Piece as big as a stove, right behind cowling, exploded in small pieces. E/A peeled off at 4 o'clock and went down in flat spin, enveloped in heavy black smoke. Pilot seen to bail out.

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

2. Diagram of attack:



DESTROYED A-2. I.E.W.

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 27,000
b. visibility good
c. type of E/A FW 190
d. level of attack;
(Check One) From high above x
level
below
very low

3. Our Gun Positions Firing on E/A

Names Sgt. R. W. Holloway

Positions Top-Turrett

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

Corroborated by S/Sgt. J. F. Wilkins
Position in A/C Right Waist

Other A/C firing at the same time? None

Comments of the interrogator: Looks Certain

CONFIDENTIAL

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

Time _____ Interrogator Lt. Richardson

NARA, Date 5/25/89

CONFIDENTIAL

COMBAT FORM

Group 306 Date 17/4/43

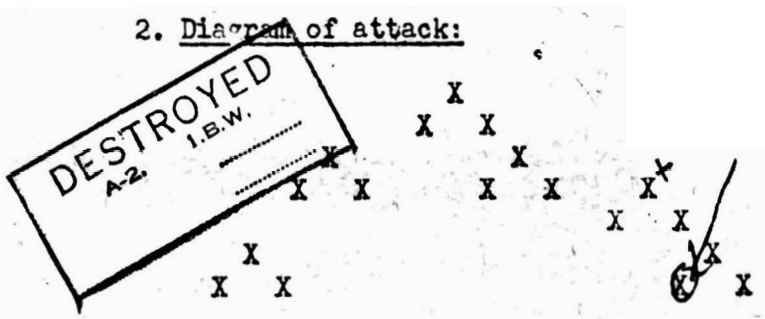
Squadron 367 Place where attacked after target

A/C No. 407 Time 1304 Height 21,000

Story of the attack--FW190 came in from a pass on ships ahead of us and followed through on us at 1230 o'clock and low. Bombardier fired on him with twin nose guns. When at about 400 yards wing came off and suddenly E/A disintegrated.

(Include above how E/A attacked; how close he came; where he was hit, howmuch he was damaged; & 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 270°
b. visibility good
c. type of E/A FW190
d. level of attack;
From high above ____
(Check One) level ____
below X
very low ____

3. Our Gun Positions Firing on E/A

Names S/Sgt. R. J. Osborne

Positions Sgt. Bombardier

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

Corroborated by N.B. The Navigator said he saw it, but was killed shortly thereafter.
Position in A/C

Other A/C firing at the same time? None

5. Comments of the interrogator: a sure kill

CONFIDENTIAL

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

Time

Interrogator
Capt. Fred Baldwin

...Date 3/25/87

COMBAT FORM

CONFIDENTIAL

Group 306 Date April 17, 1943

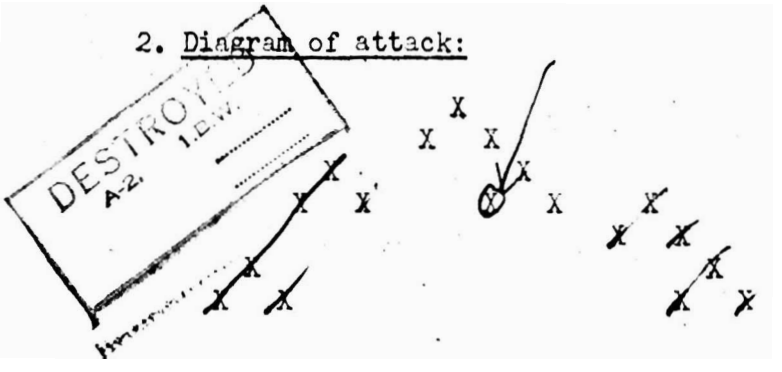
Squadron 369 Place where attacked just after target

A/C No. 218 Time 1305 Height 25,000 ft.

Story of the attack-- FW 190 came in from 1230 o'clock from slightly above. At 250, 200 and 150 yards bombardier got in excellent bursts. Elevator and parts of tail plane fell off and E/A fell out of control into tight spin, more parts being seen to fall off as he descended. No smoke of fire seen.

(Include above how E/A attacked; how close he came; where he was hit; howmuch he was damaged; & 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 310°
b. visibility excellent
c. type of E/A FW190
d. level of attack;
(Check One) From high above X
level
below
very low

3. Our Gun Positions Firing on E/A

Names Lt. J. K. Hickey

Positions Bombardier

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

Corroborated by Lt. F. P. Sherman
Position in A/C Co-Pilot

Other A/C firing at the same time? None

Comments of the interrogator: Certain destroyed

CONFIDENTIAL

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

Time Interrogator

Lt. Rudolph

CONFIDENTIAL

COMBAT FORM

Group 306 Date 17/4/43

Squadron 423 Place where attacked after target

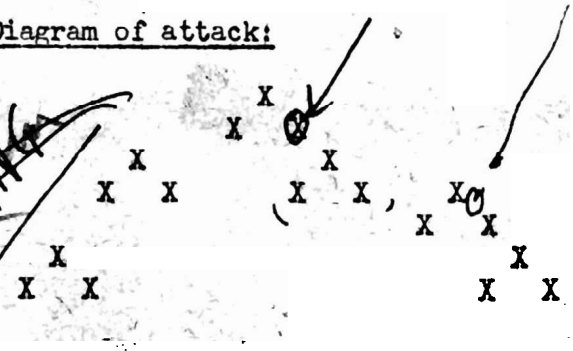
A/C No. 524 Time 1305 Height 24,000

Story of the attack-- FW190 attacked from one o'clock and below. Fired on by Sgt. Piotrowski at 100 yards. Kept firing into fuselage and whole fuselage and tail were seen to break off as ship passed about 300 ft. under our A/C first. Went into violent spin. Wing came off and pieces of E/A were scattered about.

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

REEVALUATED AS DESTROYED BY

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 good
c. type of E/A FW190
d. level of attack;
From high above _____
(Check level _____
One) below X
very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. Walter Piotrowski

Positions Ball Turret Gunner

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

Corroborated by Sgt. E. J. Stokoski Captain Chester May
Position in A/C R. Waist Bombardier Ship #180

Other A/C firing at the same time? Plane #180

5. Comments of the interrogator: An absolute certain.

CONFIDENTIAL

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

Time _____ Interrogator

Capt. J. F. O'Sullivan

NARA, Date 5/25/89

COMBAT FORM

CONFIDENTIAL

Group 306 Date 17/4/43

Squadron 367 Place where attacked after target

A/C No. 407 Time 1307 Height unknown

Story of the attack--When formation of this squadron was pretty much broken up, an FW190 came from ahead and to the right, wheeling into our plane at 3 o'clock. When at 150 yards distance, right waist gunner, who had been firing at him saw E/A burst into intense flames. Tail gunner saw this and watched plane fall in flames and in tight spin. Then as it fell tail gunner saw tail of FW rip off. Our plane at the time was out by itself.

(Include above how E/A attacked; how close he came; where he was hit; howmuch he was damaged; & 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 290°
b. visibility good
c. type of E/A FW190
d. level of attack;
From high above
(Check level X
One) below
very low

3. Our Gun Positions Firing on E/A

Names S/Sgt. L. J. Durfee

Positions Right Waist Gunner

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

Corroborated by W. D. Brittain
Position in A/C Tail Gunner

Other A/C firing at the same time? None

5. Comments of the interrogator: a certain

CONFIDENTIAL

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

Time Interrogator

Capt. Fred Baldwin

NARA, Date 5/25/89

COMBAT FORM

CONFIDENTIAL

Group 306 Date 17/3/43

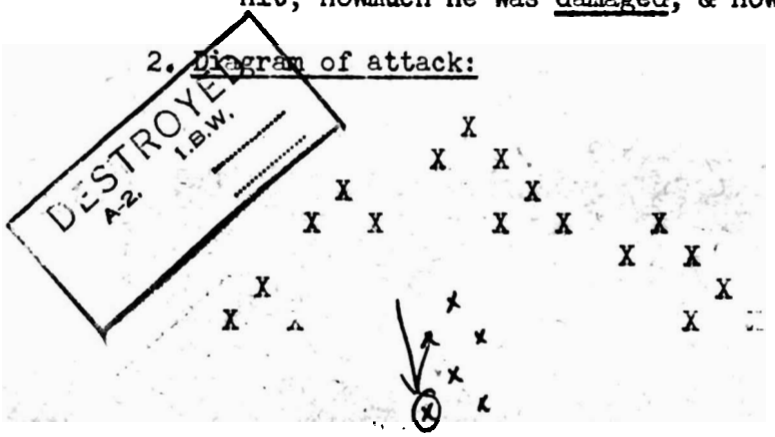
Squadron 369 Place where attacked after target

A/C No. 218 Time 1308 Height 25,000

Story of the attack-- E/A, FW190 attacked nose from 11 o'clock. Bombardier fired several bursts at 150 yards. E/A burst into intense flames and went into a tight spin enveloped in flames.

(Include above how E/A attacked; how close he came; where he was hit; howmuch he was damaged; & 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 310
b. visibility excellent
c. type of E/A FW190
d. level of attack;
From high above ____
(Check One) level X
below ____
very low ____

3. Our Gun Positions Firing on E/A

Names Lt. J. K. Hickey

Positions Bombardier

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

Corroborated by Lt. D. F. MacGhee Lt. Sherman
Position in A/C Navigator Co-pilot

Other A/C firing at the same time? None

5. Comments of the interrogator:

CONFIDENTIAL

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

Time ____ Interrogator

Lt. Rudolph Skalak

COMBAT FO[illegible] CONFIDENTIAL

Group 306 Date 17/4/43

Squadron 369 Place where attacked after target

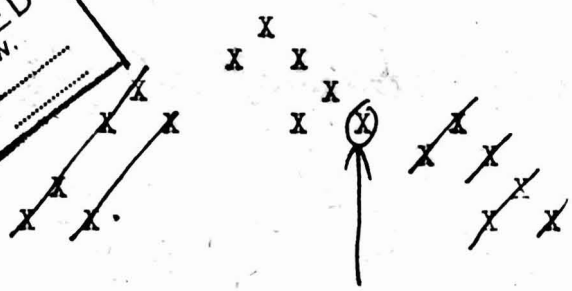
A/C No. Time 1315 Height 26,500

Story of the attack--ME 109F came in from 6 o'clock and above. Gave E/A a few bursts at 1000 yards. As he came in to 300 yards, clouds of smoke poured out. As E/A went straight down, the pilot was seen to bail out.

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

2. Diagram of attack:

DESTROYED A-2, I.B.W.



On Diagram
a. which of our A/C was attacked;
b. direction of E/A attack;
c. sun position.

Data on Combat
a. Our heading unknown
b. visibility good
c. type of E/A ME109
d. level of attack;
from high above X
(Check One) level
below
very low

3. Our Gun Positions Firing on E/A

Names S/Sgt. Glen Runnells

Positions Tail Gunner

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

Corroborated by Lt. Briscoe
Position in A/C Pilot of plane #218

Other A/C firing at the same time? None

5. Comments of the interrogator: certain with pilot bailing out.

CONFIDENTIAL

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

Time Interrogator

Capt. Wiley W. Glass

COMBAT FORM

Group 306 Date 17 April 1943

Squadron 368 Place where attacked Bremen

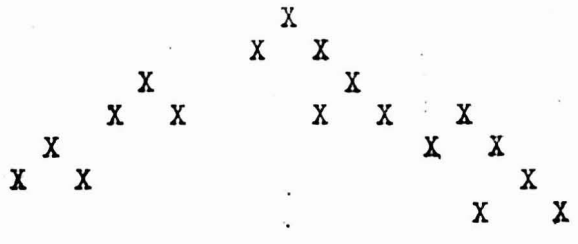
A/C No: Time 1315 Height 21000

1. Story of the attack:- Attacked by ME 110 - while firing on E/A, left engine burst into flame, E/A started to turn over and the entire wing tore off and E/A went down in flames.

DESTROYED
A-2. I.S.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 ME 110
d. level of attack;
From high above O'clock
level O'clock
(Check One) below O'clock
very low O'clock

3. Our Gun Positions Firing on E/A.

Names S/Sgt. Archie M. Baker

Positions tail gunner

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

Corroborated by S/Sgt. H. Warren

Position in A/C ball turret

Other A/C firing at the same time?

5. Comments of the interrogator:

DESTROYED

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

Time Interrogator

1st Lt Brashares

COMBAT FORM

GROUP 306 DATE 17 April, 1943

SQUADRON 368 PLACE WHERE ATTACKED Bredon

A/C NO. _____ TIME 1430 HEIGHT 22,000

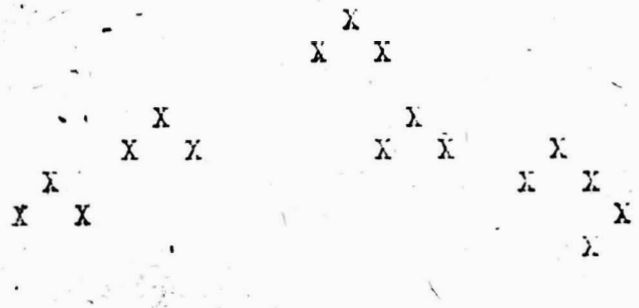
1. Story of the attack: FW 190 attacked 6 o'clock low on tail. Opened fire and FW seen in flames, down in dive and to explode.

Many fighters attacked in the area.

DESTROYED
A-2. I.E.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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt. R.A. Fruscoit

Positions Tail gun

4. If E/A was shot down or damaged:

Corroborated by S/Sgt. W.J. Phillips

Position in A/C Ball turret

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator

1st Lt. Brashares

COMBAT FORM

GROUP 306 DATE 17 April, 1943

SQUADRON 368 PLACE WHERE ATTACKED Bremen

A/C NO. _____ TIME 1320 HEIGHT 22,000

1. Story of the attack: Me110 came about 20 yards above B-17 and fired directly into nose and belly of plane when seen to burst into flames and go down in a spin.

PROBABLE
A-2 T.D.N.

(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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names T/Sgt. James B. Stalner

Positions Top turret gunner

4. If E/A was shot down or damaged:

Corroborated by T/Sgt. D.F. Bongino

Position in A/C Radio Operator

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator 1st Lt. Brashares

GROUP 306 DATE 17 April, 1943

SQUADRON 423 PLACE WHERE ATTACKED Bremen

A/C NO. _____ TIME 1300 HEIGHT 26,000

1. Story of the attack: FW 190 attacked, caught fire, seen to go into a spin and disintegrate.

DAMAGED
A-2 Ltr

(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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A.
S/Sgt. Charles E. Randall
Names _____
Waist gunner
Positions _____

4. If E/A was shot down or damaged:
Corroborated by _____
Position in A/C _____
Other A/C firing at the same time _____
Damaged.

5. Comments of the interrogator: _____

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

Time _____ Interrogator _____
1st Lt. Brashares

CONFIDENTIAL

COMBAT FORM

Group 306 Date April 17, 1943.

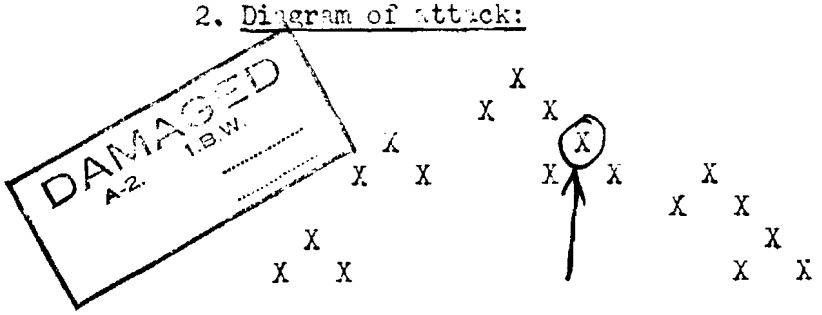
Squadron 423 Place where attacked After Target

A/C No. 714 Time 1306 Height 25,000 ft.

Story of the attack-- S/Sgt. W. V. Baker, tail gunner on plane No. 714 piloted by Captain Youree, fired at FW 190 coming in at six o'clock. When E/A got pretty close, a large part of engine cowling broke off. Other bits broke off and plane peeled off, Abandoning attack.

(Include above how E/A attacked; how close he came; where he was hit; howmuch he was damaged; & 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 Unknown
b. visibility Good
c. type of E/A FW 190
d. level of attack;
From high above X
(Check One) level
below
very low

3. Our Gun Positions Firing on E/A

Names S/Sgt. W. V. Baker

Positions Tail Gunner

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

Corroborated by
Position in A/C

Other A/C firing at the same time? None seen

Comments of the Interrogator: Damaged

Plane landed away. Crew interrogated April 18, 1943. This claim was included in telephone and teletype reports as damaged.

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

Time Interrogator Fred C. Baldwin

FRED C. BALDWIN Capt., AC.

CONFIDENTIAL

COMBAT FORM

GROUP 306 DATE 17 April 1943

SQUADRON 367 PLACE WHERE ATTACKED Bremen

A/C NO. _____ TIME 1200 HEIGHT 18000

1. Story of the attack: Fired on Ju 88 which blew up.

NO CLAIM
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 Ju 88
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names Sgt. Robert E Hansen

Positions Togglier

4. If E/A was shot down or damaged:

Corroborated by T/Sgt R. E. Livingstone - Eng.

Position in A/C 1st Lt. Frank L.Watson - Pilot

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

B.T. Murtha

COMBAT FORM

Group 306 Date 17 April 1943

Squadren 367 Place where attacked Bremen

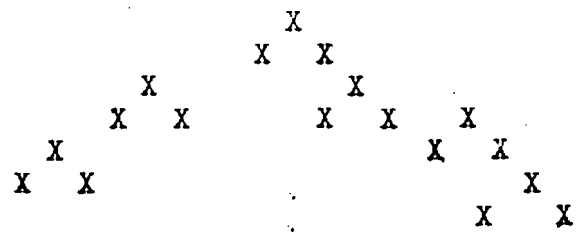
A/C No: Time 1200 Height 24000

1. Story of the attack:- Shot right wing off ME110 - down in flames

NO CLAIM
A-2. 1.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 ME 110
d. level of attack;
From high above O'clock
level O'clock
(Check One) below O'clock
very low O'clock

3. Our Gun Positions Firing on E/A.

Names 2/Lt. Robert B. Hansen

Positions Engineer

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

Corroborated by T/Sgt R.K. Livingstone Engineer

Position in A/C 1st Lt. Frank L. Watson Pilot

Other A/C firing at the same time?

5. Comments of the interrogator:

Destroyed

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

Time Interrogater

1st Lt. Brashares

COMBAT FORM

GROUP 306 DATE 17 April 1943

SQUADRON 369 PLACE WHERE ATTACKED Bremen

A/C NO. _____ TIME 1250 HEIGHT 25000

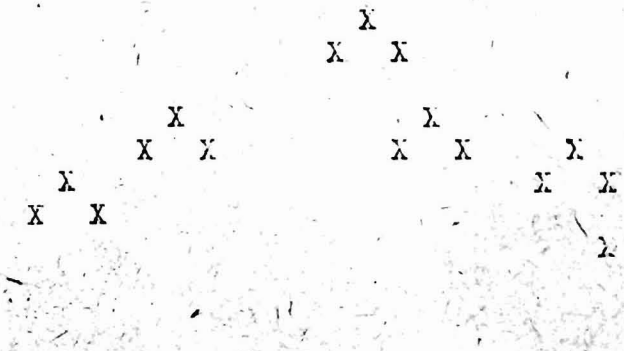
1. Story of the attack: F W 190 attacked from tail opened fire and seen to blow up.

more p.p.

NO CLAIM
A-2. T.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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names T/Sgt Robert G. Robal

Positions Radio

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Destroyed

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

Time _____ Interrogator _____

COMBAT FORM

GROUP 306 DATE 17 April, 1943

SQUADRON 368 PLACE WHERE ATTACKED Bremen

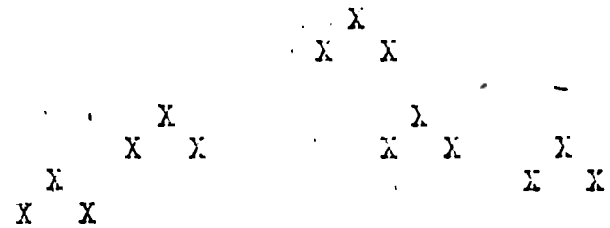
A/C NO. _____ TIME _____ HEIGHT 25,000

1. Story of the attack: ~~F/A 190 attacked and seen to blow up. E/A in flak and probably hit by guns.~~

NO CLAIM
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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names McKeage

Positions Tail Gunner

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: No claim

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

Time _____ Interrogator _____

1st Lt. Brashears

COMBAT FORM

GROUP 306 DATE 17 April, 1943

SQUADRON 368 PLACE THERE ATTACKED Bremen

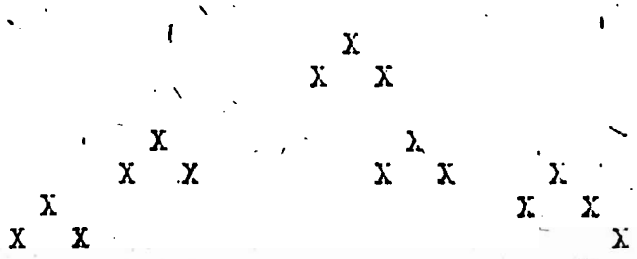
A/C NO. _____ TIME _____ HEIGHT 28,500

1. Story of the attack: FW190 seen to explode

NO CLAIM
A-2. I.E.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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names T/Sgt. Edward H. Small

Positions Engineer

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: No claim

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

Time _____ Interrogator 1st Lt. Brashares

COMBAT FORM

GROUP 306th DATE 17 April 1943

SQUADRON 367th PLACE WHERE ATTACKED [illegible]

A/C NO. _____ TIME 1010 HEIGHT 25,000

1. Story of the attack: Ship 17 broke into two pieces, nose section one part and tail into another.

NO CLAIM
A-2. I.B.V.

(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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names T/Sgt. Fred C. Newcomb

Positions Tail Gunner

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: No claim

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

Time _____ Interrogator

1st Lt. Brashares

COMBAT FORM

GROUP 306 DATE 17 April 1943

SQUADRON 367 PLACE WHERE ATTACKED Ruhen

A/C NO. _____ TIME 1325 HEIGHT 9000

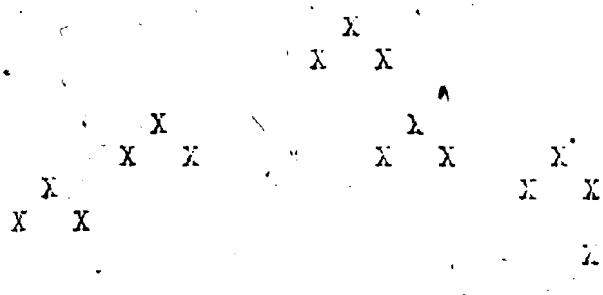
1. Story of the attack:

Ju 88 passed close by and opened fire and saw plane on fire and break into many pieces.

NO CLAIM
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 Ju 88
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/Sgt Wilson G. Elliott

Positions Rear Top Turret

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: _____

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

Time _____ Interrogator _____

1st Lt. Brothers

COMBAT FORM

GROUP 306th DATE 17 April 1943

SQUADRON 367th PLACE WHERE ATTACKED Bremen

A/C NO. _____ TIME 1305 HEIGHT 25,000

1. Story of the attack: ME 109 attacked from nose, opened fire at 75 yards away and seen to break into many parts with tail breaking off fuselage.

NO CLAIM
A-2. I.A.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 _____
d. Level of attack
From high above _____ o'clock
Level _____ o'clock
(Check one) Below _____ o'clock
Very low _____ o'clock

3. Our Gun Positions Firing on E/A

Names S/G Maurice W. Pickett

Positions Engineer Top Turret

4. If E/A was shot down or damaged:

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time _____

5. Comments of the interrogator: Probable

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

Time _____ Interrogator _____

1st Lt. Prashaw